



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

APRIL 15, 2026
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, April 15, 2026, 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of February 18, 2026 Meeting Minutes Tab 1

(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Foster)

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

E. Executive Director’s Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

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

I. Federal Funds Status Update..... Tab 3

(2 minutes/Longpine)

Staff will provide an update on FY 2026 obligations.

II. New Business

A. FY 2027 Unified Planning Work Program..... Tab 4

(10 minutes/Parks)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2027 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS

B. FY 2026-2029 Transportation Improvement Program Amendment 5 Tab 5

(2 minutes/Longpine)

City Utilities has requested a change to the FY 2026-2029 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FIVE TO THE BOARD OF DIRECTORS

C. FY 2026-2029 Administrative Modification 4..... Tab 6

(1 minute/Longpine)

Changes were made to the FY 2026-2029 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. Destination Safe Streets Annual Report Tab 7

(5 minutes/Longpine)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. US 60 and US 65 Study Update Tab 8

(5 minutes/Fields)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

F. I-66 Corridor Discussion Tab 9
(15 minutes/Longpine)

The TransAmerica Corridor Authority has reached out to the region to request a letter of endorsement for the proposed I-66 corridor.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND BOARD OF DIRECTORS ACTION REGARDING THE I-66 CORRIDOR.

G. OTO Growth Trends Report..... Tab 10
(15 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles for Technical Planning Committee Member Information..... Tab 11

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, June 17, 2026 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the February 18, 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.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee minutes for the February 18, 2026 meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
FEBRUARY 18, 2026**

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

The following members were present:

Kimberly Ader, MoDOT (a)	Kirsty Ketchum, Greene County (a)
Scott Bachman, City of Springfield (a)	Frank Miller, MoDOT
Trey Davis, City of Battlefield	Jeremy Parsons, City of Ozark
Angel Falig, City of Republic (a)	Jeff Roussell, City of Nixa
Brett Foster, City of Springfield (Chair)	Andy Thomason, City Utilities (a)
Adam Humphrey, Greene County	Mark Webb, Greene County

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

The following members were not present:

Keith Adams, Springfield Public Schools	Aishwarya Shrestha (non-voting), SMCOG
Sydney Allen, Greene County	Ben Tegeler, Ozark Greenways
Gerri Doyle, FTA	Tommy VanHorn, City of Strafford
John Matthews, Missouri State University	Ben Vickers (non-voting), Springfield Chamber
Mike Ruesch, City of Willard	Jeremy Wegner, BNSF
David Schaumburg, Springfield-Branson Nat'l Airport	Todd Wiesehan, Christian County
Mark Schenkelberg, FAA	

Others present were: Nathan Adams, TREKK Design; Derrick Estell, TOH/OSRD; Kyle Estes, Cassidy Station; Michael Martinez, Wilson & Company; Cliff Spangler, City of Ozark; Jered Taylor, Congressman Burlison's Office; Mike Ussery, Senator Schmitt's Office; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Foster welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for February 18, 2026. Frank Miller seconded the motion. The motion passed.

C. Approval of December 17, 2025 Meeting Minutes

Adam Humphrey made a motion to approve the minutes from the December 17, 2025 meeting. Jeremy Parsons seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director’s Report

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

F. Legislative Report

Jered Taylor with Congressman Burlison’s Office and Mike Ussery with Senator Schmitt’s Office provided the Legislative updates.

G. MoDOT Report

Frank Miller shared the MoDOT report.

H. Committee Reports and Grant Opportunities

David Knaut provided the Local Coordinating Board for Transit and Bicycle and Pedestrian Committee updates.

Debbie Parks shared grant informational news.

I. Federal Funds Status Update

Jen Thomas provided the Federal Funds Status Update.

II. New Business

A. Major Thoroughfare Plan Variance Requests

Natasha Longpine presented the two separate variances requested for the Major Thoroughfare Plan.

- Variance Request One: A request of the Ozark Special Road District for a variance to the driveway spacing design standards of the OTO Major Thoroughfare Plan. **Request** – To accommodate a safe sight distance, the property owner is requesting a driveway that would be placed 265 feet from the Fremont Hills entrance to the south, with spacing to the north beyond what is required.

Variance Request One:

Adam Humphrey made a motion to recommend the Board of Directors grant authority to vary from OTO design standards related to the Fremont Road request and apply best engineering practices. Jeremy Parsons seconded the motion. The motion passed. Abstentions: Scott Bachman, Brett Foster, and Frank Miller.

- Variance Request Two: A request from OWN on behalf of a proposed Waffle House in Ozark for a right-in/right-out driveway along Route NN, complementing a cross access easement in place with an adjacent parcel. **Request** – Due to characteristics of available access, the application would like a right-in/right-out driveway that aligns with Tractor Supply across NN.

Variance Request Two:

Brett Foster made a motion to table this request until MoDOT makes a decision for allowable access. Adam Humphrey seconded the motion. The motion passed.

B. FY2026 UPWP Amendment One

Debbie Parks reviewed the proposed Amendment One to the FY2026 Unified Planning Work Program.

Andy Thomason made a motion to recommend the Board of Directors approve the FY2026 Amendment One. Jeremy Parsons seconded the motion. The motion passed.

C. FY 2026-2029 TIP Amendment Four

Natasha Longpine shared the proposed Amendment Four to the FY 2026-2029 Transportation Improvement Plan.

1. ***New* Route D Bridge Improvement (GR2602)**
MoDOT has requested to add a scoping project for bridge improvements on Route D over Pearson Creek for a total programmed cost of \$40,000.
2. ***New* I-44 and US 65 Interchange Improvements (SP2615)**
MoDOT has requested to add a scoping project for interchange improvements at I-44 and US 65 for a total programmed amount of \$500,000.

Andy Thomason made a motion to recommend the Board of Directors approve Revised Amendment 4 to the FY 2026-2029 Transportation Improvement Program. Scott Bachman seconded the motion. The motion passed.

D. FY 2026-2029 Administrative Modification 3

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

1. **Finley River Trail Western Expansion Phase I (EN2067)**
Moved funding from Construction to Engineering with no changes to the overall programmed amount.
2. **I-44 Safety Project (MO2521)**
Reduced Construction by \$18,000 to correct for funding already in ROW, for a new total programmed amount of \$470,915,000.
3. **N. Old Orchard Road Improvement (ST2202)**
Added \$35,000 federal and corresponding local due to increased award amount, for a total programmed amount of \$645,453.

