OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS

MEETING AGENDA

NOVEMBER 19, 2026

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda
November 19, 2026
12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

The online public viewing of the meeting will be available on the OTO YouTube Page: https://www.youtube.com/@OzarksTransportation

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

Call to Order .....NOON

I. Administration

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

B. Approval of September 17, 2026 Meeting Minutes .....Tab 1
(2 minutes/Cossey)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

C. Public Comment Period for All Agenda Items .....Tab 11
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 November 18, 2026, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 11**.

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

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

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

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

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

II. New Business

A. Financial Statements for 1st Quarter for FY2027 .....Tab 4
(5 minutes/Johnson)
The Treasurer will present the first quarter financial statements.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FIRST QUARTER FINANCIAL STATEMENTS FOR THE FY2027 BUDGET YEAR

B. Next Stop 2050, OTO Long Range Transportation Plan Adoption.....Tab 5
(20 minutes/Longpine)
The completed final draft of the Long Range Transportation Plan will be highlighted.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE LONG RANGE TRANSPORTATION PLAN, *NEXT STOP 2050*

C. FY 2027-2030 TIP Amendment Two .....Tab 6
(2 minutes/Longpine)
Changes are proposed to the FY 2027-2030 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT TWO TO THE FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

D. Ozark Senior Center Grant Agreement.....Tab 7
(5 minutes/Parks)
Staff will present the Grant Agreement and Resolution for the Ozark Senior Center's FTA Section 5310 awarded funds.

A.) BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO A SECTION 5310 GRANT AGREEMENT WITH THE OZARK SENIOR CENTER TO PROCURE A WIDE-BODY CUTAWAY VEHICLE AND REQUIRED SUBRECIPIENT GRANT MONITORING

B.) BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SELECT A VENDOR AND PROCURE A WIDE-BODY CUTAWAY VEHICLE NOT TO EXCEED ONE HUNDRED TWENTY THOUSAND FOR THE OZARK SENIOR CENTER

E. Federal Discretionary Grant Support.....Tab 8
(5 minutes/Parks)
Board support is requested for a federal discretionary grant application for a BUILD Grant for the Route CC Corridor Widening Project in Ozark.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION AND TRANSPORTATION IMPROVEMENT PROGRAM INCLUSION CERTIFICATE AS PROVIDED FOR A BUILD GRANT FOR THE ROUTE CC CORRIDOR WIDENING PROJECT IN OZARK

F. Board Appointment of 2027 OTO Officers and Executive Committee Members .....Tab 9
(5 minutes/Kinne)
The OTO Board of Directors Nominating Committee will present the 2027 Slate of Officers and the Executive Committee members (1-year term).

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT THE 2027 OTO OFFICERS AND EXECUTIVE COMMITTEE AS PRESENTED

G. Board of Directors 2027 Meeting Schedule .....Tab 10
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Board of Directors Member Announcements
(2 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

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

C. Articles for Board of Directors Member Information .....Tab 12
(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, January 21, 2027 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM I.B.

September 17, 2026 Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors September 17, 2026 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

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

"Move to approve the Board of Directors September 17, 2026 meeting minutes"

OR

"Move to approve the Board of Directors September 17, 2026 meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
SEPTEMBER 17, 2026

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

The following members were present:

Jerry Compton, Citizen-at-Large
RJ Flores, Christian Co Citizen-at-Large
Eric Franklin, City of Republic
Eric Johnson, City of Ozark (a)
Marshall Kinne, Springfield Citizen-at-Large
Derek Lee, City of Springfield
Rusty MacLachlan, Greene County
Lynn Morris, Christian County
Stacy Reese, MoDOT (non-voting)
John Russell, Greene County
David Schaumburg, Spfld-Branson Nat'l Airport
Dan Smith, City of Springfield (a)
Sandy Strecker, City of Strafford
Kelly Turner, City Utilities

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

The following members were not present:

Steve Bach, Springfield Citizen-at-Large
Cecelie Cochran, FHWA (non-voting)
Travis Cossey, City of Nixa (a)
Mark Crabtree, City of Battlefield
Brandon Jenson, City of Springfield
Mark Schenkelberg, FAA (non-voting)
Troy Smith, City of Willard

Others Present: Tucker Jobes and Mike Ussery, Senator Schmitt's Office; Frank Miller, MoDOT; Bradley Jackson, Christian County; Matthew Henry, City of Willard; Sean Matlock, OWN, Inc.; Nicole Boyd, Dave Faucett, Sara Fields, Raven Gillespie, David Knaut, Natasha Longpine, and Jen Thomas, Ozarks Transportation Organization.

Vice-Chair Lee called the meeting to order at approximately 12:00 p.m.

I. Administration

A quorum was present.

A. Approval of Board of Directors Meeting Agenda
Marshall Kinne made a motion to approve the September 17, 2026 agenda. Lynn Morris seconded the motion. The motion passed.

B. Approval of July 16, 2026 Meeting Minutes
Eric Franklin made a motion to approve the July 16, 2026 meeting minutes. Jerry Compton seconded the motion. The motion passed.

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

D. Executive Director's Report
Sara Fields provided an update of upcoming legislative activity, projects, and ongoing work at the OTO.

E. MoDOT Update
Stacy Reese provided the MoDOT update.

F. Legislative Reports
Mike Ussery and Tucker Jobes with Senator Schmitt's office provided the legislative report.

G. Federal Funds Status Update
Jen Thomas provided the FY 2026 obligations update.

H. US60/US65 Study Update
Jen Thomas shared an update on the US60/U65 study.

I. Long Range Transportation Plan Update
Natasha Longpine presented an update on the Long Range Transportation Plan.

II. New Business

A. FY2026 Financial Statements
Eric Johnson, OTO Treasurer, shared a summary of the FY2026 Financial Statements.

Dan Smith made a motion to accept the FY2026 Financial Statements. Marshall Kinne seconded the motion. The motion passed.

B. Congestion Management Process
Dave Faucett reviewed the revised interactive online format of the Congestion Management Process.

Lynn Morris made a motion to approve the revised Congestion Management Process. Rusty MacLachlan seconded the motion. The motion passed.

C. FY 2027-2030 Transportation Improvement Program Amendment One
Natasha Longpine presented the FY 2027-2030 Transportation Improvement Program Amendment One.

- *New* East Republic Road Bridge Repair (SP2706)
  MoDOT requested to add a project for scoping repair of the Republic Road Bridge over US 60 for a total programmed amount of $105,000.

Jerry Compton made a motion to approve FY 2027-2030 Transportation Improvement Program Amendment One. Dan Smith seconded the motion. The motion passed.

D. Federal Functional Classification Change Request
David Knaut reviewed the change requested by the City of Willard to the Federal Functional Classification System.

DRAFT

- Roadway Name – Willey St
  -Current Functional Classification – Local
  -Requested Functional Classification – Major Collector
  -Major Thoroughfare Plan – Collector / Future Collector

Rusty MacLachlan made a motion to approve the Federal Functional Classification Change request. Marshall Kinne seconded the motion. The motion passed.

E. Annual Listing of Obligated Projects

Natasha Longpine highlighted the annual listing of obligated projects.

John Russell made a motion to accept the Annual Listing of Obligated Projects. Kelly Turner seconded the motion. The motion passed.

F. FTA 5310 Funding Award

David Knaut reported that a Call for Projects for Federal Fiscal Year 2025-2026 FTA Section 5310 Funding closed on July 31, 2026. One application was received.

- Ozark Senior Center - $102,000 – to replace one vehicle in its fleet

Eric Johnson made a motion to award FTA 5310 funding to the Ozark Senior Center. Eric Franklin seconded the motion. The motion passed.

G. FY 2028-2032 STIP Priorities

Sara Fields shared the priorities recommended by the OTO Technical Planning Committee to be included in the FY 2028-2032 Statewide Transportation Improvement Program.

Marshall Kinne made a motion to approve the presented list of priorities for consideration by MoDOT for inclusion in the 2028-2032 Statewide Transportation Improvement Program. Jerry Compton seconded the motion. The motion passed.

H. 2027 Legislative Priorities

Sara Fields presented the OTO Legislative Priorities for the 2027 Legislative Session.

Dan Smith made a motion to adopt the 2027 Legislative Priorities. Lynn Morris seconded the motion. The motion passed.

I. Nominating Committee

Sara Fields requested volunteers or nominations for the Nominating Committee who will appoint or reappoint OTO Officers and members of the Executive Committee for the calendar year of 2027.

Dan Smith made a motion to appoint Marshall Kinne, R.J. Flores, and Eric Franklin to the Nominating Committee. Jerry Compton seconded the motion. The motion passed.

DRAFT

III. Other Business

A. Board of Directors Member Announcements

Dan Smith informed the Board that an agreement was approved for the $28.4 million UnGap the Map RAISE grant awarded in 2023 and it does not require a match.

Stacy Reese shared that September 17th was MoDOT's Day of Remembrance which is a memorial to MoDOT's fallen workers.

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

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

IV. Adjourn meeting

With no further business to come before the Board, Eric Franklin made a motion to adjourn the meeting, Lynn Morris seconded the motion. The motion passed. The meeting adjourned at 1:23 p.m.

_____

Eric Franklin
OTO Secretary

DRAFT

TAB 2

BOARD OF DIRECTORS 11/19/2026; ITEM I.G.

Federal Funds Obligation Status – October 2026

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. As of September 30, 2026 **OTO obligated 108.4% of the FY 2026** annual allocation. Thank you to everyone who has helped move projects forward.

FOR FY 2027, THE OTO AREA MUST OBLIGATE ANOTHER $10.9 MILLION BY SEPTEMBER 30, 2027 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. DUE TO PLANNED DEOBLIGATIONS FOR COMPLETED PROJECTS, IT IS IMPERATIVE FOR PROJECTS TO MEET OBLIGATION DEADLINES.

Staff has developed a status report which documents Federal FY 2026 obligations to date, as well as projected obligations for the 2027 fiscal year.

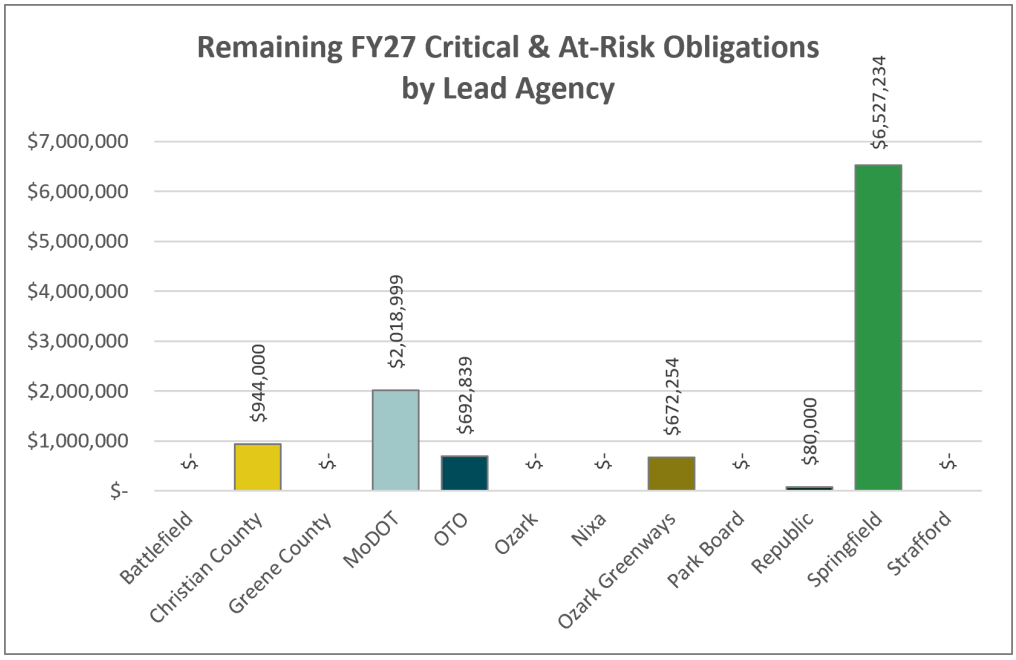
BOARD OF DIRECTORS ACTION REQUESTED:

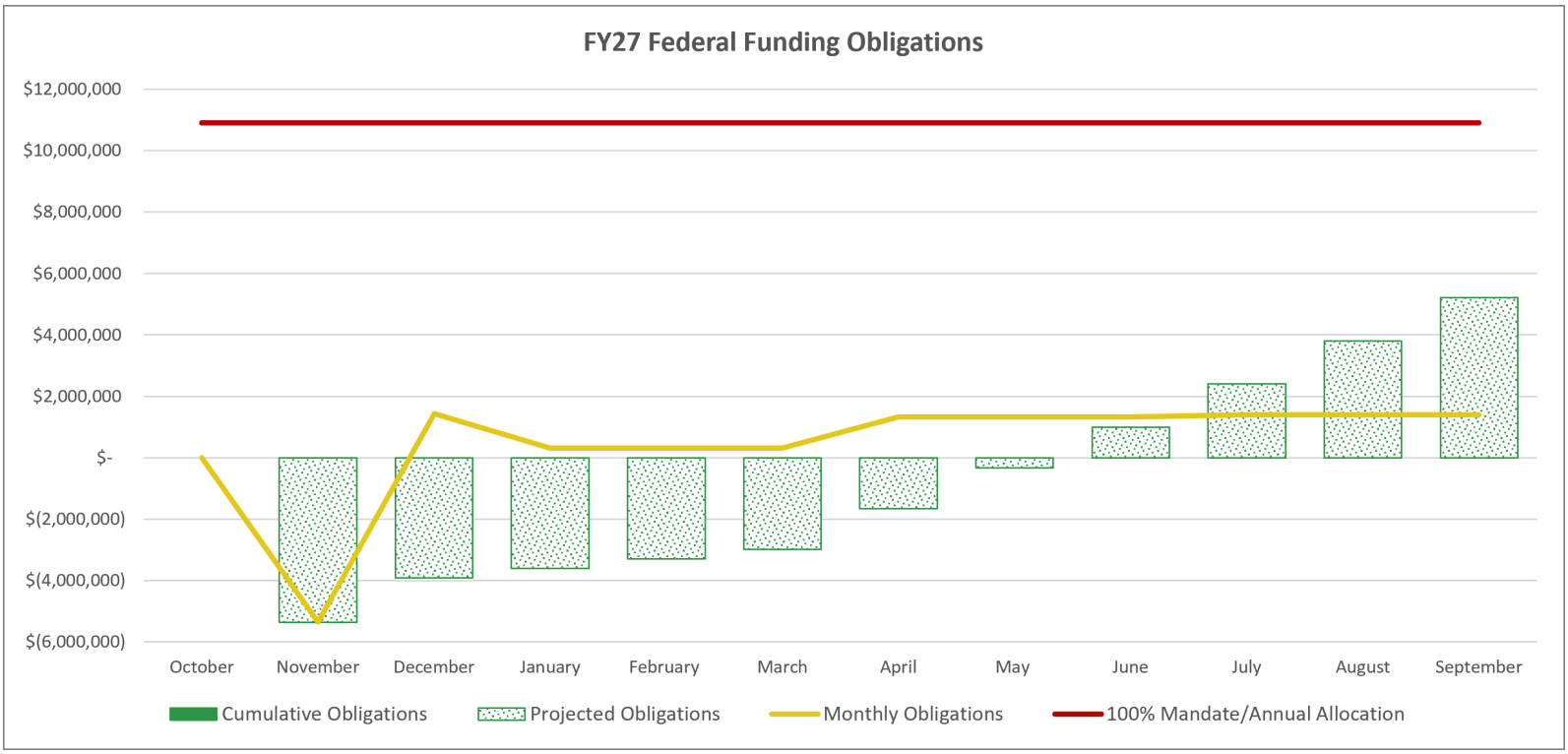
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2027 Project Tracking Report



FY 27 Beginning Balance	$12,466,959
Annual Allocation	$10,907,804
YTD Obligations	$15,808
Amount Needed to 100% Mandate	$10,876,188
Remaining Net Obligations	$5,542,033
Potential Lapse	$5,693,765





OBLIGATIONS

FY 2027 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901846 60/65 Study Amendment 2	OTO	(15,807.90)	(15,807.90)
PENDING DEOBLIGATIONS			
S605602 Kansas Ext.	Greene County	3,066,593.12	3,050,785.22
9900905 22nd St. Bid Adjustment	Ozark	155,486.68	3,206,271.90
5901838 MLK Bridge Rehab Bid Adjustment	Springfield	458,352.61	3,664,624.51
5916806 Grant Bridge Rehab Bid Adjustment	Springfield	1,249,608.28	4,914,232.79
9901839 South Creek Glenstone Xing	Springfield - CRP	46,982.88	4,961,215.67
5901830 South Creek Fremont to Glen.	Springfield - CRP	177,851.69	5,139,067.36
Sunshine ADA	MoDOT - TAP	177,451.08	5,316,518.44
PLANNED CRITICAL OBLIGATIONS			
CC2504 - Tracker/Nicholas ROW/CON	Christian County	(944,000.00)	4,372,518.44
S604083 South Sidewalks 6th-14th	MoDOT - TAP/STBG	(306,359.00)	4,066,159.44
S605047 Weaver Road Improvements	MoDOT	(1,712,640.00)	2,353,519.44
OT1901 (UPWP FY 2028)	OTO	(295,491.00)	2,058,028.44
5936804 Ward Branch National to Fremont	OTO - CRP	(397,348.00)	1,660,680.44
5901834 Posenke Gap	Ozark Greenways - TAP	(672,253.60)	988,426.84
6900815 Hines & ZZ ROW	Republic	(80,000.00)	908,426.84
5901840 Grand St. Trail Phase 1	Springfield - TAP	(1,003,474.00)	(95,047.16)
5900853 Main Bridge over Jordan CON	Springfield	(3,200,000.00)	(3,295,047.16)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(3,395,047.16)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(4,138,807.16)
FY 2028 TMC Staff	Springfield	(600,000.00)	(4,738,807.16)
SP2612 Fremont ROW	Springfield	(880,000.00)	(5,618,807.16)
PENDING DEOBLIGATIONS			
9901883 Nixa North Street	Nixa	89,553.09	(5,529,254.07)
00FY824 OTO Operations/Planning	OTO	143,071.16	(5,386,182.91)
9901837 CFT Phase 2	Ozark - STBG as TAP	7,428.58	(5,378,754.33)
5901810 Republic Road 5-Lanes	Springfield	80,456.10	(5,298,298.23)
5916808 SGF ADA Sun., Nat'l, B.field	Springfield	915.20	(5,297,383.03)
5901827 Smith Park	Springfield - TAP	23,700.00	(5,273,683.03)
5901826 Le Compte	Springfield - TAP	10,838.28	(5,262,844.75)
5901829 Mt. Vernon/Miller Sidewalk	Springfield - TAP	3,647.47	(5,259,197.28)

POTENTIAL OR AT-RISK TO OBLIGATE

TAB 3

STUDY UPDATES

The second public meeting was held on November 10th at the Courageous Church to review the existing conditions and gather feedback on initial alternatives.

The online survey is open until November 23rd.

The Baseline Conditions Report is completed and has been sent to FHWA for concurrence, as well as to project partners for their records.

The website has been updated with the presentation and exhibits from the public meeting.



6065study.com

US 60-US 65 PEL STUDY
ACCESS & OPERATIONS ANALYSIS

In collaboration with the following agencies:

COUNTY OF GREENE

City Utilities
Connecting Our Community

CITY OF Springfield

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

MoDOT

FHWA

TAB 4

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM II.A.

Financial Statements for the FY2027 Budget Year

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The financial statements for the 1st Quarter FY2027 are included for consideration. This period includes July 1, 2026, through September 30, 2026. The financial report is divided into several financial statements: OTO Combined Financial Position, Operational Financial Reports, UPWP Financial Reports, Carbon Reduction Program (CRP) Trail Projects Financial Reports, and Surface Transportation Block Grant (STBG) Studies Financial Reports.

Section One – OTO Combined Financial Position

- *Statement of Financial Position*
  - The Current Assets were $1,020,693 on September 30, 2026.

- *The Operating Fund Balance Report* includes an unrestricted fund balance of $529,428 at the end of September. This balance is in the 6-month target range set for expenses. The report shows the available bank balances as of September 30, 2026.

- *Statement of Financial Income and Expense*
  This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was $514,069.60. The total OTO expenditures for all projects and operations were $394,990.24.