This was informational only. No action was requested.

E. UPWP Subcommittee

Debbie Parks requested the Committee appoint a subcommittee to prepare the FY 2027 Unified Planning Work Program.

Brett Foster made a motion to appoint Amanda Barch (MoDOT), Cecelie Cochran (FHWA), Scott Bachman (Springfield), and Andy Thomason (City Utilities) to the FY 2027 Unified Planning Work Program Subcommittee. Mark Webb seconded the motion. The motion passed.

F. TIP Subcommittee

Natasha Longpine asked the Committee to appoint a subcommittee to prepare the FY 2027-2030 Transportation Improvement Program.

Jeremy Parsons made a motion to appoint Kirsty Ketchum (Greene County), Kim Ader (MoDOT), and Angel Falig (Republic) to the FY 2027-2030 Transportation Improvement Program Subcommittee. Adam Humphrey seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

There were no Committee member announcements.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for the Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

Scott Bachman made a motion to adjourn. Andy Thomason seconded the motion. The motion passed. The meeting adjourned at 2:44 pm.

Brett Foster
Technical Planning Committee Chairman

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between February 18, 2026 and April 7, 2026.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Selmore Special Road District

City/County of concern: Outside the OTO MPO Area

Date received: 01/28/2026

Received through: Email

Contact Name: Keith [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I represent the Selmore Special Road District, who maintains 30 miles of roads in Christian County, of which three miles are the old Hwy 65 highway, now known as Selmore Road.

The County has informed the Special Road Districts they are discontinuing sharing any of the dedicated Road Sales Tax with the SRDs, which leave a substantial funding shortfall for the Selmore SRD.

Do you have funds available to support Special Road Districts, such as the Selmore SRD?

Thank you in advance.

OTO Response:

Thank you for reaching out. Unfortunately, the Selmore Special Road District falls outside of the OTO's boundaries. Let us know if you have any other questions.



PUBLIC COMMENT



Area of concern: Bus Line Route 5

City/County of concern: Springfield/Greene County

Date received: 02/12/2026

Received through: Website Comment

Contact Name: Richard Rafail

Contact Email/Ph #: N/A

Comment:

Springfield needs to alter their route-blue-5 at least twice a day to the YMCA on Republic Rd. so people can gain access to the YMCA especially people with disabilities.

OTO Response:

Thank you for reaching out. We will forward this comment to City Utilities Transit.



PUBLIC COMMENT



Area of concern: Highway CC & Kansas Expressway

City/County of concern: Christian County

Date received: 03/12/2026

Received through: Facebook Messenger

Contact Name: Mike Jenkins

Contact Email/Ph #: not available

Facebook Direct Message

Hello! I was advised to refer a question that I asked on MoDot's Facebook page to you.

Are they still planning to have Highway CC & Kansas Expwy. (extension) intersect? I remember seeing something on the news a few years ago that there are thoughts about extending Christian County Highway CC West of Highway 13/160 to the future extension of Kansas Expwy into Christian County. I also remember seeing something several years ago where there was an article in the Springfield NewsLeader about extending West Bypass from Battlefield (the town) to Nixa. Is there any Truth to either of these and would that mean somewhere in-between Battlefield & Nixa that Kansas Expwy. & West Bypass would intersect?

Facebook Direct Message

The connection between CC and Kansas Expressway is still shown on the region's Major Thoroughfare Plan, however, there is currently no project programmed to construct that connection at this time.

The previously discussed extension of West Bypass (also called FF) from Battlefield to Nixa has been removed from the Major Thoroughfare Plan and is no longer part of the adopted network.

As a result, there is not a planned intersection between Kansas Expressway and West Bypass (or Route FF) between Battlefield and Nixa.

If you'd like to explore the current Major Thoroughfare Plan, you can view it here:
<https://experience.arcgis.com/experience/68e6e230dcc14af9a5945ff0605d4a5f/>

More generally, long-range plans like this are intended to guide future growth and transportation decisions, but inclusion on the Major Thoroughfare Plan does not necessarily mean a project is presently funded or scheduled for construction.

Thanks,

Natasha L. Longpine, AICP
Transportation Planning Manager



PUBLIC COMMENT



Area of concern: Transportation Needs Input – OTO TIP 2026-2030 Survey

City/County of concern: OTO MPO Area

Date received: 03/24/2026

Received through: Email

Contact Name: Afton Harper

Contact Email/Ph #: N/A

Comment:

To whom it may concern,

Thank you for the opportunity to provide input on transportation needs for the 2026–2030 Transportation Improvement Program.

Through our work at empower: abilities, we see every day how much transportation affects whether someone can actually live independently. It's often one of the biggest barriers people run into.

Right now, a lot of the priorities focus on roadway capacity and congestion. Those matter, but they don't address how many people are trying to get around without a car—or what that experience is actually like.

Some of the biggest issues we consistently see are:

- Transit that doesn't run often enough to be useful for work, appointments, or daily life
- Long wait times and difficult transfers that turn short trips into hours-long ones
- Paratransit that requires advance scheduling and lacks flexibility
- Limited options beyond driving, especially for getting between communities
- Unsafe or inaccessible paths to bus stops, including missing sidewalks and crossings

These aren't small inconveniences. They affect whether someone can get to work, make it to medical appointments, or participate in their community at all.

A stronger system would look like:

- **More frequent and reliable transit**
- **Better coordination between routes and shorter transfer times**
- **More flexible paratransit options**
- **Safer pedestrian access to transit**
- **Real options for traveling between communities without relying on a personal vehicle**

Transportation planning should reflect how people actually use the system, not just how traffic moves.

We appreciate the chance to provide input and hope to see a more balanced approach that works for everyone in the region.