Section Two – Operations Financial Statements

- *Profit and Loss Statement*
  During this period, revenues exceeded expenses in the amount of $131,667.62 during the fiscal year.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $1,688,592.00 for the budget year. Actual expenses at the end of the 1st Quarter FY2027 are $340,342.18. This is 20.2% of budgeted expenses.

Section Three – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual*
  The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 19.6% of the budgeted $343,732.05. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized $7,694.40 of in-Kind match income. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – 1st Quarter FY2027*
  This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

Section Four – Carbon Reduction Program (CRP) Multi Trail Projects

- *Profit and Loss Statement*
  During this period, expenses exceeded revenues in the amount of $3,996.91. The $3,996.91 was paid for with project match received in FY2026 and held in reserve.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $1,196,573 for the budget year. Actual expenses of $3,996.91 are .3% of budget. This class tracks multi-year projects: Blue Stem Trail, Kali Springs Trail, Fassnight Trail, and Ward Branch Greenway Trail Construction. Wilson Creek Tail and Ward Branch Trail Construction have started.

Section Five – STBG Studies (US-60/US-65 Study) Project

- *Profit and Loss Statement*
  During this period, expenses exceeded revenues in the amount of $8,591.35.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $815,485.00 for the budget year. Actual expenses are $42,956.75 or 5.3% of budget. The project began in FY2026 and will be completed in FY2027. The project match funds were received in FY 2026 and are part of the restricted fund balance as shown on the Operating Fund Balance Report.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to accept the 1st Quarter Financial Statements for the FY2027 Budget Year."

OR

"Move to return to staff the 1st Quarter Financial Statements for the FY2027 Budget Year in order to…"

Ozarks Transportation Organization

FINANCIAL REPORT



FY2027 1st Quarter Financial Statements

Prepared by

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

www.ozarkstransportation.org.

OTO COMBINED FINANCIAL FINANCIAL STATEMENTS

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

Ozarks Transportation Organization
Statement of Financial Position
As of September 30, 2026

	Sep 30, 26	Sep 30, 25	$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	470,778.36	325,883.18	144,895.18	44.5%
Arvest Bank Special Projects	167,994.47	10,617.42	157,377.05	1,482.3%
Arvest COD 378366	108,118.99	105,367.90	2,751.09	2.6%
Arvest COD 378368	108,118.99	105,367.90	2,751.09	2.6%
Total Checking/Savings	855,010.81	547,236.40	307,774.41	56.2%
Accounts Receivable				
Revenue Receivable	165,682.25	144,927.80	20,754.45	14.3%
Total Accounts Receivable	165,682.25	144,927.80	20,754.45	14.3%
Total Current Assets	1,020,693.06	692,164.20	328,528.86	47.5%
TOTAL ASSETS	**1,020,693.06**	**692,164.20**	**328,528.86**	**47.5%**
LIABILITIES & EQUITY				
Liabilities	-977.50	8,965.42	-9,942.92	-110.9%
Equity	1,021,670.56	683,198.78	338,471.78	49.5%
TOTAL LIABILITIES & EQUITY	**1,020,693.06**	**692,164.20**	**328,528.86**	**47.5%**

Ozarks Transportation Organization
Operating Fund Balance Report
FY2027

Monthly Ending Bank Balance

Date	Arvest Operational	Arvest Special Projects	Arvest CD #1	Arvest CD #2	Total Balance
7/31/2026	$348,956.34	$214,368.91	$107,675.92	$107,675.92	$778,677.09
8/31/2026	$535,039.47	$214,705.73	$107,897.23	$107,897.23	$965,539.66
9/30/2026	$470,953.36	$167,994.47	$108,118.99	$108,118.99	$855,185.81

Balance After Liabilities

OPERATIONAL FUND		**SPECIAL PROJECTS FUND**		**INVESTMENTS**	
Arvest Operational Bank Balances 9/30/2026	$470,953.36	Arvest Special Project Balances 9/30/2026	$167,994.47	Arvest Certificate of Deposit Balances 9/30/2026	$216,237.98
Outstanding Checking Withdrawals	($175.00)	Outstanding Checking Withdrawals	$0.00	Outstanding Checking Withdrawals	$0.00
General Ledger Balance	$470,778.36	General Ledger Balance	$167,994.47	General Ledger Balance	$216,237.98
Prior Month Recievables Not Received	$88,445.56	Prior Month Recievables Not Received	$0.00	Prior Month Recievables Not Received	$0.00
Current Month Recievables	$77,236.69	Current Month Recievables	$0.00	Current Month Recievables	$0.00
Total Equity 9/30/2026	**$636,460.61**	Total Equity 9/30/2026	**$167,994.47**	Total Equity 9/30/2026	**$216,237.98**

All Funds Balance $1,020,693.06
Restricted Balance ($491,264.98) (CU and Project Match)
Unrestricted Fund $529,428.08

Unrestricted Fund Balance Target: $364,147 (3 months) - $728,295 (6 months)

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

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	630 STBG Studies	TOTAL
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match	0.00	7,694.40	0.00	0.00	7,694.40
Interest Revenue	4,535.70	0.00	0.00	0.00	4,535.70
Total Other Types of Income	4,535.70	7,694.40	0.00	0.00	12,230.10
OTO Revenue					
Consolidated Planning Grant CPG					
2.5% Set Aside	3,321.42	0.00	0.00	0.00	3,321.42
Complete Streets	14,716.87	0.00	0.00	0.00	14,716.87
Consolidated Planning Grant CPG - Other	228,403.34	0.00	0.00	0.00	228,403.34
Total Consolidated Planning Grant CPG	246,441.63	0.00	0.00	0.00	246,441.63
Local Jdx Dues/Project Fees	189,211.59	0.00	0.00	0.00	189,211.59
MoDOT Project Reimb	0.00	0.00	0.00	12,887.03	12,887.03
Surface Trans Block Grant	31,820.88	0.00	0.00	21,478.37	53,299.25
Total OTO Revenue	467,474.10	0.00	0.00	34,365.40	501,839.50
Total Income	472,009.80	7,694.40	0.00	34,365.40	514,069.60
Gross Profit	472,009.80	7,694.40	0.00	34,365.40	514,069.60
Expense					
Building					
Building Lease	20,669.01	0.00	0.00	0.00	20,669.01
Common Area Main Exp	0.00	0.00	0.00	0.00	0.00
Maintenance	64.00	0.00	0.00	0.00	64.00
Office Cleaning	2,100.00	0.00	0.00	0.00	2,100.00
Utilities	941.28	0.00	0.00	0.00	941.28
Total Building	23,774.29	0.00	0.00	0.00	23,774.29
Commodities					
Office Supplies/Furniture	1,040.45	0.00	0.00	0.00	1,040.45
Public Involvement Advertising	79.34	0.00	0.00	0.00	79.34
Publications	49.97	0.00	0.00	0.00	49.97
Total Commodities	1,169.76	0.00	0.00	0.00	1,169.76
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	0.00	3,685.98	0.00	0.00	3,685.98
Member Attendance at Meetings	0.00	4,008.42	0.00	0.00	4,008.42
Total In-Kind Match Expense	0.00	7,694.40	0.00	0.00	7,694.40
Information Technology					
IT Maintenance Contract	3,543.36	0.00	0.00	0.00	3,543.36
Software	1,165.91	0.00	0.00	0.00	1,165.91
Webhosting	513.37	0.00	0.00	0.00	513.37
Total Information Technology	5,222.64	0.00	0.00	0.00	5,222.64

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	630 STBG Studies	TOTAL
Insurance					
Errors & Omissions	0.00	0.00	0.00	0.00	0.00
General Liability/Property	0.00	0.00	0.00	0.00	0.00
Network Defender	1,233.00	0.00	0.00	0.00	1,233.00
Workers Compensation	1,011.00	0.00	0.00	0.00	1,011.00
Total Insurance	2,244.00	0.00	0.00	0.00	2,244.00
Operating					
Bank Fees	343.60	0.00	0.00	0.00	343.60
Dues/Memberships	2,910.05	0.00	0.00	0.00	2,910.05
Education/Training/Travel	1,644.94	0.00	0.00	0.00	1,644.94
Legal/Bid Notices	20.65	0.00	0.00	0.00	20.65
Meeting Expense	2,264.97	0.00	0.00	0.00	2,264.97
Postage/Postal Services	177.48	0.00	0.00	0.00	177.48
Printing/Mapping Services	22.99	0.00	0.00	0.00	22.99
Staff Mileage Reimbursement	712.22	0.00	0.00	0.00	712.22
Telephone/Internet	2,127.39	0.00	0.00	0.00	2,127.39
Vehicle Maintenance/Fuel	391.41	0.00	0.00	0.00	391.41
Total Operating	10,615.70	0.00	0.00	0.00	10,615.70
Personnel					
Mobile Data Plans	589.45	0.00	0.00	0.00	589.45
Payroll Services	929.66	0.00	0.00	0.00	929.66
Professional Services (Acct, HR	5,046.00	0.00	0.00	0.00	5,046.00
Total Salaries and Fringe	275,514.85	0.00	0.00	0.00	275,514.85
Total Personnel	282,079.96	0.00	0.00	0.00	282,079.96
Services					
Data Acquisition	8,903.00	0.00	0.00	0.00	8,903.00
Legislative Education	191.59	0.00	0.00	0.00	191.59
TIP Tool Maintenance	6,141.24	0.00	0.00	0.00	6,141.24
Trans Consulting Services	0.00	0.00	3,996.91	42,956.75	46,953.66
Total Services	15,235.83	0.00	3,996.91	42,956.75	62,189.49
Total Expense	340,342.18	7,694.40	3,996.91	42,956.75	394,990.24
Net Ordinary Income	131,667.62	0.00	-3,996.91	-8,591.35	119,079.36
Net Income	**131,667.62**	**0.00**	**-3,996.91**	**-8,591.35**	**119,079.36**

OPERATIONAL FINANCIAL REPORTS

Excludes the special project grant budgets and in-kind

Ozarks Transportation Organization
Operations Profit & Loss
July through September 2026

	Jul - Sep 26	
Ordinary Income/Expense		
Income		
Other Types of Income		
Interest Revenue	4,535.70	
Total Other Types of Income		4,535.70
OTO Revenue		
Consolidated Planning Grant CPG	246,441.63	
Local Jdx Dues/Project Fees	189,211.59	
Surface Trans Block Grant	31,820.88	
Total OTO Revenue		467,474.10
Total Income		472,009.80
Gross Profit		472,009.80
Expense		
Building		
Building Lease	20,669.01	
Common Area Main Exp	0.00	
Maintenance	64.00	
Office Cleaning	2,100.00	
Utilities	941.28	
Total Building		23,774.29
Commodities		
Office Supplies/Furniture	1,040.45	
Public Involvement Advertising	79.34	
Publications	49.97	
Total Commodities		1,169.76
Information Technology		
IT Maintenance Contract	3,543.36	
Software	1,165.91	
Webhosting	513.37	
Total Information Technology		5,222.64
Insurance		
Errors & Omissions	0.00	
General Liability/Property	0.00	
Network Defender	1,233.00	
Workers Compensation	1,011.00	
Total Insurance		2,244.00
Operating		
Bank Fees	343.60	
Dues/Memberships	2,910.05	
Education/Training/Travel	1,644.94	
Legal/Bid Notices	20.65	
Meeting Expense	2,264.97	
Postage/Postal Services	177.48	
Printing/Mapping Services	22.99	
Staff Mileage Reimbursement	712.22	
Telephone/Internet	2,127.39	
Vehicle Maintenance/Fuel	391.41	
Total Operating		10,615.70

	Jul - Sep 26	
Personnel		
Mobile Data Plans	589.45	
Payroll Services	929.66	
Professional Services (Acct, HR	5,046.00	
Salaries and Fringe	275,514.85	
Total Personnel		282,079.96
Services		
Data Acquisition	8,903.00	
Legislative Education	191.59	
TIP Tool Maintenance	6,141.24	
Total Services		15,235.83
Total Expense		340,342.18
Net Ordinary Income		131,667.62
Net Income		**131,667.62**

Ozarks Transportation Organization
Operations Budget vs. Actual
July through September 2026

	Jul - Sep 26	Budget	$ Over Budget	% of Budget	
Ordinary Income/Expense					
Income					
Other Types of Income					
Interest Revenue	4,535.70	10,000.00	-5,464.30	45.4%	
Miscellaneous Revenue	0.00	200.00	-200.00	0.0%	
Total Other Types of Income	4,535.70	10,200.00	-5,664.30		44.5%
OTO Revenue					
Consolidated Planning Grant CPG	246,441.63	1,140,909.00	-894,467.37	21.6%	
Local Jdx Dues/Project Fees	189,211.59	189,212.00	-0.41	100.0%	
Local Jdx Studies Match	0.00	15,000.00	-15,000.00	0.0%	
Surface Trans Block Grant	31,820.88	281,420.00	-249,599.12	11.3%	
Total OTO Revenue	467,474.10	1,626,541.00	-1,159,066.90		28.7%
Total Income	472,009.80	1,636,741.00	-1,164,731.20		28.8%
Gross Profit	472,009.80	1,636,741.00	-1,164,731.20		28.8%
Expense					
Building					
Building Lease	20,669.01	197,860.00	-177,190.99	10.4%	
Maintenance	64.00	1,000.00	-936.00	6.4%	
Office Cleaning	2,100.00	11,580.00	-9,480.00	18.1%	
Office Relocation	0.00	37,000.00	-37,000.00	0.0%	
Utilities	941.28	4,530.00	-3,588.72	20.8%	
Total Building	23,774.29	251,970.00	-228,195.71		9.4%
Commodities					
Office Supplies/Furniture	1,040.45	4,500.00	-3,459.55	23.1%	
OTO Media/Advertising	0.00	2,000.00	-2,000.00	0.0%	
OTO Promotional Items	0.00	4,000.00	-4,000.00	0.0%	
Public Input Promotional Items	0.00	800.00	-800.00	0.0%	
Public Involvement Advertising	79.34	2,000.00	-1,920.66	4.0%	
Publications	49.97	650.00	-600.03	7.7%	
Total Commodities	1,169.76	13,950.00	-12,780.24		8.4%
Information Technology					
Computer Upgrades/Equip Replace	0.00	7,000.00	-7,000.00	0.0%	
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%	
IT Maintenance Contract	3,543.36	14,000.00	-10,456.64	25.3%	
Software	1,165.91	5,000.00	-3,834.09	23.3%	
Webhosting	513.37	3,000.00	-2,486.63	17.1%	
Total Information Technology	5,222.64	36,000.00	-30,777.36		14.5%
Insurance					
Automobile Insurance	0.00	600.00	-600.00	0.0%	
Errors & Omissions	0.00	6,766.00	-6,766.00	0.0%	
General Liability/Property	0.00	10,728.00	-10,728.00	0.0%	
Network Defender	1,233.00	1,685.00	-452.00	73.2%	
Workers Compensation	1,011.00	2,160.00	-1,149.00	46.8%	
Total Insurance	2,244.00	21,939.00	-19,695.00		10.2%
Operating					
Bank Fees	343.60	500.00	-156.40	68.7%	
Dues/Memberships	2,910.05	8,000.00	-5,089.95	36.4%	
Education/Training/Travel	1,644.94	33,000.00	-31,355.06	5.0%	
Legal/Bid Notices	20.65	600.00	-579.35	3.4%	
Meeting Expense	2,264.97	8,500.00	-6,235.03	26.6%	
Postage/Postal Services	177.48	600.00	-422.52	29.6%	
Printing/Mapping Services	22.99	1,600.00	-1,577.01	1.4%	
Staff Mileage Reimbursement	712.22	2,000.00	-1,287.78	35.6%	
Telephone/Internet	2,127.39	7,200.00	-5,072.61	29.5%	
Vehicle Maintenance/Fuel	391.41	3,000.00	-2,608.59	13.0%	
Total Operating	10,615.70	65,000.00	-54,384.30		16.3%

	Jul - Sep 26	Budget	$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	589.45	3,300.00	-2,710.55	17.9%
Payroll Services	929.66	3,500.00	-2,570.34	26.6%
Professional Services (Acct, HR	5,046.00	37,000.00	-31,954.00	13.6%
Salaries and Fringe	275,514.85	1,100,000.00	-824,485.15	25.0%
Total Personnel	282,079.96	1,143,800.00	-861,720.04	24.7%
Services				
Aerial Photography	0.00	25,000.00	-25,000.00	0.0%
Data Acquisition	8,903.00	20,000.00	-11,097.00	44.5%
Legislative Education	191.59	6,000.00	-5,808.41	3.2%
TIP Tool Maintenance	6,141.24	24,933.00	-18,791.76	24.6%
Trans Consulting Services	0.00	75,000.00	-75,000.00	0.0%
Travel Demand Model Update	0.00	5,000.00	-5,000.00	0.0%
Total Services	15,235.83	155,933.00	-140,697.17	9.8%
Total Expense	340,342.18	1,688,592.00	-1,348,249.82	20.2%
Net Ordinary Income	131,667.62	-51,851.00	183,518.62	-253.9%
Net Income	**131,667.62**	**-51,851.00**	**183,518.62**	**-253.9%**

UNIFIED PLANNING WORK PROGRAM (UPWP) FINANCIAL REPORTS

Includes in-kind and excludes OTO only items.

Ozarks Transportation Organization
UPWP Profit & Loss
July through September 2026

	Jul - Sep 26	
Ordinary Income/Expense		
Income		
Other Types of Income		
In-Kind Match	7,694.40	
Total Other Types of Income		7,694.40
OTO Revenue		
Consolidated Planning Grant CPG	246,441.63	
Local Jdx Dues/Project Fees	189,211.59	
Surface Trans Block Grant	31,820.88	
Total OTO Revenue		467,474.10
Total Income		475,168.50
Gross Profit		475,168.50
Expense		
Building		
Building Lease	20,669.01	
Maintenance	64.00	
Office Cleaning	2,100.00	
Utilities	941.28	
Total Building		23,774.29
Commodities		
Office Supplies/Furniture	1,040.45	
Public Involvement Advertising	79.34	
Publications	49.97	
Total Commodities		1,169.76
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	3,685.98	
Member Attendance at Meetings	4,008.42	
Total In-Kind Match Expense		7,694.40
Information Technology		
IT Maintenance Contract	3,543.36	
Software	1,165.91	
Webhosting	513.37	
Total Information Technology		5,222.64
Insurance		
Network Defender	1,233.00	
Workers Compensation	1,011.00	
Total Insurance		2,244.00
Operating		
Dues/Memberships	2,742.13	
Education/Training/Travel	1,604.94	
Legal/Bid Notices	20.65	
Meeting Expense	1,867.55	
Postage/Postal Services	13.48	
Printing/Mapping Services	22.99	
Staff Mileage Reimbursement	712.22	
Telephone/Internet	2,127.39	
Vehicle Maintenance/Fuel	391.41	
Total Operating		9,502.76

	Jul - Sep 26	
Personnel		
Mobile Data Plans	589.45	
Payroll Services	929.66	
Professional Services (Acct, HR	2,046.00	
Salaries and Fringe	275,514.85	
Total Personnel		279,079.96
Services		
Data Acquisition	8,903.00	
TIP Tool Maintenance	6,141.24	
Total Services		15,044.24
Total Expense		343,732.05
Net Ordinary Income		131,436.45
Net Income		**131,436.45**

Ozarks Transportation Organization
UPWP Budget vs. Actual
July through September 2026

	Jul - Sep 26	Budget	$ Over Budget	% of Budget	
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match	7,694.40	85,628.00	-77,933.60	9.0%	
Total Other Types of Income	7,694.40	85,628.00	-77,933.60		9.0%
OTO Revenue					
Consolidated Planning Grant CPG	246,441.63	1,140,909.00	-894,467.37	21.6%	
Local Jdx Dues/Project Fees	189,211.59	189,212.00	-0.41	100.0%	
Local Jdx Studies Match	0.00	15,000.00	-15,000.00	0.0%	
Surface Trans Block Grant	31,820.88	281,420.00	-249,599.12	11.3%	
Total OTO Revenue	467,474.10	1,626,541.00	-1,159,066.90		28.7%
Total Income	475,168.50	1,712,169.00	-1,237,000.50		27.8%
Gross Profit	475,168.50	1,712,169.00	-1,237,000.50		27.8%
Expense					
Building					
Building Lease	20,669.01	197,860.00	-177,190.99	10.4%	
Maintenance	64.00	1,000.00	-936.00	6.4%	
Office Cleaning	2,100.00	11,580.00	-9,480.00	18.1%	
Office Relocation	0.00	37,000.00	-37,000.00	0.0%	
Utilities	941.28	4,530.00	-3,588.72	20.8%	
Total Building	23,774.29	251,970.00	-228,195.71		9.4%
Commodities					
Office Supplies/Furniture	1,040.45	4,500.00	-3,459.55	23.1%	
Public Input Promotional Items	0.00	800.00	-800.00	0.0%	
Public Involvement Advertising	79.34	2,000.00	-1,920.66	4.0%	
Publications	49.97	650.00	-600.03	7.7%	
Total Commodities	1,169.76	7,950.00	-6,780.24		14.7%
In-Kind Match Expense					
Aerial Photography InKind	0.00	5,307.00	-5,307.00	0.0%	
Direct Cost - MoDOT Salaries	3,685.98	50,321.00	-46,635.02	7.3%	
Member Attendance at Meetings	4,008.42	30,000.00	-25,991.58	13.4%	
Total In-Kind Match Expense	7,694.40	85,628.00	-77,933.60		9.0%

	Jul - Sep 26	Budget	$ Over Budget	% of Budget	
Information Technology					
Computer Upgrades/Equip Replace	0.00	7,000.00	-7,000.00	0.0%	
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%	
IT Maintenance Contract	3,543.36	14,000.00	-10,456.64	25.3%	
Software	1,165.91	5,000.00	-3,834.09	23.3%	
Webhosting	513.37	3,000.00	-2,486.63	17.1%	
Total Information Technology	5,222.64	36,000.00	-30,777.36		14.5%
Insurance					
Automobile Insurance	0.00	600.00	-600.00	0.0%	
Errors & Omissions	0.00	6,766.00	-6,766.00	0.0%	
General Liability/Property	0.00	10,728.00	-10,728.00	0.0%	
Network Defender	1,233.00	1,685.00	-452.00	73.2%	
Workers Compensation	1,011.00	2,160.00	-1,149.00	46.8%	
Total Insurance	2,244.00	21,939.00	-19,695.00		10.2%
Operating					
Dues/Memberships	2,742.13	7,220.00	-4,477.87	38.0%	
Education/Training/Travel	1,604.94	29,400.00	-27,795.06	5.5%	
Legal/Bid Notices	20.65	600.00	-579.35	3.4%	
Meeting Expense	1,867.55	8,000.00	-6,132.45	23.3%	
Postage/Postal Services	13.48	500.00	-486.52	2.7%	
Printing/Mapping Services	22.99	1,600.00	-1,577.01	1.4%	
Staff Mileage Reimbursement	712.22	2,000.00	-1,287.78	35.6%	
Telephone/Internet	2,127.39	7,200.00	-5,072.61	29.5%	
Vehicle Maintenance/Fuel	391.41	3,000.00	-2,608.59	13.0%	
Total Operating	9,502.76	59,520.00	-50,017.24		16.0%
Personnel					
Mobile Data Plans	589.45	3,300.00	-2,710.55	17.9%	
Payroll Services	929.66	3,500.00	-2,570.34	26.6%	
Professional Services (Acct, HR	2,046.00	37,000.00	-34,954.00	5.5%	
Salaries and Fringe	275,514.85	1,100,000.00	-824,485.15	25.0%	
Total Personnel	279,079.96	1,143,800.00	-864,720.04		24.4%
Services					
Aerial Photography	0.00	25,000.00	-25,000.00	0.0%	
Data Acquisition	8,903.00	20,000.00	-11,097.00	44.5%	
TIP Tool Maintenance	6,141.24	24,933.00	-18,791.76	24.6%	

	Jul - Sep 26	Budget	$ Over Budget	% of Budget
Trans Consulting Services	0.00	75,000.00	-75,000.00	0.0%
Travel Demand Model Update	0.00	5,000.00	-5,000.00	0.0%
Total Services	15,044.24	149,933.00	-134,888.76	10.0%
Total Expense	343,732.05	1,756,740.00	-1,413,007.95	19.6%
Net Ordinary Income	131,436.45	-44,571.00	176,007.45	-294.9%
Net Income	**131,436.45**	**-44,571.00**	**176,007.45**	**-294.9%**

Ozarks Transportation Organization

FY 2027 Unified Planning Work Program First Quarter Report
Period July 1, 2026 to September 30, 2026

Task 1 – UPWP Program Management and Coordination (21% Complete)

Prepared FY 2026 year-end financial and UPWP reports. Prepared for the Financial Statement and Single Audit of FY 2026 financial statements and grant program. Annual audit was conducted in September. Continued to track and monitor contracts and payments. Coordinated website accessibility remediation with consultants and coordinated necessary website updates. Updated the website privacy policy. Maintained websites and social media pages, as well as managed network services.

Travel and Training

- AMPO Policy Board Meetings
- AMPO Working Groups
- MPTA annual conference
- WAIA Freight Roundtable
- Miscellaneous workshops and trainings
- RITIS User Group Webinar
- OTO Staff Procurement Training
- OSITE/OMS APA Technical Seminar

Task 2 – Planning Coordination and Outreach (21% Complete)

Conducted the following meetings:

2 - Board of Directors
1 - Technical Planning Committee
1 - Executive Committee
1 - Bicycle and Pedestrian Advisory Committee
1 - Local Coordinating Board for Transit
1 - Traffic Incident Management Committee
1 - Transit/Operations Coordination Meeting
1 - Project Manager Roundtable
6 - OTO Next Stop 2050 Long Range Plan Meetings
2 - OTO STIP Prioritization Meetings
Several additional ad hoc committee meetings

Participated in the following community outreach events:

- Farmer's Market of the Ozarks 7/25/2026
- Republic ROAR Expo 8/1/2026

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Meeting attendance was documented for In-Kind Match reporting. A total of 89.82 committee hours were reported.

Met with superintendent of Wilson's Creek National Battlefield to discuss project priorities and continued coordination on access to the battlefield. Adopted Public Participation Plan at the OTO board meeting in July 2026.

Task 3 – Planning and Implementation (21% Complete)

Processed Amendment 12 to Destination 2045. Conducted Next Stop 2050 outreach at the Farmer's Market of the Ozarks and Republic ROAR Expo. Presented the LRTP and promoted the survey at the OSITE Technical Seminar. Incorporated LRTP discussion into senior outreach conducted alongside transit planning activities. Developed LRTP project prioritization criteria and supporting GIS layers, updated costs and funding projections, and finalized constrained and unconstrained project lists with member input. Prepared proposed Major Thoroughfare Plan revisions, interactive maps, and five-year implementation strategies, incorporating Connect SGF recommendations and transit capital needs. Updated demographic and performance information. Developed the draft Next Stop 2050 Long Range Transportation Plan and circulated it to member agencies and MoDOT for review and coordination with FHWA and FTA. Prepared and distributed meeting materials and interactive maps, and coordinated with jurisdictions to obtain project corrections, local priorities, and anticipated construction timeframes.

Coordinated the scope and contract addendum for travel demand modeling of the Next Stop 2050 constrained project list. Compiled and mapped low-water crossing information, identified data gaps, and shared available information to support SMCOG's PROTECT grant planning. Updated GIS data to support pedestrian safety analysis. Provided travel demand model data and mapping support for regional planning, corridor studies, and project information materials. Updated sidewalk feature class based on initial aerial photography results.

Participated in qualifications review and consultant interviews for Springfield's Transportation Master Plan. Completed annual review of STRAHNET system in coordination with DOD, with no current improvements needed. Received input for 60/65 PEL study. Assisted local jurisdiction with federal functional classification change requests and reviewed and approved proposed requests at August TPC and September OTO Board meetings. Continued preparing the annual State of Transportation report and infographic summarizing regional transportation conditions and performance measures. Continued monitoring regional air quality, participating on the Ozarks Clean Air Alliance, and serving on Ozarks Clean Fuels Coalition.

Task 4 – Project Selection and Programming (21% Complete)

Completed the FY 2027-2030 Transportation Improvement Program and metropolitan planning self-certifications, adopted July 16, and submitted the TIP for incorporation into the STIP. Compiled public comments and coordinated publication of the approved TIP and transition of the online public portal. Processed TIP amendments and administrative modifications, including Amendment 1 to the FY 2027-2030 TIP. Prepared the Annual Listing of Obligated Projects, approved September 17, and published the report.

Monitored federal funding balances, obligations, deobligations, and pending authorizations in coordination with MoDOT and project sponsors. Achieved 108% of the obligation goal for the FY 2026 federal fiscal year. Developed call for projects for Bicycle and Pedestrian funding. Scored and finalized the FY 2028 STIP prioritization list.

Task 5 – OTO Transit Planning (21% Complete)

Held one Local Coordinating Board for Transit meeting in August. Conducted call for projects for Section 5310 funding, including grant workshop for subrecipients. Reviewed and scored received applications at the committee meeting and recommended approval of received applications. Prepared independent cost

estimate for vehicle procurement for Section 5310 program. Coordinated access for OTO to FACES/TrAMS.

Continued work on Transit Coordination Plan update with additional outreach at senior centers throughout the region and the CU Transit Center. Reviewed survey results from operators and public with LCBT. Assisted subrecipients with Title VI plan. Attended MPTA Board Meeting and statewide calls.

Task 6 – Operations and Demand Management (21% Complete)

Held one transit operations committee meeting in July and one meeting of the TIM subcommittee in August. Discussed and updated TIM performance measure calculations.

Task 7 – MoDOT Studies and Data Collection (8% Complete)

MoDOT staff continued transportation planning activities in the OTO region that was eligible for MoDOT Direct Cost. A total of 56.5 staff hours were completed.

2.5% Set Aside Work Program

Task 8 - Safe and Accessible Transportation Options (15% Complete)

Held one Bicycle and Pedestrian Advisory Committee meeting in August. Worked on methodology for systemic pedestrian safety analysis. Supported long-range transportation plan update through discussing and developing implementation strategies for active transportation planning. Maintained and updated regional trail dashboard. Continued collecting trail usage data.

Developed additional comments on MoDOT's proposed pedestrian safety guidance addressing crossing demand, coordination with adopted plans, accessibility, and documentation of engineering judgment.

Surface Transportation Block Grant Work Program

Task 9 – Studies and Project Administration (16% Complete)

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

Appendix A – Related Planning Activities
FTA 5303 - City Utilities Work Program
Task 10 – CU Transit Planning (40% Complete)

Operational Planning
CU's FTA Grants:
MO-2023-005 – Closed
MO-2024-025 – In Progress
MO-2024-028 – Closed
MO-2024-031 – In Progress
MO-2025-008 – In Progress

ADA Accessibility Planning
In Spring 2023, CU was awarded FY21-23 years of Section 5310 funding for ADA improvements. These funds will be used to add ADA approved landing pads at bus stops and sidewalks to make the system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. CU Transit has received NEPA approval for the new/replacement shelter pads and continues to execute the project with an approximate completion date of Spring 2027. Also, this grant funding has been utilized to add new mobility securement systems that are safer and provide passengers with more independence. These securements have been delivered and installed in all of the fixed route buses.

Transit Fixed Route/Regional Service Analysis Implementation
As a result of the ConnectSGF Fixed Route Study, permanent route modifications were made in Q1 of SFY25. No additional permanent route modifications were made in FY 2027 Q1. All fixed routes are consistently evaluated to make improvements as needed.

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

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

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

Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q1, discussions continued with the Safety Committee about PTASP.

Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan, as a recipient of Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides media outreach.

Program Management Plan Implementation

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

Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes, submits weekly/monthly National Transit Database reports to the FTA, and has begun working on the FY26 annual National Transit Database report that is due January 31, 2027.

CARBON REDUCTION MULTI TRAIL PROJECTS FINANCIAL REPORTS

Ozarks Transportation Organization
Multi Trail Projects Profit & Loss
July through September 2026

	Jul - Sep 26	
Ordinary Income/Expense		
Expense		
Services		
Trans Consulting Services	3,996.91	
Total Services		3,996.91
Total Expense		3,996.91
Net Ordinary Income		-3,996.91
Net Income		**-3,996.91**

Ozarks Transportation Organization
Multi Trail Projects Budget vs. Actual
July through September 2026

	Jul - Sep 26	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Carbon Reduction Program Funds	0.00	921,687.00	-921,687.00	0.0%
Project Match	0.00	131,085.00	-131,085.00	0.0%
Total OTO Revenue	0.00	1,052,772.00	-1,052,772.00	0.0%
Total Income	0.00	1,052,772.00	-1,052,772.00	0.0%
Gross Profit	0.00	1,052,772.00	-1,052,772.00	0.0%
Expense				
Services				
Trans Consulting Services	3,996.91	1,196,573.00	-1,192,576.09	0.3%
Total Services	3,996.91	1,196,573.00	-1,192,576.09	0.3%
Total Expense	3,996.91	1,196,573.00	-1,192,576.09	0.3%
Net Ordinary Income	-3,996.91	-143,801.00	139,804.09	2.8%
Net Income	**-3,996.91**	**-143,801.00**	**139,804.09**	**2.8%**

STBG STUDIES
FINANCIAL REPORTS

Ozarks Transportation Organization
STBG Studies Profit & Loss
July through September 2026

		Jul - Sep 26
Ordinary Income/Expense		
Income		
OTO Revenue		
MoDOT Project Reimb	12,887.03	
Surface Trans Block Grant	21,478.37	
Total OTO Revenue		34,365.40
Total Income		34,365.40
Gross Profit		34,365.40
Expense		
Services		
Trans Consulting Services	42,956.75	
Total Services		42,956.75
Total Expense		42,956.75
Net Ordinary Income		-8,591.35
Net Income		**-8,591.35**

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

	Jul - Sep 26	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
MoDOT Project Reimb	12,887.03	244,646.00	-231,758.97	5.3%
Surface Trans Block Grant	21,478.37	407,743.00	-386,264.63	5.3%
Total OTO Revenue	34,365.40	652,389.00	-618,023.60	5.3%
Total Income	34,365.40	652,389.00	-618,023.60	5.3%
Gross Profit	34,365.40	652,389.00	-618,023.60	5.3%
Expense				
Services				
Trans Consulting Services	42,956.75	815,485.00	-772,528.25	5.3%
Total Services	42,956.75	815,485.00	-772,528.25	5.3%
Total Expense	42,956.75	815,485.00	-772,528.25	5.3%
Net Ordinary Income	-8,591.35	-163,096.00	154,504.65	5.3%
Net Income	**-8,591.35**	**-163,096.00**	**154,504.65**	**5.3%**

TAB 5

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM II.B.

***Next Stop 2050*, OTO Long Range Transportation Plan Adoption**

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Next Stop 2050 is the five-year update to the Ozarks Transportation Organization's Long Range Transportation Plan (LRTP). Federal transportation planning requirements call for OTO to maintain a long-range plan addressing the region's transportation needs and priorities over at least a 20-year planning horizon. The current plan, Destination 2045, was adopted in September 2021.

Development of Next Stop 2050 began with regional visioning, review of local comprehensive plans and transportation recommendations, updated financial projections, and public engagement through a survey and community events. OTO also worked with member jurisdictions through the Technical Planning Committee to identify transportation needs, update project priorities, refine project evaluation criteria, and determine the timing of future investments.

The update builds on implementation of Destination 2045 and planning completed since its adoption, including Destination Safe Streets, transit planning through ConnectSGF, the Congestion Management Process, regional trail and sidewalk analyses, and other ongoing planning and performance-monitoring efforts. These efforts provided updated information on safety, accessibility, system performance, multimodal connectivity, and regional transportation needs.

Next Stop 2050 establishes the region's transportation goals and policies through 2050 and includes strategies to guide OTO's work during the next five years. The plan also identifies and prioritizes transportation projects and programs, incorporates updated financial projections, and establishes a fiscally constrained investment plan based on the funding reasonably expected to be available through 2050.

Projected Revenue and Prior Year Funding

Roadway, Bicycle/Pedestrian, ITS, Operations and Maintenance $2,505,708,506
Transit $495,194,870

Fiscally Constrained Investments (Inflated)

Non-Transit $2,453,787,537
Transit $493,134,946

Illustrative Projects (Unfunded)

Regional economic development priorities without identified funding $95,000,000

Unconstrained Projects (Uninflated)

Non-Transit $832,168,722
Transit $533,834,920

Important Plan Updates
In addition to the fiscally constrained investment plan, Next Stop 2050 includes several updates to regional transportation planning policies and implementation priorities:

- Major Thoroughfare Plan and Design Standards – Updates to the regional roadway network include the addition of a State Primary Arterial classification, with corresponding design standards requiring additional right-of-way.
- Regional Trail, Bicycle, and Pedestrian Maps – Updated maps identifying existing and planned facilities, regional connections, and opportunities to improve multimodal connectivity.
- Action Plan and Associated Strategies – An updated five-year action plan and associated strategies to guide OTO's implementation efforts, coordination with member jurisdictions, and monitoring of progress toward regional transportation goals.

Projects included in the Transportation Improvement Program must be consistent with the adopted LRTP and its fiscally constrained financial plan. The constrained project list therefore establishes the projects and investments that can advance toward programming based on currently anticipated revenues. The Vision and unconstrained lists preserve additional regional priorities and needs for consideration if new funding becomes available. Please note the illustrative and unconstrained lists represent approximately $1 billion in unfunded needs over the next 24 years.

Throughout development of Next Stop 2050, the Technical Planning Committee has reviewed major elements of the plan, including regional needs, project submissions, prioritization criteria, financial assumptions, fiscal constraint, and implementation strategies.

The document can be viewed online at https://www.ozarkstransportation.org/what-we-do/next-stop-2050.

***NEXT STOP 2050* COMMITTEE ACTION TAKEN:**
At its scheduled meeting on September 29, 2026, the planning committee for *Next Stop 2050* unanimously recommended that the Technical Planning Committee recommend approval of *Next Stop 2050* by the Board of Directors.

Since that meeting, comments received from MoDOT and USDOT have been incorporated into the draft, along with the results of the fiscally constrained project list travel demand model scenario.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on October 21, 2026, the Technical Planning Committee recommended the Board of Directors adopt *Next Stop 2050* subject to consideration of comments received during the public comment period, which concludes November 18, 2026 at 5 pm. Minor formatting revisions and clarifications to the model scenarios have been addressed as well.

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

"Move to adopt the long range transportation plan, *Next Stop 2050*."

OR

"Move to adopt *Next Stop 2050* with the following changes…"

TAB 6

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM II.C.

Amendment Number Two to the FY 2027-2030 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are two items included as part of Amendment Number Two to the FY 2027-2030 Transportation Improvement Program.

1. *Revised* Job Order Contracting Pavement Repair (MO2708)
   MoDOT has requested to change the scope of the Job Order Contracting Pavement Repair project and reduce the amount programmed to $240,000 from $610,000.

2. *New* Kearney and National Intersection (SP2707)
   MoDOT has requested to add a project for scoping improvements to the Kearney and National intersection for a total programmed amount of $80,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on October 21, 2026, the Technical Planning Committee recommended the Board of Directors approve SP2707 as Amendment 2 to the FY 2027-2030 Transportation Improvement Program.

At an e-meeting, held November 9, 2026, the Technical Planning Committee recommended the Board of Directors approve revised Amendment 2, with both MO2708 and SP2707, to the FY 2027-2030 Transportation Improvement Program.

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

"Move to approve Amendment 2 to the FY 2027-2030 Transportation Improvement Program."

OR

"Move to approve Amendment 2 to the FY 2027-2030 Transportation Improvement Program, with these changes…"

MO2708-27 - JOB ORDER CONTRACTING PAVEMENT REPAIR (2027)

Job Order Contracting for pavement repair in the urban Southwest District.