--

Afton Harper

Assistant Director of Advocacy and Accessibility, MA

empower: abilities

OTO Response:

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



PUBLIC COMMENT



Area of concern: Highway 125/Route 66 and Washington Avenue

City/County of concern: Strafford/Greene County

Date received: 03/30/2026

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

Contact Name: Jessica Greene

Contact Email/Ph #: N/A

Comment:

A very dangerous intersection in Strafford . No safe pedestrian crossing option and many children dodge traffic to cross to and from school . Please look into a safe pedestrian option and traffic light at this intersection

Map



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



PUBLIC COMMENT



Area of concern: Adding a Layer to the Housing Units Map

City/County of concern: OTO MPO Area

Date received: 04/05/2026

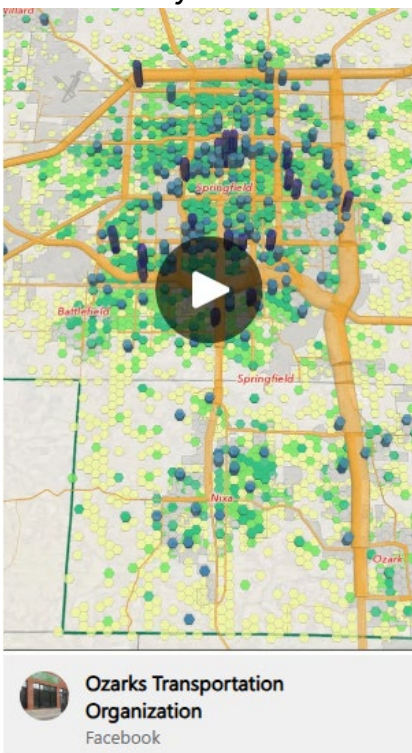
Received through: Facebook Messenger

Contact Name: Samuel [REDACTED]

Contact Email/Ph #: N/A

Comment:

Now overlay the bus routes that were cut.



(Map of housing units growth)

OTO Response:

Thank you for reaching out! Public input is vital to the planning process. Your comment will be shared with our Technical Planning Committee and Board of Directors. For more information regarding bus routes, please reach out to City Utilities Transit.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail Bridge area

City/County of concern: Ozark/Christian County

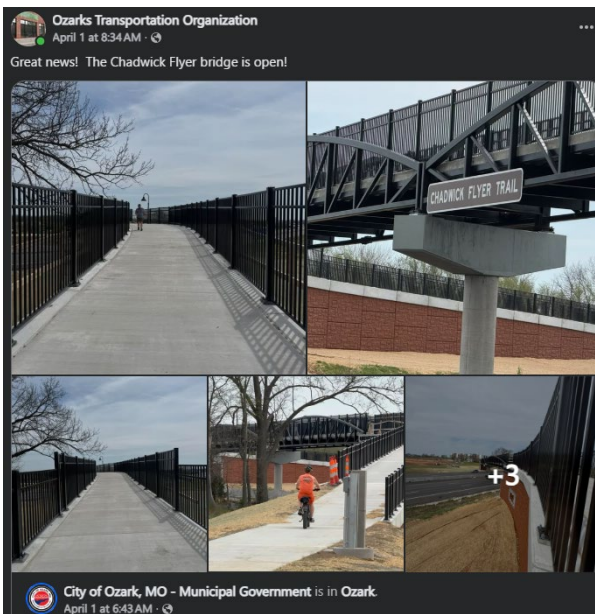
Date received: 04/03/2026

Received through: Facebook Messenger

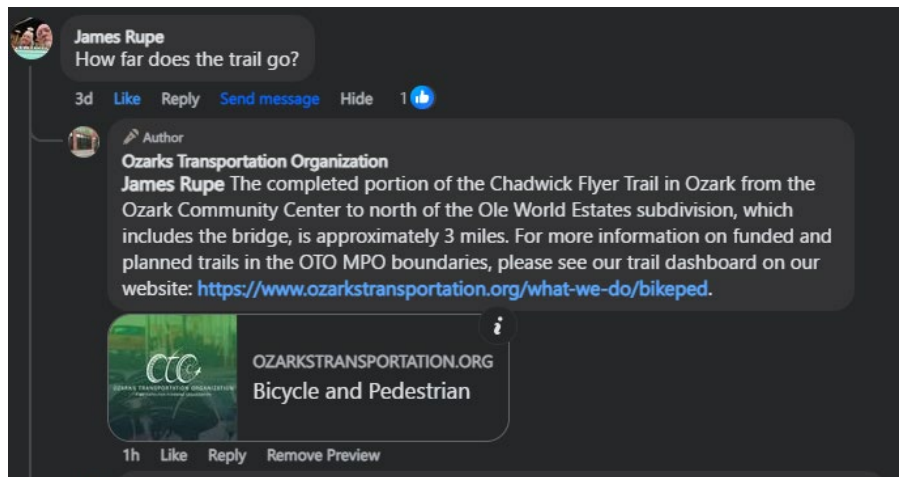
Contact Name: James Rupe

Contact Email/Ph #: N/A

OTO's Shared Post:



Comments & OTO Response:





PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail – Kissick to Trail of Honor