Plan Revision:	27A2
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	$240,000
MoDoT ID:	SU0452
Federal ID:	0442379, NHPP 44-2(379)
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP(I/M)

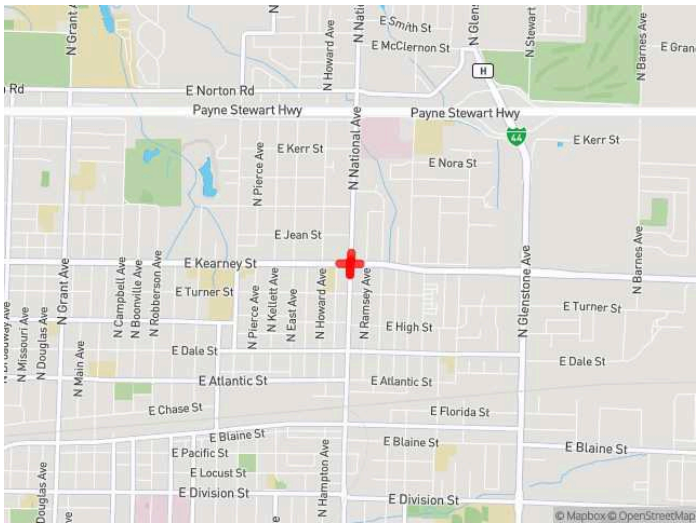
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	$0	$18,000	$0	$0	$0	$0	$18,000
Engineering	MoDOT-AC	$0	$72,000	$0	$0	$0	$0	$72,000
Total Engineering		$0	$90,000	$0	$0	$0	$0	$90,000
Construction	MoDOT	$0	$30,000	$0	$0	$0	$0	$30,000
Construction	MoDOT-AC	$0	$120,000	$0	$0	$0	$0	$120,000
Total Construction		$0	$150,000	$0	$0	$0	$0	$150,000
-	MoDOT	$0	$0	$0	$0	$0	$0	$0
-	MoDOT-AC	$0	$0	$0	$0	$0	$0	$0
Total Programmed		$0	$240,000	$0	$0	$0	$0	$240,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP, Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000), Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile
Project Changes:	Description changed from "Job Order Contracting for pavement repair on I-44, Rte. 65, Rte. 60, Rte. 160, and Rte. 13 in the urban Southwest District." to "Job Order Contracting for pavement repair in the urban Southwest District."
Project Changes:	Plan Revision Name changed from "27Adopted" to "27A2"
Project Changes:	Funding Source Notes changed from "on-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP(I/M)" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP(I/M)"

SP2707-27A2 - KEARNEY AND NATIONAL INTERSECTION

Scoping for intersection improvements at Kearney Street and National Avenue in Springfield.

Plan Revision:	27A2
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	$80,000
MoDoT ID:	SU0552
Federal ID:	-
Project From:	National Ave.
Project To:	National Ave.
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	$0	$4,000	$4,000	$4,000	$4,000	$0	$16,000
Engineering	STBG (FHWA)	$0	$16,000	$16,000	$16,000	$16,000	$0	$64,000
Total Engineering		$0	$20,000	$20,000	$20,000	$20,000	$0	$80,000
Total Programmed		$0	$20,000	$20,000	$20,000	$20,000	$0	$80,000

Current Change Reason:	New Project

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2027)	Programmed (2028)	Programmed (2029)	Programmed (2030)
FEDERAL				
BRO (FHWA)	$0	$44,000	$42,400	$48,000
CRP (FHWA)	$644,270	$0	$0	$0
NHPP (FHWA)	$12,395,200	$25,418,400	$31,955,200	$36,301,800
RAISE	$24,822,313	$0	$0	$0
SAFETY (FHWA)	$1,913,300	$4,477,400	$4,223,600	$41,300
SS4A (FHWA)	$2,190,765	$2,800,000	$9,761,235	$0
STBG (FHWA)	$51,200	$1,532,800	$19,200	$19,200
STBG-U (FHWA)	$19,351,362	$4,504,291	$922,266	$949,779
TAP (FHWA)	$843,116	$0	$0	$0
Federal Subtotal	$62,211,526	$38,776,891	$46,923,901	$37,360,079
STATE				
MoDOT	$15,704,966	$9,967,200	$10,689,000	$9,453,900
MoDOT-AC	$26,403,203	$5,487,200	$3,440,000	$300,800
MoDOT O&M	$7,232,656	$7,399,007	$7,569,185	$7,743,276
State Subtotal	$49,340,825	$22,853,407	$21,698,185	$17,497,976
LOCAL/OTHER				
Local	$6,710,540	$1,837,073	$2,681,476	$249,445
Local-AC	$4,431,271	$0	$0	$0
Other	$0	$0	$0	$0
Local/Other Subtotal	$11,141,811	$1,837,073	$2,681,476	$249,445
Total	**$122,694,162**	**$63,467,371**	**$71,303,562**	**$55,107,500**

	Prior Year	2027	2028	2029	2030	TOTAL
Available State and Federal Funding	$19,276,000	$50,047,000	$47,451,000	$50,331,000	$46,104,000	**$213,209,000**
Federal Discretionary Funding	$39,574,313	$0	$0	$0	$0	**$39,574,313**
Available Operations and Maintenance Funding	$0	$7,232,656	$7,399,007	$7,569,185	$7,743,276	**$29,944,124**
Funds from Other Sources (inc. Local)	$0	$11,141,811	$1,837,073	$2,681,476	$249,445	**$15,909,805**
Available Suballocated Funding	$1,841,864	$11,124,296	$11,346,783	$11,573,718	$11,805,192	**$47,691,852**
TOTAL AVAILABLE FUNDING	$60,692,177	$79,545,763	$68,033,863	$72,155,378	$65,901,913	**$346,329,095**
Carryover		$60,692,177	$17,543,778	$22,110,270	$22,962,086	--
Programmed State and Federal Funding		($122,694,162)	($63,467,371)	($71,303,562)	($55,107,500)	**($312,572,595)**
TOTAL REMAINING	**$60,692,177**	**$17,543,778**	**$22,110,270**	**$22,962,086**	**$33,756,499**	**$33,756,499**

TAB 7

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM II.D.

Ozark Senior Center Section 5310 Grant Agreement and Vehicle Procurement

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

At the September 2026 OTO Board of Directors meeting, the Ozark Senior Center was awarded $102,000 in FTA Section 5310 funds. The OTO is now the Direct Recipient of Traditional Section 5310 funds for the Springfield, MO area. MoDOT has previously entered into the agreements with the agencies and procured the vehicles. Starting with the FY2025 funding OTO has taken over this process. The funds for the vehicle procurement were included in the OTO's FY2027 Budget

A. Section 5310 Grant Agreement

Ozark Senior Center – $102,000 in FTA Section 5310 funding to replace one vehicle in its fleet with a wide-body cutaway vehicle. The vehicle would support transportation services for seniors in eastern Christian County, including trips for shopping, medical appointments, and visits to the Ozark Senior Center. OSC will provide the $18,000 in local match for the vehicle.

Funding Summary	
Requested Federal Share	$102,000
Total Local Share	$18,000
Total Costs	**$120,000**

OTO will enter into a Section 5310 Grant Agreement with the Ozark Senior Center to outline the responsibilities of the Ozark Senior Center as an OTO Grant Subrecipient. The OTO will procure the vehicle on behalf of the Ozark Senior Center. The draft grant agreement template is in the agenda packet. The draft grant agreement is still under legal review and may have minor changes.

B. Procurement

The OTO intends to purchase the wide-body cutaway vehicle for the Ozark Senior Center. The OTO will use the cooperative procurement process to obtain a vehicle that conforms to the FTA vehicle procurement requirements. The OTO will utilize a purchase order to procure the vehicle.

BOARD OF DIRECTORS ACTION REQUESTED:

There are several motions needed to approve the Ozark Senior Center Section 5310 Vehicle. That a member of the Board of Directors makes one of the following motion for each section:

A.) Section 5310 Grant Agreement

"Move to approve the Executive Director to enter into a Section 5310 Grant Agreement with the Ozark Senior Center to procure a wide-body cutaway vehicle and required subrecipient grant monitoring.""

OR

"Move to approve the Section 5310 Grant Agreement with these changes…"

B.) <u>Procurement</u>

"Move to approve the included Resolution to authorize the Executive Director to select a vendor and procure a wide-body cutaway vehicle not to exceed one hundred twenty thousand for the Ozark Senior Center."

OR

"Move to approve the Section 5310 Grant vehicle procurement with these changes…"

Resolution # 2026-8

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

November 19, 2026

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

WHEREAS, the Board wishes to procure a wide-body cutaway vehicle utilizing FTA Section 5310 funds and local match; and

WHEREAS, the Board has appointed certain authorized representatives (the "Authorized Representatives") to act on its behalf to procure capital equipment; and

WHEREAS, the Board will select a qualified vendor to procure the wide-body cutaway vehicle;

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

NOW, THEREFORE , BE IT RESOLVED, the Board does hereby authorize the Finance Officer/Grants Administrator to select a vendor on behalf of said Board, and utilize the cooperative purchase process outlined in the Ozarks Transportation Organizations Procurement Policy and FTA procedures. The Board directs Sara Fields, Executive Director, to negotiate a price and contract or purchase order with the selected vendor in an amount to not exceed one hundred twenty thousand dollars ($120,000.00).

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

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

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

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

Dated: _____

_____
Executive Director Ozarks Transportation Organization

_____
Chair Ozarks Transportation Organization Board of Directors

Available Funding: FY 2025

CFDA Number: CFDA 20.513

CFDA Title: Enhanced Mobility of Seniors and Individuals with Disabilities – Mobility Management, Purchase of Service, Fixed Route Service Access Projects and/or Alternative in Transit that Enhance Mobility

Federal Agency: Federal Transit Administration, Department of Transportation

SECTION 5310 GRANT PROGRAM

OZARKS TRANSPORTATION ORGANIZATION 5310 – ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL ASSISTANCE GRANT AGREEMENT

AGREEMENT NO. INSERT NUMBER

This Grant Agreement (AGREEMENT) is between the Ozarks Transportation Organization, a Metropolitan Planning Organization, hereinafter referred to as "OTO" and Insert Subrecipient Name, hereinafter referred to as "SUBRECIPIENT". OTO and SUBRECIPIENT are also collectively referred to as the "PARTIES".

RECITALS

A. Title 49 U.S.C. 5310 ("Section 5310") authorizes the Enhanced Mobility of Seniors and Individuals with Disabilities Program, from which formula apportionments are made annually to states and designated recipients to improve mobility for seniors and individuals with disabilities.

B. A designated recipient of Section 5310 funds in urbanized areas over 200,000 in population has the authority and responsibility for administering the Section 5310 program in those areas.

C. The Governor of the State of Missouri has designated OTO as the recipient of Section 5310 Traditional funds in the Springfield, Missouri urbanized area.

D. OTO has developed a program of projects through an areawide competitive selection process and certifies that all projects are included in an approved coordinated public transit human service transportation plan that was developed in consultation with seniors; individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers; and other members of the public.

E. OTO wishes to acquire transportation services under this agreement pursuant to 49 U.S.C. 5310(b)(4).

F. OTO's processes for selecting transportation service providers are found in its Section 5310 Program Management Plan ("PMP").

G. Subrecipient meets the definition of "subrecipient" pursuant to 2 C.F.R. Part 200.

H. Subrecipient is qualified to do business in the state where transportation services (hereinafter referred to as "Services") will be performed, and when applicable, has met all legal and regulatory requirements to provide Services in the respective state.

I. OTO and SUBRECIPIENT, pursuant to the Infrastructure Investment and Jobs Act (IIJA), are authorized to enter into this AGREEMENT pertaining to federal funding committed for Section 5310 (collectively "Section 5310 funds") that OTO is responsible for allocating within its jurisdiction. Section 5310 funds are provided by the Federal Transit Administration (FTA) to OTO as the designated recipient, therefore various federal requirements and certifications will apply to SUBRECIPIENT as part of this AGREEMENT.

J. SUBRECIPIENT has agreed to implement the Insert Name of Project (Project), subject to the terms and conditions of the Section 5310 Grant Program and this AGREEMENT.

K. All services performed by SUBRECIPIENT pursuant to this AGREEMENT must be performed in accordance with all applicable federal, state, and local laws, ordinances, regulations and policies.

L. Project funding is as follows:

	FUND SOURCE	DOLLAR AMOUNT	PERCENTAGE
Section 5310 (Fund Limit)	IIJA	$	%85
Matching Funds	SUBRECIPIENT	$	%15

In consideration of the recitals above, and the mutual promises of the Parties, SUBRECIPIENT and OTO agree as follows:

AGREEMENT

II. GRANT AWARD

A. The total amount payable to SUBRECIPIENT by OTO pursuant to this AGREEMENT will not exceed the amount shown on the first page of this AGREEMENT (Fund Limit).

B. It is agreed and understood that this Fund Limit is a ceiling and that OTO will only reimburse the allowable cost of services actually rendered in accordance with the AGREEMENT. The actual amount reimbursed by OTO may be less than the Fund Limit.

III. TERM OF AGREEMENT

A. The effective date of this AGREEMENT is the last date on which a party executes this AGREEMENT. OTO issuance of a written Notice to Proceed, will occur after the obligation of federal funds for the project.

B. This AGREEMENT will terminate when the Vehicle purchased under this Agreement is disposed of in accordance with Appendix B attached hereto and incorporated herein by reference.

IV. LOCAL MATCH FUNDS

SUBRECIPIENT must provide matching funds from a source other than federal DOT funds, in the percentage shown on the first page of this AGREEMENT (Match Percentage) of the actual cost of the Project. If the full Fund Limit is paid by OTO, SUBRECIPIENT's match amount is estimated to be the amount shown on the first page of this AGREEMENT. If the actual cost of the project exceeds the Fund Limit, SUBRECIPIENT is responsible for 100 percent of the actual cost greater than the Fund Limit unless there is an amendment to this AGREEMENT.

A. Reimbursement of credits for local matching funds will be made or allowed only for work performed on and after the Notice to Proceed date and prior to the termination date of this AGREEMENT, unless expressly permitted by OTO in writing as permissible local match expenditures made prior to the effective date of this AGREEMENT.

B. SUBRECIPIENT agrees to contribute the greater of the statutorily or other required Match Percentage (other than federal DOT funds or fare revenues), if any is specified within this AGREEMENT or in any attachment, toward the actual cost of the services described in the Project Description.

V. PROJECT COMPLETION AND USE OF FUNDS

SUBRECIPIENT agrees to complete the Project as described in the Project Description using the awarded federal funds provided under the AGREEMENT and any matching funds committed to solely for the Project.

VI. NOTIFICATION OF PARTIES

SUBRECIPIENT's Project Manager is Insert Subrecipient PM Name.

The OTO Section 5310 Program Manager is David Knaut.

All notices will be deemed to have been fully given when made in writing and received by the Parties at their respective addresses below. SUBRECIPIENT must notify OTO of any change to its Project Manager no later than 15 days after the change has been made.

OTO:	Ozarks Transportation Organization Attention: David Knaut 2208 W Chesterfield Blvd., Ste. 101 Springfield, MO 65807 Dknaut@ozarkstransportation.org
SUBRECIPIENT:	Insert Subrecipient Name Attention: Insert Subrecipient PM Name Insert Subrecipient Address Insert Subrecipient Address Insert Subrecipient PM Email

VII. SCOPE OF PERFORMANCE

A. This AGREEMENT was awarded based on the application submitted by SUBRECIPIENT with the intention that the awarded funds would be used to implement the Project as described in the Project Description. Any substantive deviation from the Project Description must be approved in advance by written amendment if grant funds are to be used for such changes. If SUBRECIPIENT believes substantive changes need to be made to the Project, SUBRECIPIENT will immediately notify OTO in writing. OTO will then determine whether the Project is still consistent with the overall objectives of the relevant federal funding program and whether the changes would have negatively affected the Project ranking during the grant application process. OTO reserves the right to have AGREEMENT funding withheld or refunded due to substantive Project changes.

B. SUBRECIPIENT must prioritize the service funded by this AGREEMENT for the target population, ensuring that at least 80 percent of the service is provided for older adults and individuals with disabilities. Any vehicle funded through this agreement must be operated at least 20 hours per week for the duration of its minimum useful life.

C. SUBRECIPIENT must make diligent and timely progress toward completion of the Project withinthe timeliness set forth in the Project Schedule, which is included in the Project Description. SUBRECIPIENT further agrees to the requirements and timeframes set forth in OTO Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities Program Guidebook, as amended, and located on the OTO web page.

D. In the event SUBRECIPIENT encounters or anticipates difficulty in meeting the Project Schedule, SUBRECIPIENT shall immediately notify the OTO Section 5310 Program Manager in writing and shall provide pertinent details, including the reason(s) for the delay in performance and the date by which SUBRECIPIENT expects to complete performance. SUBRECIPIENT's notification will be informational in character only and OTO's receipt of it is not a waiver by OTO of a project delivery schedule or date, or any rights or remedies provided by this AGREEMENT.

VIII. PROJECT BUDGET

The SUBRECIPIENT and OTO have agreed to a Project Budget that is set forth in the Project

Description. The SUBRECIPIENT and/or third-party contractor(s) will incur obligations to the Project only as authorized by the Project Budget. SUBRECIPIENT may, with prior written approval from the OTO's Section 5310 Program Manager, reallocate funds between tasks in the Project Budget as long as all of the following conditions are met:

1. The funds to be reallocated do not exceed an aggregate amount of ten percent for any particular task in the Project Budget,

2. The reallocation does not negatively impact the benefits obtained from the Project, and

3. There is no increase to the Fund Limit or decrease to the Match Percentage shown on the first page of this AGREEMENT.

Any other changes to the Project Budget require the issuance of an amendment to the AGREEMENT.

IX. MONITORING AND COMPLIANCE

SUBRECIPIENT's performance will be monitored for consistency with the Project Description. OTO will utilize the "OTO Grant Monitoring Checklist," to document compliance using both cost and non- cost performance indicators.

A. OTO will utilize the OTO 5310 Grant Monitoring Checklist at regular site visits or desk reviews to verify compliance with provisions in this AGREEMENT and document compliance deficiencies. If SUBRECIPIENT does not comply with provisions in this AGREEMENT or meet the requirements in the OTO 5310 Grant Monitoring Checklist, OTO will issue SUBRECIPIENT a written Notice to Complete a Corrective Action Plan pursuant to the PMP.

B. SUBRECIPIENT must comply with the most recently approved version of the PMP. A copy of the PMP can be obtained from OTO web page or the OTO 5310 Program Manager. In the case of a conflict between the PMP and this AGREEMENT, this AGREEMENT prevails.

X. FUNDING REQUIREMENTS

A. It is mutually understood between the Parties that this AGREEMENT has been written for the mutual benefit of both Parties in order to avoid program and fiscal delays that would occur if the AGREEMENT was executed only after ascertaining the availability and appropriation of funds.

B. This AGREEMENT is valid and enforceable only if sufficient funds are made available to OTO by the United States Government for the purpose of this Project. In addition, this AGREEMENT is subject to any additional restrictions, limitations, conditions, or any statute enacted by the OTO Board of Directors, Congress or the State Legislature that may affect the provisions, terms, or funding of this AGREEMENT in any manner.

C. It is mutually agreed that, if the Congress or the OTO Board of Directors does not appropriate sufficient funds for the program and Project, this AGREEMENT will be

amended to reflect any reduction in funds.

D. OTO has the option to void this AGREEMENT under the termination clause or to amend this AGREEMENT to reflect any reduction of funds.

XI. COST PRINCIPLES

A. SUBRECIPIENT agrees to comply with 2 CFR 200 and Part 1201, including but not limited to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, and Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, as applicable.

B. SUBRECIPIENT agrees, and will cause its third-party contractors to agree, that (a) Contract Cost Principles and Procedures and Federal Acquisition Regulations System under 2 CFR 200 and Part 1201 will be used to determine the allowability of individual Project cost items; and (b) all Parties must comply with federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, Part 1201, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the following attachments to this AGREEMENT: Standard Federal Provisions (Federal Transit Administration) and the Federal Provisions for the 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities.

XII. REPORTS AND DATA COLLECTION

A. SUBRECIPIENT must provide any requested data regarding trips, populations served, or other data as may be needed to establish SUBRECIPIENT's performance and compliance with the AGREEMENT, including but not limited to any reports required by federal funding agencies such as the performance measure reporting set forth in FTA Circular 9070.1G and Transit Asset Management set forth in 49 CFR Parts 625 and 630.

B. If SUBRECIPIENT expends $1 million or more in Federal awards in SUBRECIPIENT's fiscal year, SUBRECIPIENT must have a single audit conducted for that year in accordance with the Office of Management and Budget (OMB) under 2 CFR 200 unless SUBRECIPIENT elects to have a program-specific audit. If the only Federal funds expended by SUBRECIPIENT are Section 5310 funds, SUBRECEIPIENT may elect to have a program-specific audit. The federal Assistance Listings Number for the Section 5310 Program is 20.513. If a single audit or program-specific audit is required, SUBRECIPIENT must submit the audit to OTO. OTO will issue a management decision within six months of receipt of the single audit if there are audit findings that relate to the Section 5310 award. OTO will state whether or not the audit finding is sustained, and if the SUBRECIPIENT has not yet completed the corrective action, a timetable for follow-up will begiven.