City/County of concern: Springfield/Greene County

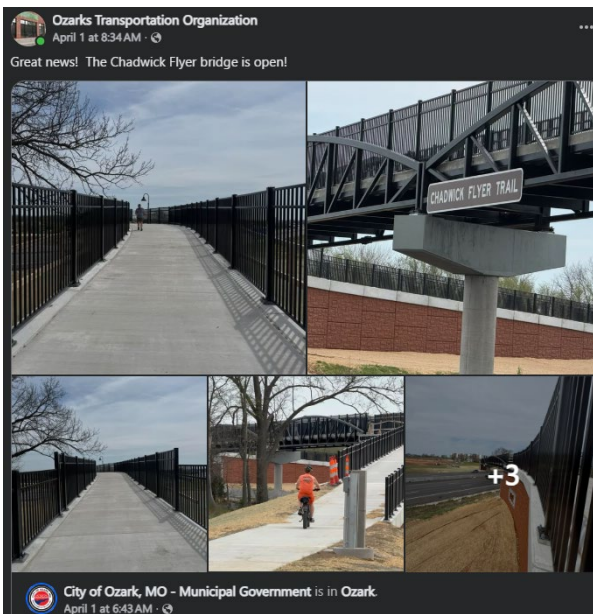
Date received: 04/05/2026

Received through: Facebook Messenger

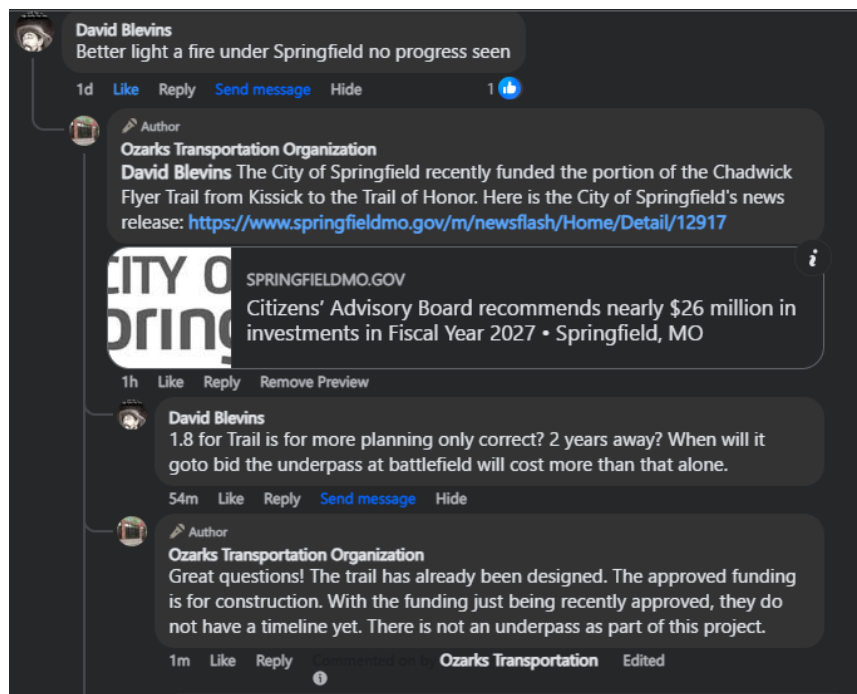
Contact Name: David Blevins

Contact Email/Ph #: N/A

OTO's Shared Post:



Comments & OTO Response:



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM I.I.

Federal Funds Obligation Status – March 2026

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

AGENDA DESCRIPTION:

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

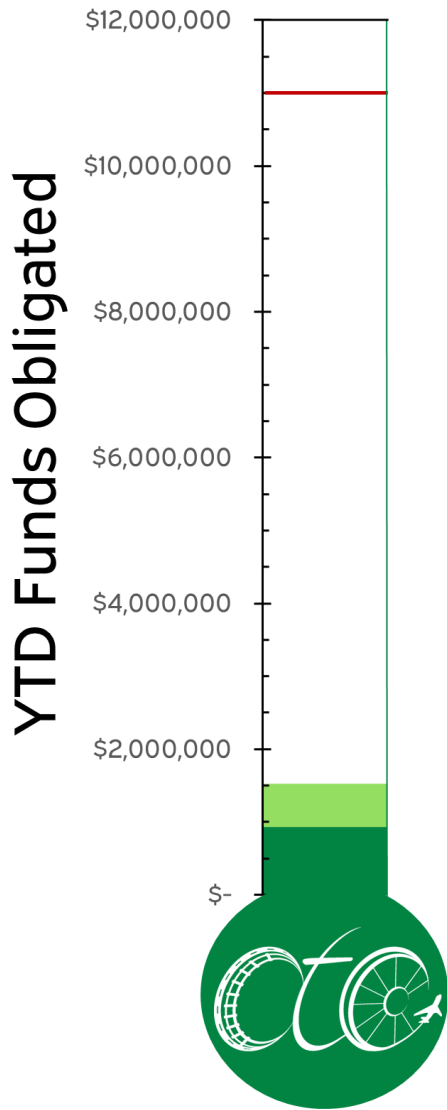
THE OTO AREA MUST OBLIGATE ANOTHER \$10 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has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

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

BOARD OF DIRECTORS ACTION REQUESTED:

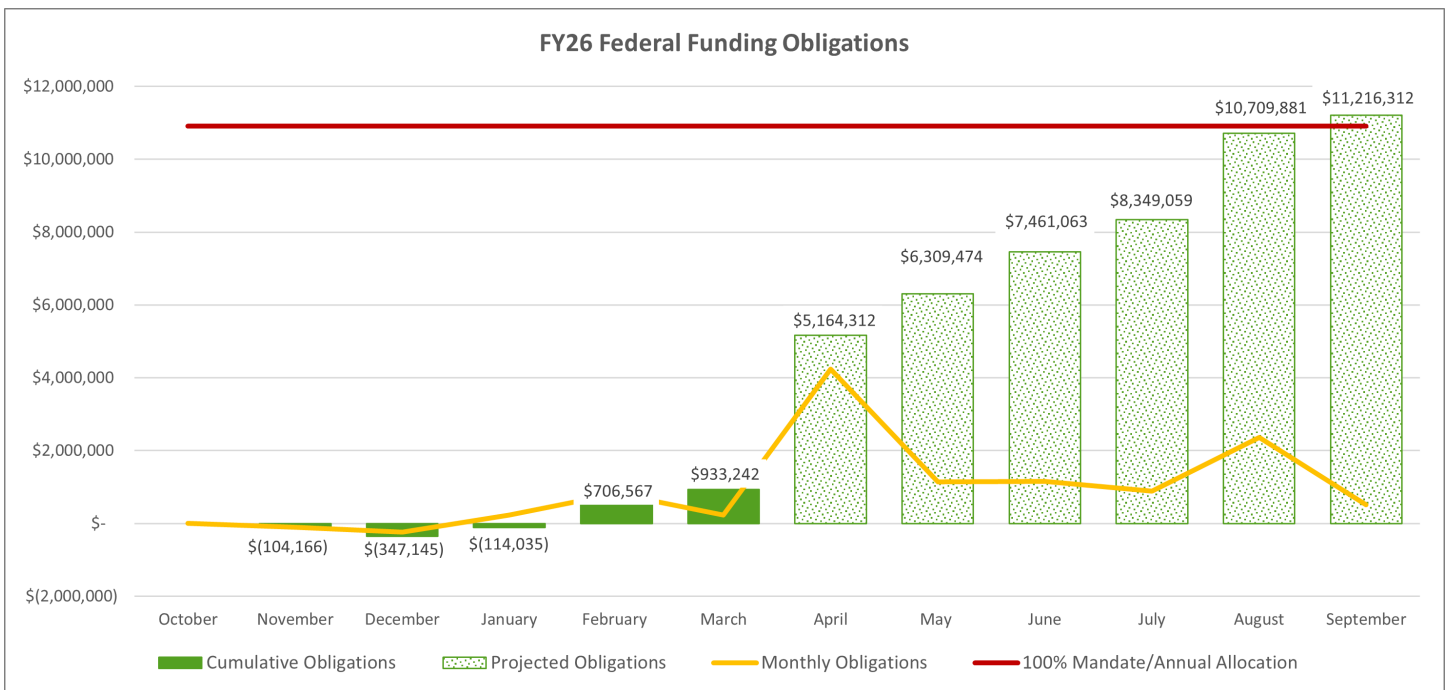
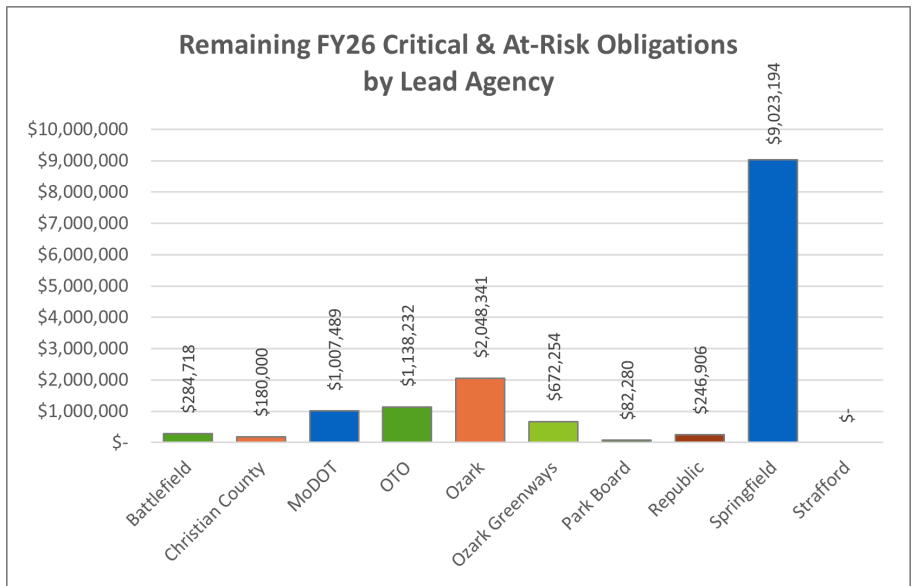
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2026 Project Tracking