XIII. INDEMNIFICATION AND LIABILITY

A. Nothing in the provisions of this AGREEMENT is intended to create duties or obligations to or rights in third parties to this AGREEMENT or effect the legal liability of either party to

the AGREEMENT by imposing any standard of care with respect to operation, maintenance, or repair different from the standard of care imposed by law or this AGREEMENT. In connection with the Project, SUBRECIPIENT agrees that OTO is not subject to any obligations or liabilities to any third- party contractor, or other person or entity that is not a party to this AGREEMENT.

B. Neither OTO nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by SUBRECIPIENT or its third-party contractors under or in connection with any work, authority, or jurisdiction arising from or related to this AGREEMENT. SUBRECIPIENT and its third-party contractors must fully defend, indemnify, and save harmless OTO, its officers and employees from all claims, suits, or actions of every name, kind, and description occurring by reason of anything done or omitted to be done by SUBRECIPIENT and its third-party contractors under or in connection with any work, authority, or jurisdiction arising under this AGREEMENT.

C. To the extent allowed or imposed by law, and without waiving Sovereign Immunity for either Party, the Grantee shall defend, indemnify, and hold harmless the OTO, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the Grantee's wrongful or negligent performance of its obligations under this Agreement.

XIV. INSURANCE

SUBRECIPIENT must procure and maintain, and cause its third-party contractors to maintain, during the period of performance of this AGREEMENT and for 12 months following the termination date of this AGREEMENT, policies of insurance from insurance companies authorized to do business in the State of Missouri or the equivalent types and amounts of self-insurance, as follows:

A. **General Liability.** Combined single limit of $600,000 per claimant and $4,000,000 per occurrence as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to section 537.610 RSMo for personal and bodily injury, including death, and broad form property damage. The policy must name OTO as an additional insured in the endorsement. A deductible or retention may be used, subject to approval by OTO.

B. **Automobile Liability.** For personal and bodily injury, including death, and property damage in an amount not less than $600,000 per claimant and $4,000,000 per occurrence. SUBRECIPIENT must cause its third-party contractor(s) to include OTO as a loss payee on its/their policy.

C. **Workers' Compensation and Employer's Liability.** Policy must comply with the laws of the State of Missouri. The policy must include an acceptable "Waiver of Right to Recover From Others Endorsement".

SUBRECIPIENT must furnish satisfactory proof by one or more certificates that it and its third-

party contractor(s) have the foregoing insurance. Each insurance policy must contain a clause, which provides that the policy may not be canceled without first giving 30 days' advance written notice to OTO. For purposes of this notice requirement, any material change in the policy prior to its expiration will be considered a cancellation.

In the event a piece of Property is not replaced or repaired, SUBRECIPIENT agrees to reimburse OTO for the federal share of the original purchase price of the Property. SUBRECIPIENT will not be entitled to a return of any of its matching funds previously provided to purchase the Property.

XV. INSURANCE CERTIFICATE SUBMITTAL

SUBRECIPIENT is responsible for ensuring that its insurance agent(s) send OTO updated certificates of insurance throughout the term of this AGREEMENT.

XVI. NONDISCRIMINATION

A. During the performance of this AGREEMENT, SUBRECIPIENT and all of its third-party contractors, if any, must not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of race, color, religion, creed, national origin, ancestry, age (over 40), gender identity or expression, sex (including pregnancy, childbirth, breastfeeding or related medical conditions), medical condition, physical or mental disability, genetic information, sexual orientation, marital status, military or veteran status or any other category protected under federal, state or local law. SUBRECIPIENT and its third-party contractors must ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment.

B. SUBRECIPIENT must include the nondiscrimination and compliance provisions of this Section inall third-party contracts to perform work under this AGREEMENT.

C. SUBRECIPIENT agrees to comply with all applicable civil rights statutes and implementing regulations including, but not limited to, the following:

1. Nondiscrimination in Federal Transit Programs. The SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier under the Project, with the provisions of 49 U.S.C. 5332. These provisions prohibit discrimination on the basis of race, color, religion, national origin, sex, age, and disability, and prohibit discrimination in employment or business opportunity.

2. Nondiscrimination on the Basis of Disability. The SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier of the project, withthe applicable laws and regulations, discussed below, for nondiscrimination on the basis of disability.

    a. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), prohibits discrimination on the basis of disability by recipients and subrecipients of federal financial assistance.

b. The ADA, as amended (42 U.S.C. 12101, et seq.), prohibits discrimination against qualified individuals with disabilities in all programs, activities, as well as imposes specific requirements on public and private providers of public transportation.

c. DOT regulations implementing Section 504 and the ADA include 49 CFR 27, 37, 38, and 39. Among other provisions, the regulations specify accessibility requirements for the design and construction of new transportation facilities and vehicles; require that vehicles acquired (with limited exceptions) be accessible to and usable by individuals with disabilities, including individuals using wheelchairs; and include service requirements intended to ensure that individuals with disabilities are afforded equal opportunity to use transportation systems.

d. Providers of demand responsive service must utilize accessible vehicles, as defined at 49 CFR 37.7 or meet the applicable equivalent service standard. For private and public entities, the service must be equivalent in regards to schedules, fares, response times, geographic areas of service, hours and days of service, availability of information, reservations capability, constraints on capacity or service availability, and restrictions priorities based on trip purpose.

e. In addition, those who receive any AGREEMENT funds should be aware that they also have responsibilities under Titles I, II, III, IV, and V of the ADA in the areas of employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other federal agencies.

3. Nondiscrimination-Title VI. SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier of the Project, with all of the following requirements under Title VI of the Civil Rights Act of 1964:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), provides 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.

b. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21.

c. FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients." This document provides those who receive AGREEMENT funds with guidance and instructions necessary to carry out DOT Title VI regulations (49 CFR 21), and DOT Policy Guidance

Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons (70 FR 74087, Dec. 14, 2005).

d. U.S. DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (December 14, 2005). This guidance clarifies the responsibilities of those receiving Federal financial assistance from DOT and assists them in fulfilling their responsibilities to LEP persons, pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166.

4. Equal Employment Opportunity. SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier of the project, with all equal employment opportunity (EEO) requirements of Title VII of the Civil Rights Act of 1964, as amended,(42 U.S.C. 2000e et seq.), and with 49 U.S.C. 5332 and any implementing regulations DOT may issue.

5. Nondiscrimination on the Basis of Sex. SUBRECIPIENT agrees to comply with all applicable requirements of Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. 1681, et seq.), with DOT implementing regulations, "Nondiscrimination on the Basis ofSex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR part25.

6. Nondiscrimination on the Basis of Age. SUBRECIPIENT agrees to comply with all applicable requirements of the Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101, et seq.), and Department of Health and Human Services' (DHHS') implementing regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," (45 CFR 90), which prohibit discrimination against individuals on the basis of age. In addition, SUBRECIPIENT agrees to comply with all applicable requirements of the Age Discrimination in Employment Act (ADEA), 29 U.S.C. 621 through 634, and Equal Employment Opportunity Commission (EEOC) implementing regulations, "Age Discrimination in Employment Act" (29 CFR 1625), which prohibit employment discrimination against individuals on the basis of age.

7. Disadvantaged Business Enterprise (DBE). To the extent required by Federal law, regulation, or directive, SUBRECIPIENT agrees to take the following measures to facilitate participation by DBEs:

a. SUBRECIPIENT agrees and assures that it will comply with 23 U.S.C. 101 note, which directs the Secretary of Transportation to expend not less than 10 percent of authorized federal funds with DBEs. This 10 percent national goal is aspirational and is used by the DOT to help monitor and evaluate DBE participation in DOT-assisted contracting opportunities.
b. SUBRECIPIENT agrees and assures that it will comply with DOT regulation, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 CFR 26. Among other provisions, this regulation requires certain SUBRECIPIENTs of DOT Federal financial assistance, including SUBRECIPIENT, to ensure that DBE firms have a level competitive playing field and opportunity to participate in DOT-assisted

contracts.

c. SUBRECIPIENT agrees and assures that it shall not discriminate on the basis of race, color, sex, or national origin, in the award and performance of any third-party contract supported with Federal assistance derived from DOT, or in the administration of its DBE Program, and will comply with the requirements of 49 CFR 26. SUBRECIPIENT agrees to take all necessary and reasonable steps set forth in 49 CFR 26 to ensure nondiscrimination in the award and administration of all third-party contracts supported with Federal assistance derived from DOT. Upon notification by DOT to OTO and notification by OTO to SUBRECIPIENT of a failure to implement its approved DBE Program, DOT may impose sanctions as provided for under 49 CFR 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001, and/or the Program Fraud Civil Remedies Act, (31 U.S.C. 3801, et seq.).

d. In connection with the performance of this AGREEMENT, SUBRECIPIENT will cooperate with OTO in meeting its commitments and goals with regard to the maximum utilization of DBEs and other small businesses. It is OTO policy that DBEs and small businesses shall have an equal opportunity to participate in the performance of contracts financed in whole or in part with FTA funds.

e. SUBRECIPIENT shall carry out applicable requirements of 49 CFR 26, of the Code of Federal Regulations, entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," (the Regulations) inthe award and administration of this AGREEMENT.

D. SUBRECIPIENT must sign and submit to OTO the following forms attached to this AGREEMENT, prior to, or concurrently with, this AGREEMENT: "Certificate of Nondiscrimination Assurances," and "Equal Employment Opportunity Certificate." In addition, SUBRECIPIENT must submit documentation of its Disadvantaged Business Enterprise (DBE) status if subrecipient or any third-party contractors are certified as a DBE.

XVII. COMPLAINT PROCEDURES

SUBRECIPIENT must record and track complaints made by employees, volunteers, clients or the general public, including complaints relating to Title VI, ADA, and service quality, or any other grievance pertaining to the Project. SUBRECIPIENT must establish and implement procedures to ensure timely resolution of complaints, and sufficiently document steps taken to investigate and address complaints.
SUBRECIPIENT must make these records available to OTO for inspection during audits. Additionally, SUBRECIPIENT must report service quality complaints to OTO on regularly submitted progress reports. If SUBRECIPIENT receives a Title VI-related or ADA-related complaint, SUBRECIPIENT must notify OTO in writing within 72 hours of receiving the complaint so that OTO can determine whether it needs to carry out its own investigation.

XVIII. PURCHASES BY SUBRECIPIENT

1. The AGREEMENT provides vehicle funding to SUBRECIPIENT. SUBRECIPIENT vehicles must be retained in service in accordance with useful life standards in FTA Circular 5010.1F. SUBRECIPIENT is responsible at its sole cost for all normal maintenance and upkeep, insurance, taxes and registration fees related to the Vehicle.

2. On behalf of SUBRECIPIENT, OTO will procure the Property in compliance with all federal requirements for competitive procurement, including, but not limited to the Buy America requirements applicable to vehicles pursuant to FTA's requirements. SUBRECIPIENT must develop appropriate plans and specifications for each piece of Property to meet SUBRECIPIENT's needs. OTO is not responsible for errors in plans or specifications provided by SUBRECIPIENT.

3. FTA requires that OTO maintain control of vehicles purchased with funds provided under this AGREEMENT. At the conclusion of the minimum useful life of the Property, or if this AGREEMENT is terminated, Property must be disposed of consistent with FTA guidance and the PMP.

4. In the event a vehicle purchased pursuant to this AGREEMENT is damaged, lost, or stolen, and the insurance proceeds obtained by SUBRECIPIENT are insufficient to cover the loss, SUBRECIPIENT must provide the additional funding needed to cover the difference for a replacement, or forfeit the insurance proceeds to OTO and FTA and request an amendment to this AGREEMENT to reduce SUBRECIPIENT's award amount and amend the Project Description as may be needed.

5. SUBRECIPIENT must adhere to the project property disposition procedures outlined in the PMP and, at time of disposition, work with OTO to discuss any outstanding Project closeout matters of concern to either party.

XIX. THIRD-PARTY CONTRACTING

None of the project activities described in Appendix A shall be subcontracted without the prior written consent of the OTO. All subcontracts shall be subject to the terms and conditions of this Agreement. The Grantee, however, shall remain responsible for the proper completions of the project notwithstanding any third-party contract.

XX. ETHICS

A. SUBRECIPIENT agrees to maintain a written code of conduct or standards of conduct that shall govern the actions of its officers, employees, board members, or agents engaged in the award or administration of third-party contracts supported with funding provided under this AGREEMENT.

B. For all awards by OTO or SUBRECIPIENT, any practices which might result in unlawful activity are prohibited including, but not limited to, rebates, kickbacks, or other unlawful considerations. OTO and SUBRECIPIENT staffs are specifically prohibited from participating

in the selection process for a procurement when those staff have a close personal relationship, family relationship, or past (within the last 12 months), present, or potential business or employment relationship with a person or business entity seeking a contract. It is unlawful for any contract to be made by OTO or SUBRECIPIENT if one of their respective board members or staff has a prohibited financial interest in the contract. Staff are also prohibited from soliciting or accepting gratuities from any organization seeking funding from OTO or SUBRECIPIENT. Neither OTO nor SUBRECIPIENT's officers, employees, agents, and board members will solicit or accept gifts, gratuities, favors, or anything of monetary value from contractors, potential contractors, or parties to subagreements.

C. SUBRECIPIENT's written code of conduct must include the above provisions and penalties, sanctions, or other disciplinary actions for violation of these provisions by its officers, employees, board members, agents, or third-party contractors at any tier. By signing this AGREEMENT, SUBRECIPIENT affirms that it has no knowledge of an ethical violation by OTO or SUBRECIPIENT staff. If SUBRECIPIENT has any reason to believe a conflict of interest exists with regard to the AGREEMENT or the Project, it should notify the OTO Office immediately.

XXI. COMPLIANCE WITH LABOR AND OTHER LAWS

A. SUBRECIPIENT must comply with all federal, state, and local laws and ordinances applicable to this AGREEMENT. This includes compliance with laws defining independent contractors, when applicable. SUBRECIPIENT must pass all of the provisions in this section through to its third-party contractors at any tier.

B. SUBRECIPIENT must be aware of the requirements of the Immigration Reform and Control Act of 1986 and comply with those requirements, including, but not limited to, verifying the eligibility for employment of all agents, employees, consultants, and subcontractors that are contemplated by this AGREEMENT.

C. SUBRECIPIENT represents and warrants to OTO that it has all necessary licenses, permits, qualifications and approvals, of whatever nature, that are legally required for it to operate legally. SUBRECIPIENT further represents and warrants to OTO that it shall keep in effect at all times during the term of this AGREEMENT any licenses, permits, and approvals that are required for it to perform under this AGREEMENT.

XXII. RECORDS RETENTION AND AUDITS

A. SUBRECIPIENT and its third-party contractors at any tier must establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line item for the Project. The accounting system of SUBRECIPIENT, and its third-party contractors at any tier, must conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of SUBRECIPIENT and its third-party contractors at any tier connected with Project performance under this AGREEMENT must be maintained for a minimum of three years from the date of the OTO

final payment to SUBRECIPIENT and be held open to inspection, copying, and audit by representatives of OTO and auditors representing the federal or state government. Copies must be furnished by SUBRECIPIENT and its third-party contractors at any tier upon receipt of any request made by OTO or its agents.

B. SUBRECIPIENT and its third-party contractors at any tier will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by OTO for the purpose of any investigation to ascertain compliance with this AGREEMENT.

XXIII. CHANGES IN TERMS OR CONDITIONS

A. This AGREEMENT may be amended or modified only by mutual written agreement of the Parties. SUBRECIPIENT agrees to notify OTO immediately, in writing, of any change in local law, conditions (including its legal, financial, or technical capacity), or any other event that may adversely affect SUBRECIPIENT's ability to perform the Project in accordance with the terms of this AGREEMENT. SUBRECIPIENT also agrees to notify OTO immediately, in writing, of any current or prospective major dispute, breach, default, or litigation that may adversely affect OTO interests in the Project or SUBRECIPIENT's ability to carry out the Project; and agrees to inform OTO, also in writing, before naming OTO as a party to litigation for any reason, in any forum. At a minimum, SUBRECIPIENT agrees to send each notice to OTO required by this subsection to the OTO.

B. OTO is obligated to notify the FTA of any change in conditions, including changes in local law or litigation which would affect performance of the project. SUBRECIPIENT agrees that, in the event such circumstances occur, it will notify OTO, in writing, within ten calendar days.

XXIV. DISPUTES

A. Any dispute concerning a question of fact arising under this AGREEMENT that is not disposed of by agreement will be finally decided by the OTO or its representative.

B. Neither the pendency of a dispute nor its consideration by OTO will excuse either party from full and timely performance in accordance with the terms of the AGREEMENT.

XXV. EARLY TERMINATION OF THIS AGREEMENT

A. This AGREEMENT may be terminated in whole or in part by either party for any reason by giving written notice to the other party at least 30 days in advance of the purchase order of the Vehicle. In the event of termination by said notice, funds reimbursed to SUBRECIPIENT will include authorized noncancelable obligations and eligible costs incurred prior to receipt of the notice of termination**.**

B. Notwithstanding the foregoing subsection, if the funds provided under this AGREEMENT are used by SUBRECIPIENT to purchase a vehicle, and SUBRECIPIENT is required or desires

to return one or more vehicles to OTO prior to termination of the AGREEMENT, SUBRECIPIENT is not entitled to a return of any of its matching funds. SUBRECIPIENT must work with the OTO's Section 5310 Manager on a plan for disposition of any such vehicle. Furthermore, SUBRECIPIENT is responsible to OTO for paying for any storage, insurance, or other costs incurred by OTO to take early possession or dispose of the vehicle(s), unless otherwise agreed to in writing by OTO.

XXVI. RELATIONSHIP OF PARTIES

It is expressly understood that this AGREEMENT is executed by and between two independent entities and that this is not intended to, and will not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

XXVII. INTEGRATION AND SEVERABILITY

This AGREEMENT represents the entire understanding of OTO and SUBRECIPIENT as to those matters contained in it. No prior oral or written understanding is of any force or effect with respect to those matters covered under this AGREEMENT. This AGREEMENT may not be modified or altered except in writing, signed by OTO. If any provision of the AGREEMENT is determined invalid, the remainder of the AGREEMENT will not be affected if that remainder would continue to conform to the requirements of applicable laws or regulations. All Attachments to this AGREEMENT are incorporated by reference as though set forth in full.

XXVIII. FORCE MAJEURE

Either party is excused from performance hereunder if such non-performance results from acts of God, epidemics, war, riots, acts of governmental authorities, or any other cause that could not have been overcome by the exercise of due diligence or planning by the non-performing party. In the event of the occurrence of a force majeure event, the party unable to perform must promptly notify the other party within five calendar days and provide an explanation describing why the inability to perform is not due in whole or in part to its actions or inaction. It must further pursue its best efforts to resume performance as quickly as possible and suspend performance only for such period of time as is necessary as a result of the force majeure event.

XXIX. SURVIVAL

The rights, obligations and conditions set forth in the Sections of this AGREEMENT entitled Indemnification and Liability, Insurance, Notices, Cost Principles, and any right, obligation or condition that, by its express terms or nature and context is intended to survive the termination or expiration of this AGREEMENT, will survive until the last applicable statute of limitations expires.

XXX. WAIVER

Neither the OTO review, approval, or acceptance of, nor payment for, any of the work required under this AGREEMENT is a waiver of any rights under this AGREEMENT by OTO.

XXXI. PROHIBITED INTERESTS

As an FTA designated recipient, OTO is required to inform the SUBRECIPIENT of the following information:

No member, officer, or employee of a local public body, during their tenure or for one year thereafter, shall have any interest, direct or indirect, in this AGREEMENT or the proceeds thereof. No member of or delegate to the Congress of the United States shall be admitted to a share or part of this AGREEMENT or to any benefit arising therefrom.

XXXII. FTA REQUIREMENTS

SUBRECIPIENT must execute prior to, or concurrently with, this AGREEMENT the FTA-required certification forms. The federal government is not subject to any obligations or liabilities to any third-party contractor or any other person not a party to the agreement between OTO and FTA. Notwithstanding any concurrence provided by the federal government in or approval of any solicitation, subagreement, or third-party contract, the federal government continues to have no obligations or liabilities to any party, including SUBRECIPIENT or any other third-party contractor.