FY 26 Beginning Balance	\$13,329,147
100% Mandate/Annual Allocation	\$10,907,804
YTD Obligations	\$933,242
Amount Needed to 100% Mandate	\$9,974,562
Remaining Critical Obligations	\$10,380,303

■ YTD Obligation & Pending
■ YTD Obligation



Balance Report

FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
9901864 Finley River Trail Extension	Ozark	97,478.13	201,644.40
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	192,832.93
5901829 Mt. Vernon/Miller Sidewalks	Springfield	154,312.00	347,144.93
5901839 South Creek at Glenstone	Springfield	(23,310.35)	323,834.58
9900905 N. 21st and N. 22nd	Ozark	(209,800.00)	114,034.58
5901846 60/65 Study	OTO	(393,429.90)	(279,395.32)
5901828 Sherman Parkway Link	Springfield	(392,171.20)	(671,566.52)
9901868 N. Old Orchard Road	Strafford	(35,000.00)	(706,566.52)
5920842 Campbell Ave ROW	Springfield	(360,000.00)	(1,066,566.52)
9901860 Cheyenne Trail	Nixa	(4,501.74)	(1,071,068.26)
5901824 TMC Signal Replacements	Springfield	137,825.96	(933,242.30)
PENDING OBLIGATIONS			
9901860 Cheyenne Trail	Springfield	(5,451.60)	(938,693.90)
5901824 TMC Signal Replacements	Springfield	(437,825.96)	(1,376,519.86)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(1,661,237.86)
PLANNED CRITICAL OBLIGATIONS			
CC2504 - Tracker/Nicholas PE	Christian County	(100,000.00)	(1,761,237.86)
MO2521 I-44 Aesthetics/Safety	MoDOT	(407,967.88)	(2,169,205.74)
SP2509 Division RR	MoDOT	(300,000.00)	(2,469,205.74)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(2,866,553.74)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(3,147,972.74)
EN2612 Area wide School Flashing Beacons	OTO	(36,000.00)	(3,183,972.74)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(3,438,891.74)
9900905 N. 21st and N. 22nd	Ozark	(901,432.00)	(4,340,323.74)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(5,012,577.34)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(5,094,857.34)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(5,341,763.74)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(5,853,763.74)
5901837 Bennett St. Fassnight Creek ROW	Springfield	(2,652,000.00)	(8,505,763.74)
5901844 Springfield Resurfacing	Springfield	(2,400,000.00)	(10,905,763.74)
SP2614 Flashing Beacon Equipment	Springfield	(545,608.00)	(11,451,371.74)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		915.20	(11,450,456.54)
00FY824 OTO Operations/Planning		140,170.20	(11,310,286.34)
7441012 Kearney/Packer		69,522.96	(11,240,763.38)
9901827 ChadwickFlyr Jackson/Clay		41.57	(11,240,721.81)
5944805 Jackson Street Resurfacing		24,993.47	(11,215,728.34)
AT-RISK TO OBLIGATE			
CC2504 - Tracker/Nicholas ROW	Christian County	(80,000.00)	(80,000.00)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(214,836.00)
EN2604 Wilson's Creek Republic Rd Trail	OTO	(423,464.80)	(638,300.80)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(1,530,290.40)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(1,630,290.40)
5901845 Kansas Ave ROW	Springfield	(400,000.00)	(2,030,290.40)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(2,774,050.40)
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(3,126,050.40)
SP2612 Fremont ROW	Springfield	(880,000.00)	(4,006,050.40)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(4,170,735.40)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM II.A.

FY2027 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

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

The UPWP contains the proposed budget for FY2027 for inclusion in the contract with MoDOT for funding the OTO annual work program expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY2026 and FY2027 is shown below:

	<u>FY2026</u>	Proposed <u>FY2027</u>
OTO Consolidated FHWA/FTA PL Funds	\$1,052,051	\$1,141,662
Surface Transportation Block Funds	\$268,019	\$281,420
Local Jurisdiction Match/Project Fees Match	\$197,196	\$189,212
Local Jurisdiction Studies Match	\$20,000	\$15,000
OTO Local Match	\$11,617	\$43,818
In-Kind Match	\$30,000	\$30,000
<u>MoDOT "Direct Costs"</u>	<u>\$50,321</u>	<u>\$50,321</u>
Total OTO Revenue	\$1,629,204	\$1,751,433

The total budget amount for FY2027 UPWP is \$1,751,433. The UPWP also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,000. City Utilities is providing the local match in the amount of \$42,000.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance. The budgeted federal reimbursement rate is 82.96%.

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

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee, and Traffic Incident Management Subcommittee meetings
- Adoption of Long Range Transportation Plan 2050
- FY2028 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Annual Listing of Obligated Projects
- Award suballocated funding via competitive process
- Statewide Transportation Improvement Program (STIP) Prioritization Process
- Congestion Management Process Monitoring
- Special Transportation Studies
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2028-2031 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- Online Transportation Improvement Program Tool Call for Projects
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- ITS Coordination

UPWP SUBCOMMITTEE:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the FY2027 Unified Planning Work Program be approved by the Board of Directors.”

OR

“Move to recommend the FY2027 Unified Planning Work Program to the Board of Directors for approval with the following changes...”



OZARKS
TRANSPORTATION
ORGANIZATION

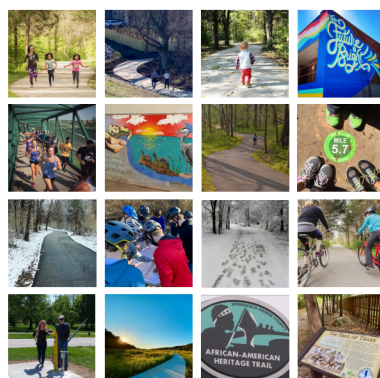
A METROPOLITAN PLANNING ORGANIZATION

FY2027

UPWP

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

BOARD APPROVED MAY __, 2026



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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged under Section 134 of Title 23, United States Code, with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO’s planning area. The planning area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staff from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO’s Technical Planning Committee which provides technical review, comments, and recommendations to the Board of Directors on draft plans, programs, studies, and issues.

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2027 (July 2026 - June 2027). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a federal transportation grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization’s Public Participation Plan may be found on the OTO website: <https://www.ozarkstransportation.org/uploads/documents/Public-Participation-Plan-2023-Final-Approved.pdf>.

CFR §450.306 identifies the scope of the metropolitan planning process, which shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;
4. Improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system;
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
9. Enhance travel and tourism.

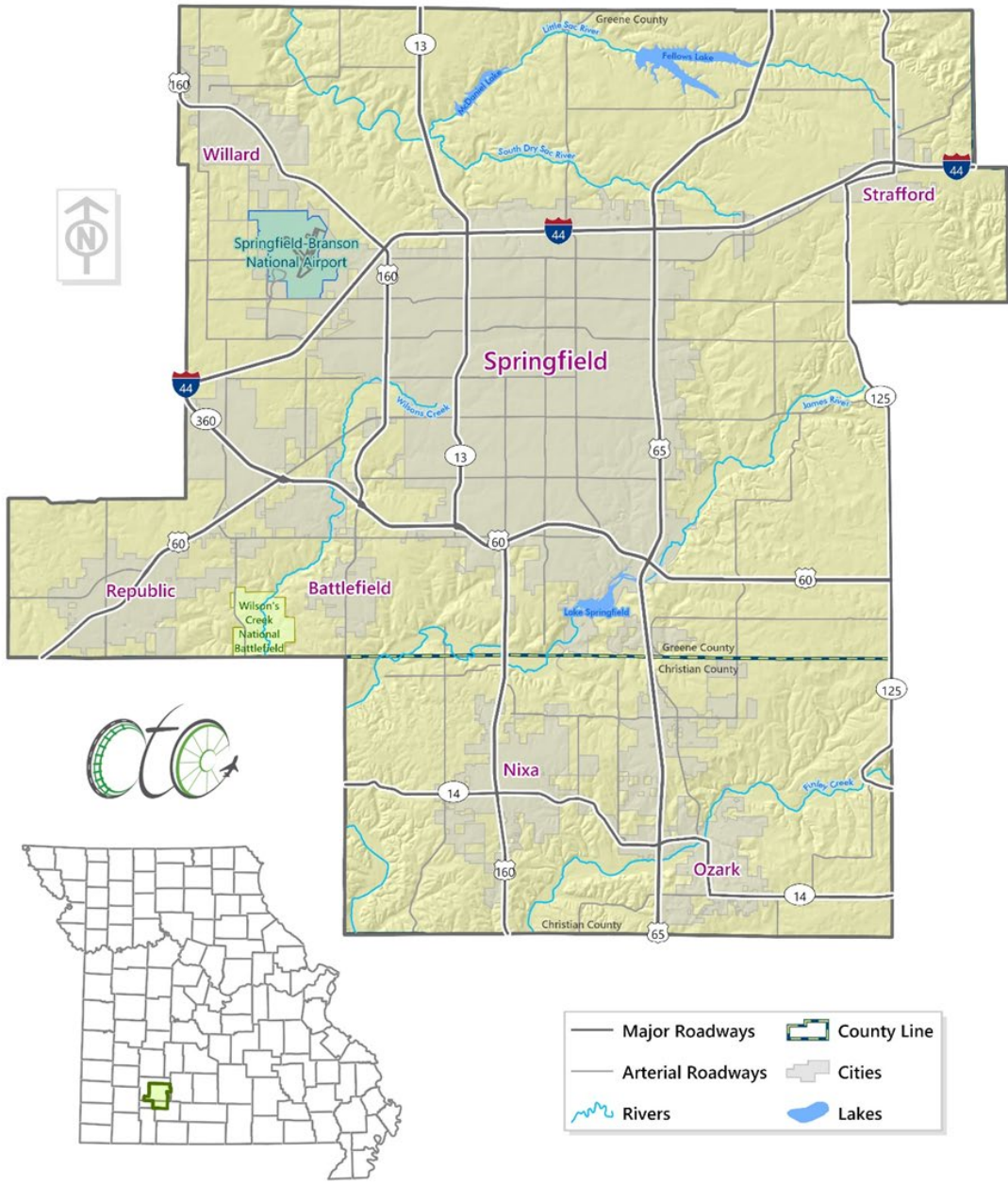
The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations at the time of the FY2027 UPWP development. The FY2027 UPWP will be updated if necessary, upon release of a new transportation bill. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

"(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)... (c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.