SUBRECIPIENT recognizes that the requirements of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. 3801, et seq., and U.S. DOT regulations, "Program Fraud Civil Remedies,"
49 C.F.R. 31, apply to its actions pertaining to this AGREEMENT. Accordingly, by signing the AGREEMENT, SUBRECIPIENT certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or it may make pertaining to the AGREEMENT. In addition to other penalties that may be applicable, SUBRECIPIENT also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification, the federal government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986, as amended, on SUBRECIPIENT to the extent the federal government deems appropriate. SUBRECIPIENT also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to the federal government in connection with this AGREEMENT, the government reserves the right to impose on SUBRECIPIENT the penalties of 18 U.S.C. 1001, to the extent the federal government deems appropriate.

XXXIII. ATTACHMENTS

The following attachments are incorporated into and are made part of this AGREEMENT by this reference. In the event of conflicting provisions, the following order of precedence will apply: (1) Standard Federal Provisions (FTA) and Federal Provisions for Procurements in Excess of $100,000 **[REMOVE IF INAPPLICABLE]**; (2) Federal Provisions for the 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities (FTA) (3) this AGREEMENT; and (4) the remaining attachments to this AGREEMENT.

- Project Description (Vehicle and Vehicle Budget)
- Standard Federal Provisions (Federal Transit Administration)
- Federal Provisions for Procurements in Excess of $100,000 **[Remove if not applicable]**

- Federal Provisions for the 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities

XL. SIGNATURES

The persons below assert that they are authorized to execute this AGREEMENT and have executed it as of the date of the last signature below. This AGREEMENT may be executed in any number of separate counterparts, each of which shall be deemed an original but all of which when taken together shall constitute one and the same instrument. The Parties agree to the use of electronic signatures.

OZARKS TRANSPORTATION ORGANIZATION	INSERT SUBRECIPIENT NAME
Sara Fields **Executive Director**	**INSERT SIGNATORY NAME** **Insert Signatory Title**

APPROVED AS TO FORM:

Finance Officer/Grants Administrator

PROJECT DESCRIPTION
(VEHICLE AND VEHICLE BUDGET)

[To be inserted at time of grant execution]

SECTION 5310 VEHICLE PROCUREMENT SCHEDULE

The vehicle procurement process as outlined below must be followed unless there are extenuating circumstances outside the control of the responsible parties affecting the timing of the process. Timing may vary depending on the responsiveness of the SUBRECIPIENT and vendors, number and type of vehicle being purchased, specifications or modifications required, and the availability of vehicles through the appropriate cooperative purchase.

Responsible Party	Action item	Timeframe
OTO	Solicit and verify quote(s) for vehicle(s) based on specifications provided in the grant application	Anticipated within three months after the OTO Board of Directors approves the proposed Section 5310 funding recommendations through a call for projects
OTO	Confirm quote details and match amount with awarded applicant	Anticipated within one month after OTO has verified vehicle quote(s)
OTO	Prepare and present the Section 5310 grant agreement to the awarded applicant	Anticipated within one month after the awarded applicant confirms the match amount
Awarded Applicant	Sign the Section 5310 grant agreement and vehicle lease agreement	Within 45 calendar days after OTO presents the grant agreement to the awarded applicant
OTO	Sign the Section 5310 grant agreement	Anticipated within 5 business days after the awarded applicant signs the agreement
OTO	Send the Notice to Proceed to the subrecipient	Anticipated within 5 business days after the grant agreement is executed
OTO	Send invoice for matching funds	Anticipated within one month after Notice to Proceed Date
Subrecipient	Provide matching funds to OTO	Within two months after Notice to Proceed Date
OTO	Issue Purchase Order(s) for vehicle(s)	Anticipated within three months after Notice to Proceed Date
Subrecipient	Complete all required post-delivery requirements	Within one month after delivery of vehicle(s)
OTO	Issue post-delivery certificates and “accept” vehicle(s)	Anticipated within one month after subrecipient completes post-delivery requirements
Subrecipient	Put vehicle(s) into service and notify OTO of the in-service date(s)	Within one month after OTO issuance of post-delivery certificates and acceptance of vehicle(s)

Responsible Party	Action item	Timeframe
Subrecipient	Operate vehicle(s) in accordance with Section 5310 grant agreement and vehicle lease agreement for the minimum useful life of vehicle(s)	▯ Class D and V vehicles (light-duty transit vans) at least four years or 100,000 miles ▯ Class A, B, and C buses (medium-sized, light-duty, approx. 25’-35’) at least five years or 150,000 miles
Subrecipient	Work with OTO on a plan for vehicle disposition consistent with the vehicle disposition procedures	At least six months prior to the end of the minimum useful life for each vehicle
OTO	Issue final disposition action	No earlier than the end of the minimum useful life for each vehicle

PROJECT BUDGET

[To be inserted at time of grant execution]

TAB 8

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM II.E.

Federal Discretionary Grant Support

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The USDOT will be announcing the Notice of Funding Availability for the Better Utilizing Investments to Leverage Development (BUILD) grant in November or December 2026. Federal discretionary funding requires a project to appear in a Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded.

The Ozarks Transportation Organization (OTO) is working with the City of Ozark to apply for a BUILD Grant for the Route CC Corridor Widening Project. The request will be for a grant of approximately $16.8 million for a project that will create 4-lanes with median and pedestrian accommodations from Fremont Road to 22nd Street. Route CC is one of the OTO's top funding priorities for 2026.

If the above project is eligible for additional types of federal discretionary grants, the resolution of support will be valid for any federal grant.

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 included resolution and TIP inclusion certificate as provided."

OR

"Move to approve the included resolution with amendments as follows……."

Ozarks Transportation Organization Resolution # 2026-07

OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE CITY OF OZARK'S ROUTE CC WIDENING BUILD PROJECT

WHEREAS, the Ozarks Transportation Organization has identified the Route CC Corridor as a regional transportation priority; and

WHEREAS, the City of Ozark needs to widen Route CC between Fremont Road and 22nd Street; and

WHEREAS, neither the Missouri Department of Transportation nor the City of Ozark have been able to identify adequate funding sources to complete the improvements; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the City of Ozark's Route CC Widening BUILD project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the City of Ozark's project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, Eric Franklin, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 19th day of November 2026.

_____

Eric Franklin
Secretary of the Ozarks Transportation Organization Board of Directors

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE

FY 2028-2031

TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **City of Ozark Route CC Widening** project will be included in the FY 2028-2031 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

_____

Travis Cossey, Chairman
Ozarks Transportation Organization
Board of Directors

November 19, 2026

Date

TAB 9

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM II.F.

Appointment of 2027 OTO Officers and Executive Committee

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2027 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2027 Nominating Committee is made up of the following three Board Members of OTO:

Marshall Kinne, Springfield Citizen-at-Large
R.J. Flores, Christian County Citizen-at-Large
Eric Franklin, Mayor, City of Republic

The Nominating Committee will present the following slate of officers at the November Board meeting. The Chair and Vice Chair is prescribed in the bylaws as a rotation between Greene County, Christian County/Nixa/Ozark, and the City of Springfield. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

2027 Slate of Officers/Executive Committee

Position	2026 Current	2027 Nominated
Chairman	Travis Cossey, Nixa	**Derek Lee, Springfield**
Vice-Chairman	Derek Lee, Springfield	**Rusty MacLachlan, Greene County**
Secretary	Eric Franklin, Republic	**Eric Franklin, Republic**
Treasurer	Eric Johnson, Ozark	**Eric Johnson, Ozark**
Past Chairman	John Russell, Greene County	**Travis Cossey, Nixa**
Executive Committee	Jerry Compton, Citizen-at-Large	**Jerry Compton, Citizen-at-Large**
Executive Committee	Vacant	**David Schaumberg, Airport**

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

"Move to appoint the 2027 OTO Officers and Executive Committee as presented."

OR

"Move to appoint the 2027 OTO Officers and Executive Committee with the following changes…"

TAB 10

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors
2027 Meeting Schedule

Meetings are held every other month on the third Thursday from
12:00 to 1:30 pm in the Ozarks Transportation Organization's Conference Room.

January 21, 2027

March 25, 2027
(4TH Thursday due to Spring Breaks)

May 20, 2027

July 15, 2027

September 23, 2027
(4TH Thursday due to AMPO Conference)

November 18, 2027

Please provide requests for agenda items 2 weeks prior to the meeting date.

TAB 11

BOARD OF DIRECTORS AGENDA 11/19/2026; ITEM I.C.

Public Comment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under Tab 11 of the agenda packet, for Board member review, are Public Comments for the time frame between September 17, 2026 and November 9, 2026. Any additional public comment received by November 18, 2026 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

PUBLIC COMMENT

Area of concern: **SB US 65 at James River**

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

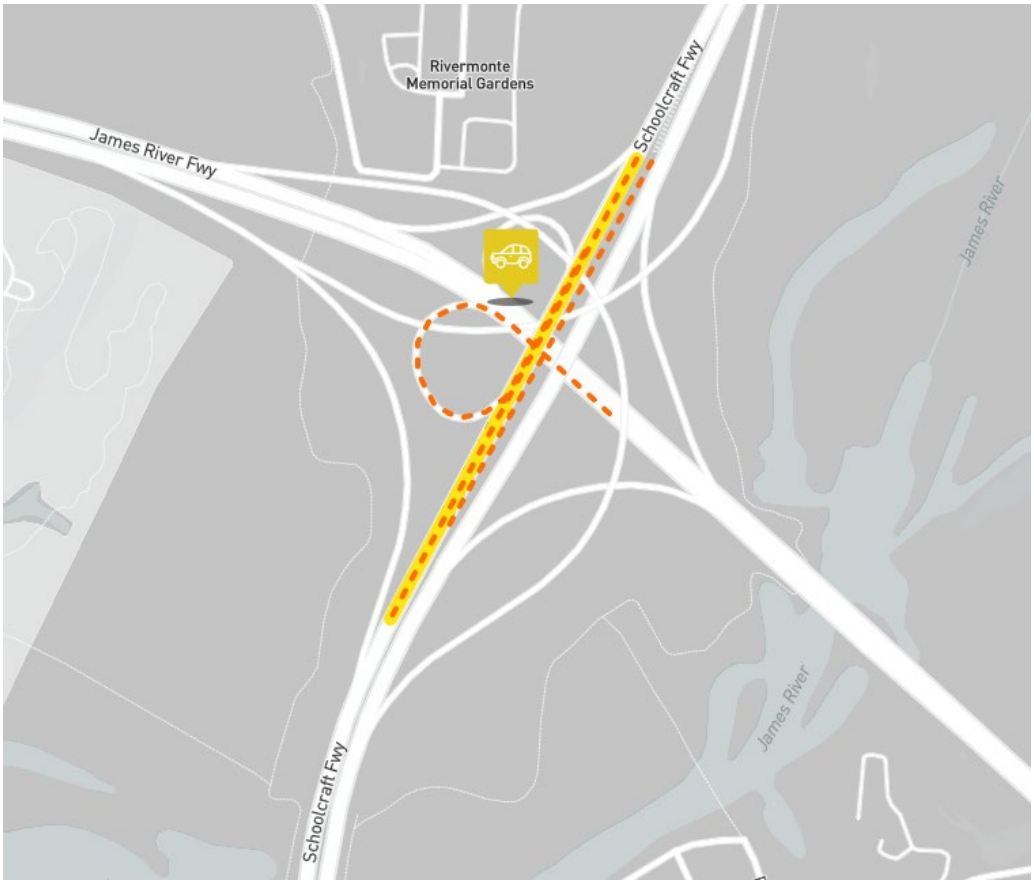
Date received: **09/18/2026** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Nathan Wichern** *Contact Email/Ph #:* **N/A**

Comment:

This section really needs to have the 3rd lane finished to complete the flow. During peak hours southbound traffic backs up to Battlefield with drivers not getting over due to the right lane ending. Also exit ramps in this stretch need to be redesigned to help traffic flow.

Map (highlighted yellow line)



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

PUBLIC COMMENT

Area of concern: **SB US 65 at James River**

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

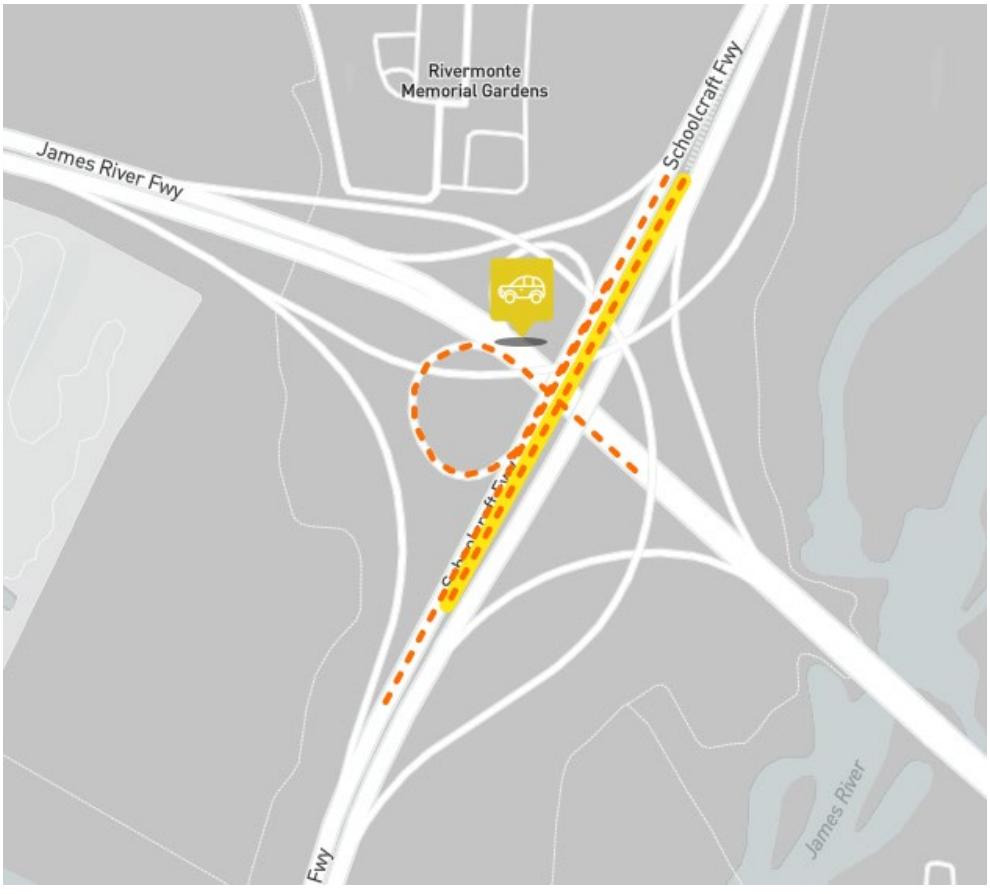
Date received: **09/19/2026** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Jon Kleinow** *Contact Email/Ph #:* **N/A**

Comment:

Please complete the construction of mainline SB 65 lanes through this interchange, turning the existing SB 65 lanes into a collector/distributor road for the exit ramps. This will allow Branson-bound traffic to stay to the left, out of the way of local traffic exiting to and from US 60.

Map (highlighted yellow line)



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

PUBLIC COMMENT

Area of concern: **Ozark Senior Center FTA 5310 Award**

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

Date received: **09/21/2026** *Received through:* **Email**

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

Comment:

I support the grant to Ozark Senior Center. The Center is a vital community resource! THANKS!

[redacted] **Elise** [redacted]
Former OTO Director at Large

OTO Response:

Thank you for your support! At the September 17, 2026, Board of Directors meeting, the Board voted to approve awarding FTA 5310 funding to the Ozark Senior Center. Great news! Let us know if you have any questions. We appreciate you reaching out!

PUBLIC COMMENT

Area of concern: **US 60 West to US 65 South**

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

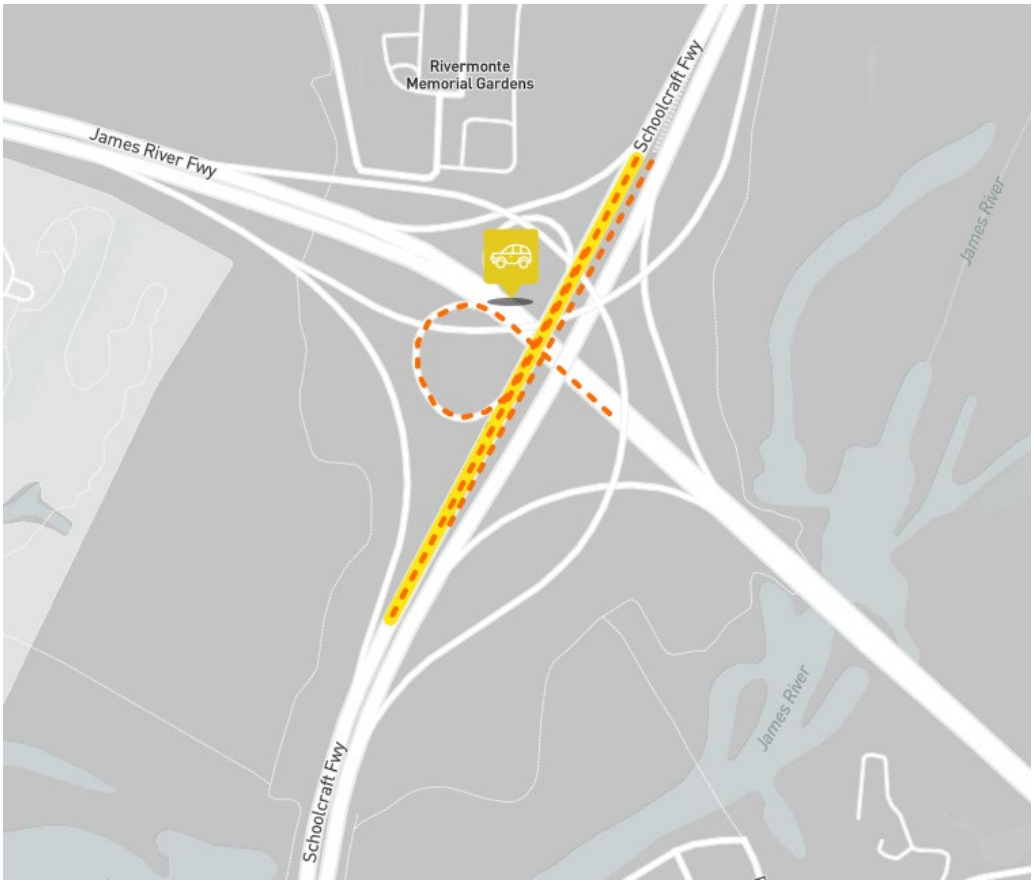
Date received: **10/07/2026** *Received through:* **Map-A-Concern (OTO website)**

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

Comment:

Exiting 60W to 65S is difficult due to the volume of SB 65 traffic and speed. There are always conflicts with exiting 65S to 60E. Moving main 65S lanes east and across a new 65S bridge allowing a set of aux lane collectors across the existing 65S bridge would improve the weaving conflicts.

Map (highlighted yellow line)



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

PUBLIC COMMENT

Area of concern: **Highway CC and N. Old Castle Road**

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

Date received: **10/09/2026** *Received through:* **Email**

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

Comment:

(Commentor sent this to OTO, Nixa Police, and MoDOT)

I'm writing to report an ongoing traffic-safety concern at the intersection of E. State Highway CC and N. Old Castle Road in Nixa.

This is a two-way stop-controlled intersection where drivers turning left frequently fail to yield to opposing drivers turning right. I live at the entrance to the Eagle Ridge Estates subdivision and regularly observe traffic from my property.

I've witnessed dozens of near-collisions, multiple road rage incidents, and the aftermath of actual collisions at this intersection. These incidents seem especially common during morning and evening rush hours.

I've observed traffic enforcement at this intersection for rolling stops, but I haven't seen enforcement specifically addressing improper yielding by left-turning drivers.

In researching the issue, I discovered that other residents have raised similar concerns through the Ozarks Transportation Organization map as well as complaints brought before its Technical Planning Committee dating back to at least 2021.

I also found that intersection improvements at Highway CC and Old Castle Road were included in OTO's 2022 unfunded transportation needs and referenced again in 2023 regional transportation planning documents. However, I couldn't find information indicating whether these improvements have since been funded, approved or scheduled.