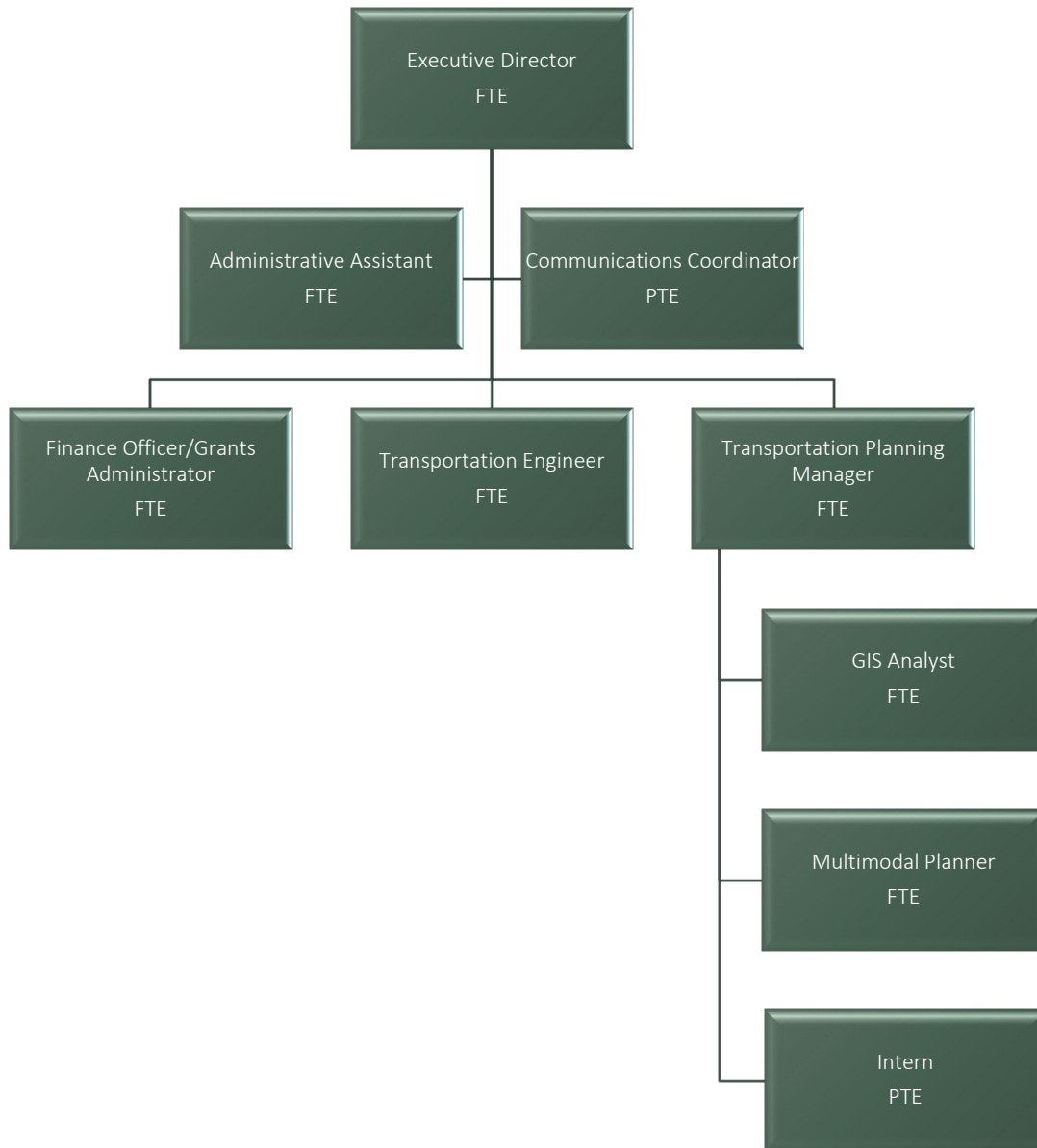
UPWP Tasks	Planning Factors									
	1. Economic Vitality	2. Safety	3. Security	4. Accessibility & Mobility	5. Quality of Life	6. Connectivity	7. Management & Operations	8. System Preservation	9. Resiliency & Reliability	10. Travel & Tourism
Task 1 – UPWP Program Management and Coordination										
Task 2 – Planning Coordination and Outreach										
Task 3 – Planning and Implementation										
Task 4 – Project Selection & Programming										
Task 5 – OTO Transit Planning										
Task 6 – Operations and Demand Management										
Task 7 – MoDOT Studies and Data Collection										
Task 8 – Complete Streets and 2.5% Set Aside Safe and Transportation Options										
Task 9 – STBG										
Task 10 – CU FTA 5303 Transit Planning										

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

Ozarks Transportation Organization MPO Study Area
Approved by the Governor of Missouri 2/8/2002



Ozarks Transportation Organization Planning Staff



Important Issues Facing the Ozarks Transportation Organization

The region is continuing its work towards a safer, efficient, and connected transportation system, but it continues to struggle with funding challenges. The OTO planning partners remain focused on ways to fund the transportation system with the continued threat of increased inflation in the upcoming transportation improvement program and statewide transportation improvement program. OTO staff and planning partners continue to seek additional US DOT grant assistance to bridge the funding gap. In addition, OTO and planning partners have been working together to get projects through the environmental and design phases to construction to meet obligation deadlines. The region, through the planning process, is identifying projects that are ready to go and can be easily completed. This process has led to being able to obligate funding more efficiently. This reduces the impact of inflation, shortens the timeline from planning to construction, and shows that our region has the capacity to responsibly manage federal resources. Looking forward, the OTO and partners are working to identify projects that would benefit from planning studies or federal grant applications to prepare them for future year funding.

Much of OTO's work is recurring, often annually, however, staff strives to improve upon past iterations, putting forth work exemplifying best practices and the region's needs. Recurring work includes:

- Transportation Improvement Program
- STIP Prioritization
- Performance Monitoring
- Committees such as Local Coordinating Board for Transit, Bicycle Pedestrian Advisory Committee, and Traffic Incident Management
- Technical Planning Committee
- Board of Directors/Executive Committee
- Public Involvement

The Unified Planning Work Program for FY2027 will also continue to implement the recommendations contained within [Destination 2045](#) (adopted in 2021 and most recently amended in 2025), as well as [Towards a Regional Trail System](#). OTO has begun the Long Range Transportation Plan update, *Next Stop 2050*.

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

OTO will also continue to embrace the new tools that have more recently become available and necessary. The region stands ready to utilize additional transportation investment as it becomes available to the region.