Given the longstanding concerns and documented planning history, I'd appreciate information on the following:

- **Could targeted enforcement be conducted during morning and evening rush hours, particularly for failure-to-yield violations?**
- **Has the intersection's collision history been reviewed to identify recurring safety concerns or contributing factors? If so, what were the findings?**
- **What is the current status of the intersection improvements identified in OTO's planning documents?**
- **Have any engineering studies been completed, potential solutions identified, or funding and construction timelines established?**
- **Have options such as a traffic signal, roundabout, improved signage or other safety measures been evaluated? If so, what were the findings?**

As someone who witnesses these incidents regularly, I'm concerned about the risk of a serious collision, particularly as residential development and traffic in the area continue to increase.

I recognize that enforcement, roadway engineering and transportation planning may fall under different agencies. I would appreciate any information you can provide or referrals to the appropriate contacts.

Thank you for your time and consideration.

Kayla [redacted]
Nixa resident

OTO Response:
Thank you for reaching out! Public input is vital to the planning process. Your traffic and safety concern will be shared with our Technical Planning Committee and Board of Directors.

Regarding your questions, while we are unable to answer all of them, we have provided some details below.

- Has the intersection's collision history been reviewed to identify recurring safety concerns or contributing factors? If so, what were the findings? **– There have been 9 crashes since 2022. They have primarily been in dry conditions with 4 of them occurring around the 7:00 am hour and mostly right-angle crashes. Property damaged occurred in 8 of the crashes.**
- What is the current status of the intersection improvements identified in OTO's planning documents? **- It has been identified as a need ranking #103 on a list of 190 needs.**
- Have any engineering studies been completed, potential solutions identified, or funding and construction timelines established? **Our organization, Ozarks Transportation Organization, has not done any studies.**

Thank you again for reaching out.
Have a wonderful weekend!

TAB 12

MoDOT Announces Locations of Increased Interstate Speed Limits

JEFFERSON CITY – Following a comprehensive review, the Missouri Department of Transportation announced today the locations of upcoming increases to the speed limit of various interstate corridor segments. These increases are the result of a new law permitting the department to raise the maximum rural highway speed limit to 75 mph, and follows a detailed review within the department of each eligible location.

“The department takes careful consideration of all the different factors that make up a roadway when setting speed limits, including how people use it,” said MoDOT Director Ed Hassinger. “This decision is not made lightly and comes after a detailed study into each of those factors to determine where we can move people and traffic efficiently at higher speeds without sacrificing safety.”

As part of the detailed review process, the department considered the following factors at each eligible location:

- Current traffic volumes
- Truck traffic volumes
- Current speed data
- Crash history
- Terrain
- Road design, including the presence of safety countermeasures
- Existing speed limits of border states in eligible areas near the state line
- Active construction

As a result, the department has identified the following interstate segments for an increase to the 75-mph speed limit:

- I-29:
  - From Exit 56 in Andrew County to approximately 2.5 miles south of the Iowa border (64 miles)
- I-35:
  - From the northern Cameron city limit to approximately 4 miles south of the Iowa border (55 miles)
- I-49:
  - From the Arkansas border to Exit 24 (24 miles)
  - From Exit 56 to just south of Exit 101 in Nevada (45 miles)
- I-55:
  - From the Arkansas border to mile marker 16.6 just south of the I-155 interchange (17 miles)
  - From mile marker 19.8 just north of the MO 84 interchange to mile marker 64.9 at the Rte. AA bridge (45 miles)
  - From mile marker 70.5 just north of the Rte. HH interchange to mile marker 86.6 just south of the Rte. PP interchange (16 miles)
  - From mile marker 106.4 just north of Exit 105 to mile marker 164.9 at the Jefferson County line (59 miles)

A map highlighting the approximate segment locations can be found online - 75 MPH Speed Limit Location Map.

MoDOT crews will be working this fall to update the speed limits on these stretches of interstate, which entails updating the posted signs along the highways. Drivers should continue to abide by the posted speed limit along the highways.

“An increased speed limit may allow motorists to reach their destinations faster, but safety must remain a priority,” said Missouri State Highway Patrol Colonel Michael A. Turner. “The Patrol and our traffic safety partners at MoDOT remain committed to reducing the number and severity of traffic crashes in Missouri. It is each driver’s responsibility to make safe decisions while driving. Even with an increase in speed, drivers must stay aware and reduce their speed on rural interstates when necessary. Drive responsibly, stay alert, and adjust your speed for roadway and weather conditions. Each of us have a role to play in making sure everyone gets home safely.”

Like it does for all highways, MoDOT will monitor and evaluate the crash data at these locations and may adjust the speed limit back to 70 mph as necessary.

“Let me emphasize the word ‘limit’ here,” Hassinger said. “The highways across our state were not built for 80+ mph traffic. And a driver is looking at a significantly shorter window to react to the road and conditions around them at that speed. Getting where you’re going safely begins and ends with the decisions you make behind the wheel. If you want to make it where you’re headed safely, buckle up, stay alert, drive sober, and follow the speed limit.”

####

MEDIA AVAILABILITY: MoDOT Director Ed Hassinger will be available for interviews from 1-4 p.m. today, Oct. 21. Please coordinate through Assistant Communications Director Patrick Flesch.

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org.

To receive the latest statewide news and text alerts, signup for e-updates.

Follow MoDOT: Facebook | X (Twitter) | Instagram | YouTube

Districts Involved

STATEWIDE

Published On: Wed, 10/21/2026 - 05:11

MODOT NEWS

The newsroom
download dep

American Association of State Highway and Transportation Officials
American Association of State Highway and Transportation Officials

Senate Commerce Leader Details Impact of Funding Cuts

October 30, 2026



News

Meetings

The state-by-state reports compiled by Cantwell's office outline impact of the *Continuing Appropriations and Extensions Act, 2027* or HR 6500 that funds the federal government – including surface transportation programs – from October 1, the beginning of fiscal year 2027, through December 11.

However, because that funding extension does not provide funding for the "advance appropriations" programs contained within Division J of the Infrastructure Investment and Jobs Act or IIJA, no FY 2027 funding is currently available for key federally supported transportation programs such as the Bridge Formula Program, the Federal-State Partnership for Intercity Passenger Rail grant program, and the National Electric Vehicle Infrastructure or NEVI formula program, among others.

In total, the Division J funding cuts amount to $36.8 billion in FY 2027 advance appropriations for federal transportation infrastructure programs, Sen. Cantwell noted in a statement.

She stressed that, when the IIJA's advance appropriations expired October 1, states saw "an immediate cut of more than 30 percent to their federal transportation funding."

Subsequently, the updated "Chopping Block" reports outline the impact of those reductions to freight, aviation, railroad, maritime, and main street economic development infrastructure, with the new state-by-state reports detailing the impact of those cuts to formula and non-formula transportation funding programs for each state, the District of Columbia, and Puerto Rico.



Sen. Maria Cantwell (D-WA)

"If not reversed, [those cuts] will drive higher costs for families, farmers, and businesses across America," she emphasized. "Congress can and must act to restore funding for these key programs."

"State departments of transportation depend on predictable federal investment to deliver safer, more reliable transportation systems and keep our economy moving," noted Jim Tymon, executive director of the American Association of State Highway and Transportation Officials.

"Continuing the Bridge Formula Program and advance appropriations transportation programs critical to individual states will help sustain progress on projects serving rural and urban communities alike," he said. "We urge Congress to work on a bipartisan basis to provide funding certainty and support states' ability to address their transportation priorities."

ZAG DAILY

From resorts and residential communities to city shuttles, low-speed electric vehicles are opening up a new market for shared mobility. Zag Daily sits down with Christensen Group's Brandon Schuh to examine what's driving the boom and how insurers are adapting.

PEOPLE CONTENT PARTNER



Shared mobility in the US is expanding beyond dockless e-scooters and bikes with a new generation of high-tech, road-legal golf cart derivatives gaining traction.

Low-speed electric vehicles (LSEVs) are finding their way into hotel fleets, residential communities and holiday rentals, giving businesses a new way to move customers around without the cost of a conventional car. Now, operators are exploring wider applications, from tourism shuttles to last-mile delivery.

The scale of the opportunity was on show at the Golf Carting Expo & Dealer Summit in Charleston, South Carolina, last month, where the exhibition floor doubled in size year on year. But as more businesses enter the market, insurance remains a key challenge, particularly when vehicles are owned by one company, leased to another and driven by consumers.

Zag Daily speaks to Brandon Schuh, Specialty Insurance Lead at Christensen Group, about the forces behind the LSEV boom, where the vehicles could be deployed next and what it will take to make them a viable shared mobility proposition.



Brandon Schuh, Specialty Insurance Lead at Christensen Group

Zag Daily: You recently returned from the Golf Carting Expo & Dealer Summit in Charleston. Before we dive into that, can you remind us of your role at Christensen Group and what you focus on?

Brandon: "I lead Speciality Insurance for Christensen Group. We mostly broker risks "with wheels". My team started by covering much of the shared bike and shared scooter economy when it first hit the streets in 2017 and 2018. A big part for us is micromobility but it's also rideshare and autonomous vehicles. This industry has changed a lot over the years but it remains a strategic profit and loss line on anybody's balance sheet because of the inherent human-factor fall risk."

Zag Daily: The Golf Carting Expo covered a different mobility segment – Low-Speed Electric Vehicles. Tell us about the event.

Brandon: "What was clear to me from the event is that there's big investment in LSEVs. We saw a lot more OEMs this year – it was at the Charleston Convention Centre and I think they had twice as much floor space as they did last year.

"People have been selling vehicles like this for a while now – think golf carts like the Icon, Star EVs and Gem's of the world. There are probably two dozen OEM manufacturers all pushing these things out but they've become more advanced. They've got dashboards that look like a Tesla. I've got a customer that sells a very high-end LSEV product that looks like a Porsche on a golf cart."

Zag Daily: Can you tell us more on how LSEVs came to be and how they differ from what we've traditionally seen operators offer in micromobility?

Brandon: "LSEVs are an extension or derivative of the golf cart. Golf carts have historically been on golf courses. Over the last 20 years, you started to see them more as a way for seniors in golf communities to get around. Then, once the shared micromobility environment came to be in 2017 and 2018, it gave a new analogue for the golf cart. Everything was going electric and these golf carts went from gasoline-powered, sputtering vehicles to high-tech, heavy, expensive electric ones. The shared micromobility space became a catalyst for a new sector. The LSEV space is very much the shared bike or scooter space, but for an older part of society – boomers who are retiring right

now and taking advantage of a system that shared micromobility paved the way for."

Zag Daily: What's driven the appetite for these vehicles?

Brandon: "Exiting COVID changed how everybody does everything now. Everyone views work and life a little more holistically, with more intertwining because of work from home. People gained a lot more agency and freedom to move around using a vehicle. It's all part of this weird cocktail over the last six years where people are finding new ways to move and this is definitely highly attractive to a slightly older generation than the people using smaller micromobility devices."

Zag Daily: What real-world use cases are you seeing right now with LSEVs and why is there such heavy demand?

Brandon: "We're seeing hotels buy fleets of LSEVs for their patrons to use, apartment complexes do similar things, and Airbnb owners purchase them to offer in their rental properties so guests can get from point A to point B.

"We've opened the industry to one of the largest and most affluent generations ever born, particularly in the United States where wealth is transferring rapidly. And US infrastructure is laid out farther apart than in places like London. These vehicles give you range – they can go 35 to 45 miles per hour in some cases and they were built to last through five to six hour rounds on a golf course. People also like the convenience of hopping into something quickly, without the "to-do" of getting into a large car, backing out and spending $4 to $6 on unleaded fuel."

Zag Daily: Do you envision these vehicles expanding beyond residential communities into major events and larger metropolitan transport?

Brandon: "Yes. In larger cities, density issues make it hard for larger vehicles to get around. We're now seeing LSEVs applied to last-mile delivery and even micromobility fleet rebalancing. Instead of using a big van or truck, operators are using something like this and being more efficient, especially with battery swapping. During the 2026 FIFA World Cup, we saw companies looking to offer shuttle services using these because LSEVs are much cheaper to buy than a Sprinter van or coach. I think we're going to see them deployed a lot more in larger cities like New York and San Francisco for tourism, shuttles and rentals."

Zag Daily: Can you see this trend crossing the Atlantic and making its way over to Europe and the UK?

Brandon: "Absolutely. I'm actually surprised that it's not as prolific there yet because Europe has been very focused on micro vehicles when it comes to small cars. But I think the biggest hurdle there is regulation. The United States has regulatory hurdles too but not nearly to the extent of the country-to-country issues you see in the EU and the UK. Still, I would be shocked if it didn't make its way there."

Zag Daily: How does insurance work for these vehicles and what makes insuring them unique compared to traditional shared micromobility?

Brandon: "That's where it has been historically challenging. Until about a year ago, insurance companies priced these vehicles much like a regular car,

Uber, Lyft or a Hertz rental, which doesn't match the actual risk. The risk is lower. You're on slower roads, the vehicle is less expensive and you have a full 360-degree line of sight, which heavily mitigates blind-spot collisions.

"We launched a specialised insurance and risk management platform called 'LSV Shield' with Bluefields Speciality locally here in the United States. We partnered with the Low Speed Dealers Association for this, a new industry trade association for low-speed vehicles, alongside fleet software manager Joyride to offer fleet diagnostics and GPS monitoring that help secure better performance and insurance pricing."

Zag Daily: Where does the insurance get tricky given the B2B2C structure, where a business owns the fleet, leases it to an organisation and a consumer drives it?

Brandon: "The biggest consideration is the statutory requirement of auto liability (or motor liability in the UK). It was much easier to cover a fleet of scooters because you only need one general liability or public liability policy that covers the platform wherever it travels. Because LSEVs require a license plate and share roads with large automobiles, they must carry statutory auto liability coverage. The liability follows the driver, meaning you need something to protect the renter so they can legally participate. Before, companies tried to solve this by making renters buy separate policies or damage waivers but that created massive friction, especially for tourists from out of state or out of the country who might not own a car or have personal auto insurance. Our programme solves that friction by properly addressing the fleet-wide auto liability framework."

Zag Daily: Looking ahead, where do you see the LSEV market going?

Brandon: "We're seeing the exact same thing happen here that happened in the micromobility space, except the trajectory is quite a bit larger. Dealers are flipping the switch to become rental operators, letting independent operators lease these fleets or renting them directly to customers. With the Charleston expo show floor doubling in size with thousands of attendees, it's clear that, particularly in the southern US where the weather makes sense, this is going to be a massive boom for micromobility concepts moving forward."

Arkansas transportation summit explores predictive technology, data to improve highway safety

November 5, 2026 by Anusha Fathepure



ROGERS -- Emerging technology -- from highway speed limits that automatically adjust to changing road conditions to smartphone data that can identify dangerous intersections -- is giving transportation officials new tools to prevent crashes.

Those innovations took center stage Wednesday during the inaugural Arkansas Transportation Summit, where researchers and transportation professionals explored how real-time data, predictive analytics and connected vehicle technology can help improve roadway safety.

Hosted by the Arkansas Department of Transportation, the three-day summit brings together transportation professionals, government officials and industry representatives for discussions, presentations and exhibitions at the Rogers Convention Center. The event is themed around "250 Years of Transportation Innovation."

The discussion comes as Northwest Arkansas faces mounting transportation demands tied to continued population growth. In February, officials adopted Forward 2050, a 25-year metropolitan transportation plan to guide transportation infrastructure and management as the region is projected to reach 1 million residents by 2050.

The presentations focused on moving beyond traditional approaches that rely heavily on crash reports to identify dangerous locations, instead using information about traffic patterns, driving behavior and roadway conditions to recognize potential risks earlier.

Jake Kononov, a safety researcher with road safety analytics and engineering firm DiExSys, discussed the development and deployment of a predictive variable speed limit system along Colorado's Interstate 70 corridor, the state's primary east-west transcontinental highway.

The system uses real-time information about traffic volume, congestion, weather, road conditions and visibility to automatically adjust posted speed limits as conditions change.

Rather than waiting for a crash or dangerous traffic backup to develop, the technology is designed to slow traffic proactively when roadway conditions indicate an increased risk.

Kononov said the system has contributed to an estimated 28% reduction in crashes, demonstrating how variable speed limits can improve safety when they respond to changing conditions.

The presentation illustrated how transportation agencies can use predictive technology to address roadway hazards before they result in collisions.

DATA TO IDENTIFY DANGEROUS DRIVING PATTERNS

Another presentation explored how data collected from smartphones and connected vehicles can help officials identify dangerous driving patterns and pinpoint locations where roadway improvements may be needed.

Ryan McMahon, senior vice president of strategy and corporate development at Cambridge Mobile Telematics, demonstrated how the company aggregates driving information from millions of users to identify behaviors such as speeding, hard braking and rapid acceleration.

By analyzing those patterns at the roadway and intersection levels, transportation agencies can identify locations where motorists repeatedly encounter potential hazards, even when those problems have not yet resulted in reported crashes.

McMahon said the information also provides agencies with a way to evaluate whether safety improvements are changing driver behavior, rather than

relying exclusively on crash statistics that can take years to reveal meaningful trends.

The approach could help officials better understand where safety concerns exist and determine whether changes to roadway design or traffic operations are having the intended effect.

The final presentation focused on applying technology to improve safety at traffic signals.

Hussain Alfaraj, with the Arkansas Department of Transportation's Transportation Systems Management and Operations division, introduced the department's developing Advanced Warning for End of Green system.

The technology is designed to provide drivers with additional warning when a traffic signal is about to transition from green to yellow, giving motorists more time to recognize the change and make a safe driving decision.

The transportation department plans to begin monitoring the system through an initial pilot involving approximately three to five locations in Central Arkansas before considering broader implementation, Alfaraj said.

The presentations highlighted several ways transportation agencies are exploring technology to improve roadway safety, from managing traffic speeds on major highways to identifying risky driving behavior and addressing potential hazards at intersections.

INFRASTRUCTURE, SAFETY EFFORTS

The afternoon discussions followed a morning program centered on federal transportation priorities and infrastructure development.

Federal Highway Administration administrator Sean McMaster joined Arkansas Department of Transportation director Jared Wiley to discuss national transportation policy, infrastructure investment and the challenges facing rapidly growing communities.

McMaster emphasized reinvestment in the nation's existing highway network and the importance of coordinating federal and state efforts to move transportation projects through planning and environmental review more efficiently.

Arkansas Highway Commission Chairman Phillip Taldo provided updates on several Northwest Arkansas projects, including the completed XNA Connector Road, the Springdale bypass and ongoing improvements to the Highway 112 corridor. The Highway 112 project will create a four-lane divided highway with 27 roundabouts, green space and a 12-foot pedestrian and bicycle pathway between Fayetteville and Bentonville.

Wiley also presented the department's recent work-zone safety efforts, reporting that work-zone crashes declined from approximately 2,600 in 2021 to 915 last year. Wiley credited public awareness campaigns, increased enforcement and technology for helping improve safety, while emphasizing the department's continued efforts to protect motorists and road workers.

The summit will continue Thursday shifting focus toward local engineering and operational challenges, including the department of transportation's updated winter weather operations and a panel on bridge construction data.

Anusha Fathepure can be reached by email at afathepure@nwaonline.com.
This coverage was made possible by donations to the Northwest Arkansas Democrat-Gazette Community Journalism Project.



Anusha Fathepure

afathepure@nwaonline.com



Anusha Fathepure is a growth reporter and a recent graduate of the University of Oklahoma, where she studied English and journalism and served as editor-in-chief of OU Daily, the university's independent student media. She previously interned at The Oregonian, the Houston Chronicle, KOSU Radio and The Oklahoman.

An official website of the United States government Here's how you know

United States Department of Transportation

Bureau of Transportation Statistics

Ask-A-Librarian A-Z Index

Media Contact

BTS Public Affairs
1200 New Jersey Ave SE
Washington, DC 20590
United States

Email:
BTSNews@dot.gov
Business Hours:
8:30am-5:00pm ET, M-F

BTS on Twitter

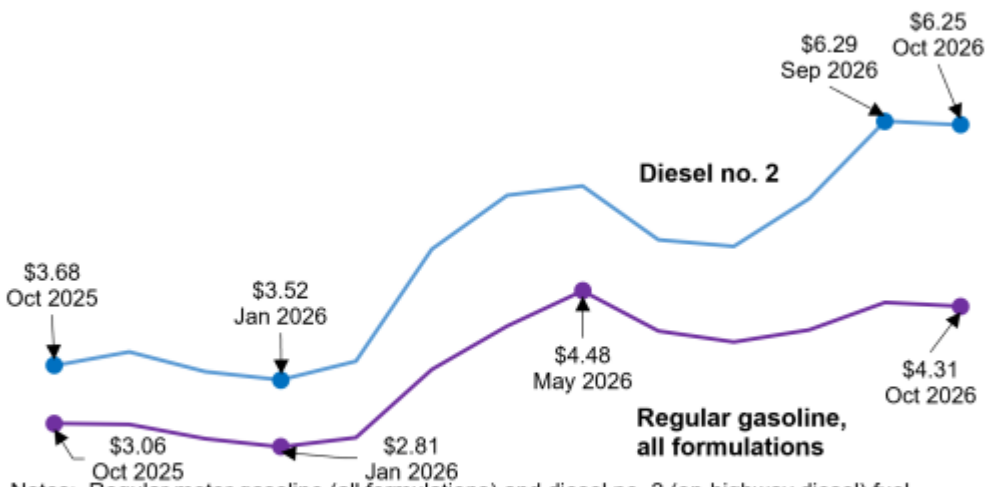
Motor Fuel Prices – October 2026

Tuesday, November 3, 2026

Today, the Bureau of Transportation Statistics (BTS) released monthly motor fuels prices for October 2026.

In October 2026, the average price for regular motor gasoline was $4.31 per gallon; down 1.0% from September 2026 and up 40.8% from October 2025.

Monthly Sales Price of Transportation Fuel to End-Users: October 2025—October 2026 (Current dollars per gallon)



Notes: Regular motor gasoline (all formulations) and diesel no. 2 (on-highway diesel) fuel prices are retail prices and include taxes paid by the end-user. On-highway diesel does not include bio-diesel or other alternative fuels.

Source: U.S. Department of Energy, Energy Information Administration, available at https://www.eia.gov/opendata/qb.php (series id =EMM_EPMR_PTE_NUS_DPG, EMD_EPD2D_PTE_NUS_DPG, EMA_EPJK_PTG_NUS_DPG, EMA_EPPV_PTG_NUS_DPG) as of 11/03/2026.

By region, the average price for regular motor gasoline in October 2026 and year-over-year change was:

- West Coast: $5.59 (up 33.7%)
- Rocky Mountain: $4.45 (up 47.2%)
- Central Atlantic: $4.32 (up 39.9%)
- New England: $4.27 (up 43.9%)
- Midwest: $4.17 (up 45.9%)
- Lower Atlantic: $3.90 (up 37.4%)
- Gulf Coast: $3.81 (up 45.5%)

The average price for diesel no. 2 was $6.25 in October 2026, down 0.6% from September 2026, and up 69.9% from October 2025.

For additional information and for interactive charts on transportation's role in the economy and changes (trends) over time, please visit BTS' Transportation Economic Trends.

To receive updates from BTS directly to your email, subscribe to our GovDelivery service.

U.S. DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

1200 NEW JERSEY AVENUE, SE

WASHINGTON, DC 20590

800-853-1351

Subscribe To Email Updates

MANAGEMENT

Transit sees big wins across U.S. in 2026 general election

From South Carolina to California, voters overwhelmingly chose to support transit.

Noah Kolenda Nov. 4, 2026



Transit had big wins across the U.S. in the 2026 general election.

Voters across the U.S. overwhelmingly chose to support transit in 2026's general election, with questions on ballots in 11 states. While all results are still unofficial, transit ballot measures in Seattle, Pierce County, Wash., Riverside, Calif., San Bernardino County, Calif., the Bay Area and Charleston, S.C., have passed, bringing in more funding for public transportation—and in some cases, keeping agencies from fiscal cliffs.

While a majority of races have enough data available to be preliminarily called, the race in Tempe, Ariz., did not have enough published data for *Mass Transit* to make a call. Preliminary results don't show popularity for the measure. Other races, like that to fund the Front Range Passenger Rail District, are poised to pass, though haven't been called widely.

While transit was well-supported, measures didn't pass everywhere, like that in Greenville, S.C., whose transit tax measure has now failed twice in the last two years. Fresno, Calif., also failed to pass Measure S that would have implemented a new sales tax to help fund transit.

Wins still happened across California, even with the Fresno measure failing. The regional transportation measure that will fund transportation in the Bay Area passed based on figures from early returns. The Connect Bay Area campaign behind the effort gathered over 300,000 signatures to get the measure on the ballot where it passed across five counties and the city of San Francisco.

“There is no doubt: the Bay Area believes in public transit,” Connect Bay Area spokesperson Jeff Cretan said in a statement accompanying results. “From the start of this historic campaign, the coalition behind the regional transit measure has been driven by a relentless focus to deliver a strong future for public transit. And thankfully the voters responded. We’re deeply grateful to the thousands of volunteers and coalition partners who have worked tirelessly to first get this on the ballot and then to get in front of voters over the last several months. This is a huge win for public transit and for the residents of the Bay Area.”

The measure prevents presumed fiscal cliffs for Bay Area Rapid Transit and for the San Francisco Municipal Transportation Agency. Cretan spoke to the impacts and the engagement efforts in an interview with *Mass Transit* prior to the polls closing on Tuesday.

“Talking to folks about how transit really matters for them and making those connections has been really interesting to watch because, say someone who lives in a more suburban area, reminding them that you might not use public transportation, but it certainly impacts your life,” Cretan said. “Not only because it's keeping cars off the highway so where you can get where you need to go, but also people in your life who you don't think about always are relying on transit. That might be your kid's teacher. It might be the person who works in your office. It might be the person who works in the cafe down the street from you. Those buses and trains are essential for everyone to get around and they impact your life whether you take transit or not.”

Other measures, like the Seattle Transit Measure, faced critique due to a crowded ballot and a possible sensitivity to multiple tax adjustments, though

the measure passed. The measure is set to pay for more than a quarter of a million bus trips a year, double the number of free ORCA cards given out and fund construction projects.

The Seattle measure also looks to fortify east-west bus service, create frequent transit service throughout the entire day—including nights, weekends and midday—and improve transit access for the most transit-dependent neighborhoods.

“With this vote, Seattle voters are once again generously investing in building a transit system that is convenient to use, affordable to access and that easily connects them to opportunity and prosperity,” said Seattle Mayor Katie Wilson. “Seattle is already a great transit city, and this measure will deliver the largest expansion of transit service in our city’s history, double the low-income transit passes available to Seattleites and provide resources for faster and more reliable service. Together, these investments make transit, our most affordable and sustainable transportation option, an even more irresistible choice. I’m grateful to voters for their support and confidence in Seattle’s bright transit future.”

Transit has performed well on the ballot in 2026. In primary and special elections prior to the general, transit ballot measures had an 89% pass rate.

About the Author



Noah Kolenda

ASSOCIATE EDITOR

Noah Kolenda is a recent graduate from the Craig Newmark Graduate School of Journalism with a...

Show more

EMAIL

TOPICS: STRENGTHEN STATE GOVERNMENT

PROJECTS: STATE FISCAL POLICY

What the Expiration of the Federal Infrastructure Law Could Mean for the Nation's Roadways

States are likely to face declines in funding for repairs, modernization, and maintenance

Authors: Eli Gullett, Ora Halpern, and Fatima Yousofi

Article | November 3, 2026 | 3 min



THE PEW CHARITABLE TRUSTS

September marked the expiration of the 2021 Infrastructure Investment and Jobs Act (IIJA) and the $326 billion it provided for the repair, modernization, safety, resilience, and asset management of the nation's roads and bridges.

As the IIJA winds down, Congress is considering the next round of federal roadway investments, including how much money to provide to states and through which programs. Although congressional lawmakers are likely to preserve core highway funding, the future of many discretionary grants, particularly those supporting resilience, modernization, and bridge upgrades, remains unclear.

For states, that means budgeting for roadways without a clear picture of how much federal support will be available for these priorities.

The IIJA's impact on road and bridge investments

The bulk (83%) of IIJA funding for roads and bridges came in the form of $273 billion in formula funding—which is money allocated automatically based on

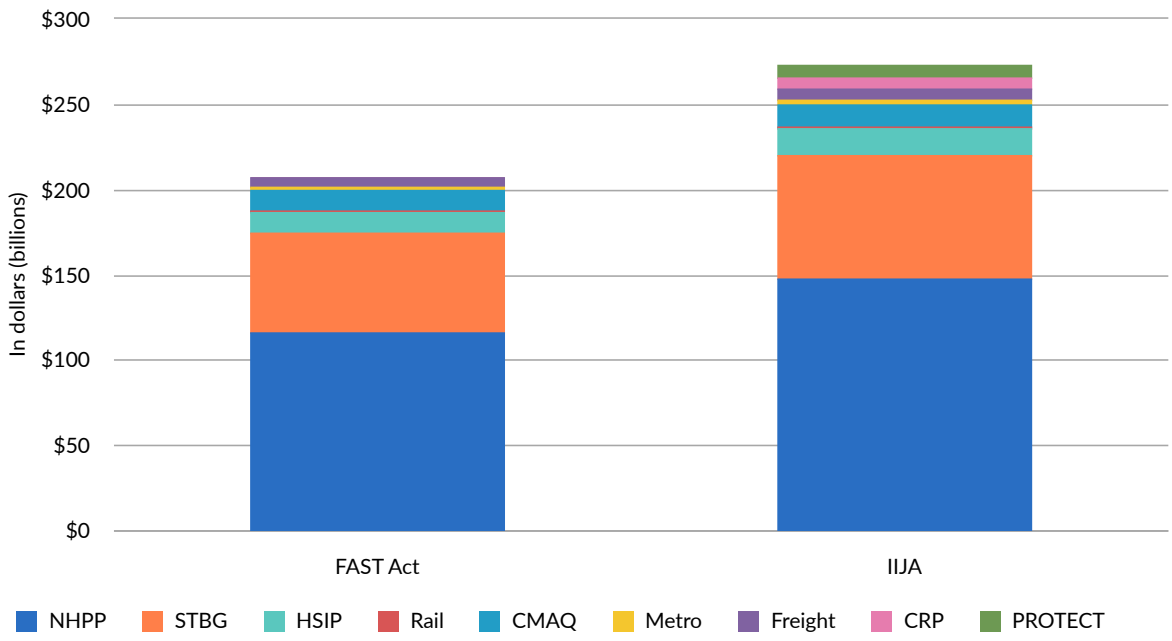
factors such as population and roadway miles—through long-standing statutory programs, such as the National Highway Performance Program, which give states a predictable base of federal dollars for maintenance, preservation, and other priorities. The IIJA increased formula funding by 32% compared with the 2015 Fixing America's Surface Transportation (FAST) Act. (See Figure 1.)

The IIJA also created new formula programs to address critical repairs and modernization, including support for bridges and resilience, that traditional programs weren't designed to fund. And it provided $53 billion in competitive grants, available directly to local governments without the need for a state to act as intermediary, to fund certain large-scale projects.

Figure 1

IIJA Created New Programs and Increased Overall Federal Funding for Roadways

Total highway apportionments under FAST Act (FY 2016-20) and IIJA (FY 2022-26), by program



Notes: Congress passed the FAST, or the Fixing America's Surface Transportation, Act in 2015 and the IIJA—the Infrastructure Investment and Jobs Act—in 2021. The programs included are: the National Highway Performance Program (NHPP); Surface Transportation Block Grant (STBG) Program; Highway Safety Improvement Program (HSIP); Railway-Highway Crossing Program (Rail); Congestion Mitigation and Air Quality Improvement (CMAQ) Program; Metropolitan Planning (Metro) Program; National Highway Freight Program (Freight); Carbon

Reduction Program (CRP); and the formula portion of the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program.

Sources: Federal Highway Administration, Federal-Aid Highway Program Authorizations Under the Fixing America's Surface Transportation Act, 2016-2020. Federal Highway Administration, Highway Apportionments Under the Infrastructure Investment and Jobs Act, 2022-2026

© 2026 The Pew Charitable Trusts

The IIJA focused heavily on the decades of deferred maintenance that have left many of the nation's bridges in poor condition. To address this critical problem, the law provided increased direct federal support for bridge construction, preservation, and maintenance than previous laws, approximately $40 billion—or 22%—more than the FAST Act. The IIJA also expanded eligibility for this funding to bridges owned by state and local governments, not just those on the national highway system.

However, IIJA funding was not without its challenges. Rising construction costs reduced the value of federal funding, with one analysis estimating that highway construction cost increases reduced the purchasing power of Federal Highway Administration dollars by $21.5 billion from late 2020 to 2022. Labor shortages, procurement bottlenecks, and supply-chain disruptions also slowed projects. As a result, the additional funding bought less and took longer to be spent than anticipated. If these pressures persist, they could further strain state transportation budgets as IIJA winds down.

Looking ahead, although Congress has routinely renewed core formula programs, many of the IIJA's new formula and competitive grant programs relied on one-time funding. The future of those resources will depend on what's included in the next surface transportation law.

What reduced federal funding could mean for states

According to a 2024 report by the American Society of Civil Engineers, maintaining IIJA funding levels through 2033 would still leave a $1.2 trillion gap

between total surface transportation needs and anticipated investment. However, a return to 2019 funding levels would increase that gap to $1.8 trillion, increasing the burden on state and local governments.

Without continued access to the IIJA's expanded funding and eligibility, states will need to raise new revenue and increase their own spending on critical upgrades to keep many of the nation's worst-performing bridges safe and functioning.

And although some IIJA funding streams for climate-related modernization and resilience are expected to continue under the next funding law, others could be scaled back or eliminated. For instance, the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program has supported $2.3 billion in transportation resilience projects to protect critical roadways from flooding, storm surges, and other extreme weather effects, and to create or reinforce emergency evacuation routes. But current federal proposals would eliminate a portion of the program, dramatically scaling back one of the few dedicated funding sources available to help states proactively strengthen transportation systems against extreme weather and potentially stalling implementation of state resilience improvement plans, which identify critical at-risk transportation assets and lay out strategies to tackle problems.

Funding under a short-term extension

In addition to creating individual programs, the IIJA paired traditional road and bridge funding from the Highway Trust Fund with substantial advance appropriations for roads, bridges, and other transportation investments that expire after fiscal 2026. That distinction matters should the next federal transportation law be delayed. Congress has historically used short-term extensions to continue Highway Trust Fund programs, but that approach would not automatically continue the IIJA's advance appropriations. Unless federal lawmakers specifically renew or replace these advance funds, states could see an immediate 13% reduction in road and bridge funding—even under a short-term IIJA extension—complicating transportation budgeting and planning.

Eli Gullett and Ora Halpern are senior associates, and Fatima Yousofi is a senior officer with The Pew Charitable Trusts' state fiscal policy project.

Explore

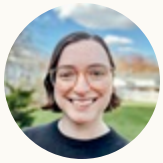
TAGS

Fiscal and economic policy Infrastructure U.S. state policy U.S. policy

People



Eli Gullett
Senior Associate
State Fiscal Policy



Ora Halpern
Senior Associate
State Fiscal Policy



Fatima Yousofi
Senior Officer
State Fiscal Policy

Media Contact

Jeremy Ratner
Director, Communications
202.540.6507

RAILS TO Trails conservancy

Donate

TrailBlog > What's Next for Active Transportation After the Midterms

POLICY

What's Next for Active Transportation After the Midterms

By: **Scott Goldstein**

November 5, 2026

Estimated reading time: 4 minutes

English



VIRGINIA'S MOUNT VERNON TRAIL IN ROSSLYN | PHOTO COURTESY ROSSLYN BID

Leadership changes up and down the ballot present an opportunity that demands action.

It is no question that trails, walking and biking **were on the ballot on Nov. 3**. From ballot measures to significant leadership change at all levels of government, the results of this election will have a direct effect on the future of trails, walking and biking in communities nationwide. Nearly 100 new members of Congress will take their seats in January alongside at least 18 new governors and thousands of state and local lawmakers. It is on us—the leaders of this movement and advocates alike—to harness this moment to ensure that these new lawmakers understand the impact that active transportation delivers in the places they serve and prioritize this infrastructure as essential.

Here's our take on the post-midterms landscape.

Immediate Wins for Trails

One thing we know for certain: Active transportation infrastructure is both essential and popular. RTC supported many local and state ballot measures, which, once again, proved to be a viable strategy to advance new funding for trails. In dozens of communities, from Charleston, South Carolina, to Los Angeles, voters approved ballot measures that support multimodal travel, including active transportation, alongside trails and greenspace.

Reauthorizing the Federal Surface Transportation Law

Next month, Congress will need to act on the expiring surface transportation law, which provides the country's largest source of funding for trails, walking and biking. The current law was extended through Dec. 11, 2026, but it is expected that Congress will extend again, which sets up a fresh debate when the new Congress convenes under Democratic leadership in the House and the Senate in January. Bipartisanship will be necessary to advance a bill in the Senate. In the House, the BUILD America 250 Act is likely to be a starting point. It was crafted by Republican leaders in partnership with incoming chairman of the House Transportation & Infrastructure (T&I) Committee, Rep. Rick Larsen (D-Wash.), and passed out of the committee by a strong bipartisan majority earlier this year. It will require considerable outside pressure to motivate the committee to reconsider active transportation programs that were eliminated by that bill, like the **Active Transportation Infrastructure Investment Program (ATIIP)**.

Prioritizing Policies That Advance Active Transportation

While Congress has a mandate to pass a new surface transportation bill, it is not guaranteed that congressional leaders will make this issue their priority, or elevate investments and policies that make it safer and easier for people to walk, bike and be active outside. Likewise, state and local leadership—governors, legislators, agencies, mayors and council members—decide transportation priorities and how federal and state resources are allocated. Whether active transportation rises to the top among any of these new leaders—and whether they are accountable to delivering safe multimodal transportation—is for us to influence.

Our Immediate Work Ahead

In Congress, a key task is to persuade committee leadership of the importance of programs and policies that support active transportation. Going forward, RTC will highlight opportunities to influence the debate, including asking all members of Congress to share active transportation opportunities with the committees during the input stage of the process.

Here are key leaders to watch:

In the House T&I Committee, in addition to Rep. Larsen, we expect Rep. David Rouzer (R-N.C.) to become the ranking member. In the Senate Environment and Public Works Committee, we predict that the current ranking member, Sen. Sheldon Whitehouse (D-R.I.), will shift to the Judiciary Committee and that Sen. Jeff Merkley (D-Ore.) will become the chairman. Sen. Merkley was an early supporter of active-transportation connectivity legislation that later

evolved into ATIIP. Sen. Capito (R-W.Va.) is expected to remain as the top Republican on the committee.

At the same time, decisions will be made early—even during this transition period—about the issues that will top state and local agendas. In Congress and in states and municipalities nationwide, we need to make sure that trails, walking and biking lead the list of priorities.

The election provides a new context for our collective efforts to lift up our movement to grow and succeed. Now is a critical period to demonstrate the need to make American communities walkable and bikeable and to hold our new leaders accountable to prioritize trails, walking and biking.

It is our collective responsibility to make safe and connected active-transportation infrastructure a priority for all of our new and returning lawmakers.

Take Action

TAGS: Active Transportation, Federal Programs, Funding, Policy

Scott Goldstein

Scott Goldstein is RTC's Senior Director of Government Relations.

Donate

Everyone deserves access to safe ways to walk, bike, and be active outdoors.

One Time	Monthly

$18	$35	$50
$100	$250	Other

Donate

Related

POLICY

Trails, Walking and Biking Are on the Ballot Now

November 02, 2026

AMERICA'S TRAILS

Illinois' Bloomingdale Trail: October 2026 Trail of the Month

October 07, 2026

PRESS RELEASE

Rails to Trails Conservancy Grants Underscore an Urgent Truth: Demand for Safe Spaces to Walk and Bike Outpaces Available Funding Nationwide

September 23, 2026

Stay Connected With Our Community

Email Address

Zip Code

Subscribe

Rails to Trails Conservancy
National Headquarters

2445 M Street, NW, Suite 650
Washington, DC 20037

Phone: 202.331.9696

© 2026 Rails to Trails Conservancy Terms of Use Privacy Policy

Notice: Function _load_textdomain_just_in_time was called **incorrectly**. Translation loading for the `microsoft-clarity` domain was triggered too early. This is usually an indicator for some code in the plugin or theme running too early. Translations should be loaded at the `init` action or later. Please see **Debugging in WordPress** for more information. (This message was added in version 6.7.0.) in **/nas/content/live/railstotrails/wp-includes/functions.php** on line **6131**