Figure 1 Springfield MPO Area Roads data 2004 through 2024

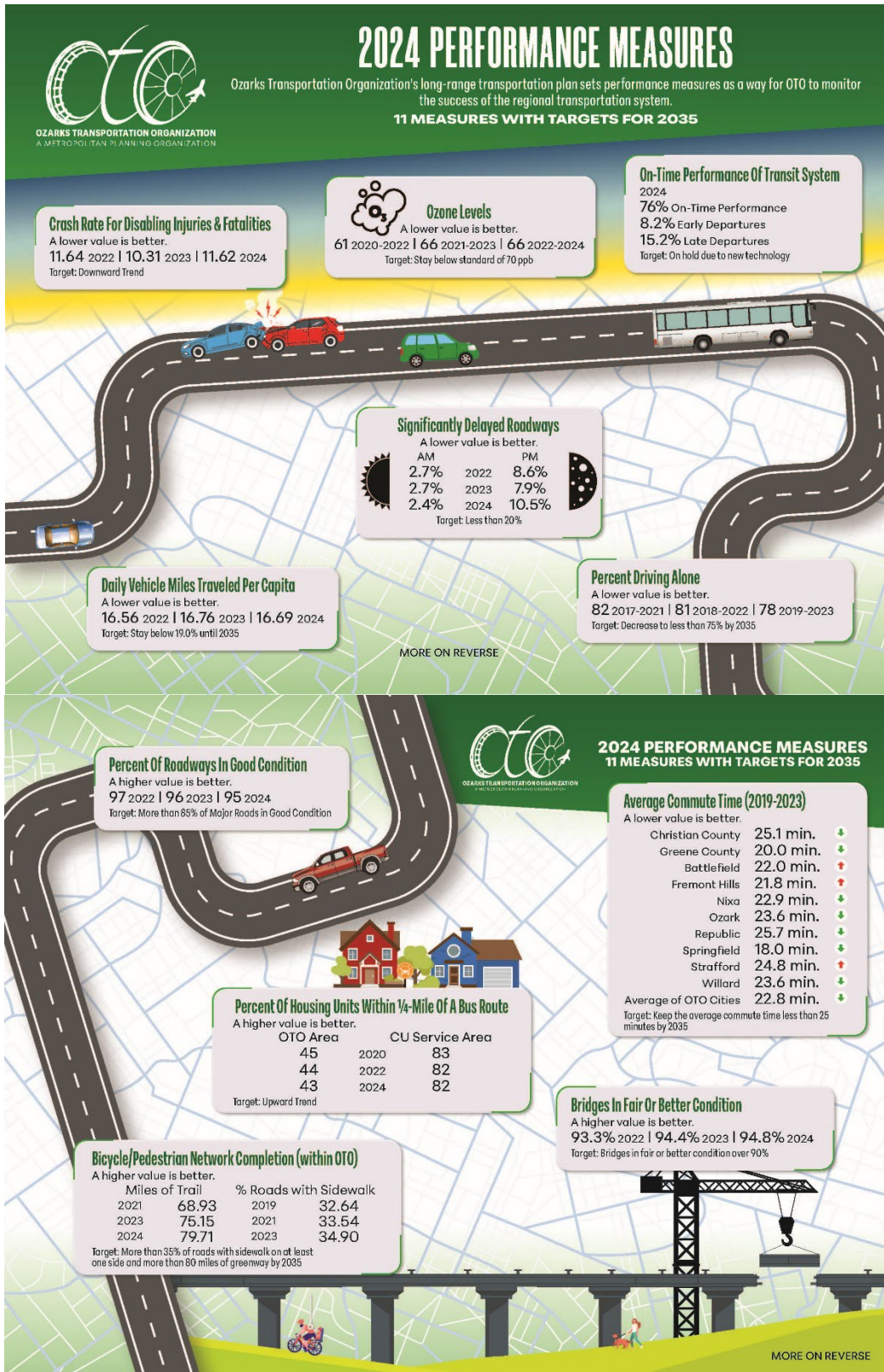


Figure 2 More information on OTO Performance Measures can be found here:

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

Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO’s time and expenses will be allocated over the fiscal year. Appendix A outlines planning activities in the region that are outside the OTO’s Unified Planning Work Program. The following pages outline each major activity and task, responsible agencies, schedule, resulting products, and proposed funding. Funding is summarized by source and federal share, with matching funds identified. Additional details on prior accomplishments can be found in the FY2026 UPWP Year-End Report, which will be incorporated upon completion in July 2026.

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

OTO UPWP Work Program (CPG)

Task 1 – UPWP Program Management and Coordination

Purpose

Activities required to manage the transportation planning process and all UPWP work products on a continual basis by offering professional staff services, managing the work program and budget, executing agreements with partner agencies, and administrative/operational activities required to function as an independent MPO.

Work Elements

1.1 Direct Program Management

1.1.1 Financial and Contract Management

Timeframe – July 2026 to June 2027

- Preparation and submission of quarterly financial reports, regular payment requests, and year-end financial reports per existing agreements
- Maintenance of OTO accounts and budget, with reporting to Board of Directors
- Annual dues administration
- Coordinate contract development, management, and addendums
- Procurement in accordance with the OTO Purchasing manual and applicable guidance

1.1.2 Financial Audit

Timeframe – August 2026 to December 2027

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

1.1.3 General Administration and Personnel

Timeframe – July 2026 to June 2027

- Manage the day-to-day activities of the structurally independent MPO
- Update memorandums of understanding, as necessary
- Provide administrative services and management (including legal) review of all work products identified in the UPWP
- Legal services
- Policy and bylaws amendments, as necessary
- Develop and improve the internal operations of the MPO
- Personnel management including recruitment, evaluations, and transitions to maintain a professional staff with necessary talent skills, and capacity
- Payroll and benefits administration

1.1.4 Electronic Support for OTO Operations

Timeframe – July 2026 to June 2027

- Ensure technical resources are available to implement the UPWP
- Maintain and update OTO hosted websites and associated services
- Maintain and update social media
- Software and associated updates
- Information Technology Managed Services, including data backup and cybersecurity

1.2 Unified Planning Work Program

Timeframe – July 2026 to June 2027

- Amendments to the FY2027 UPWP as necessary
- Development of the FY2028 UPWP, including subcommittee meetings and public participation in accordance with the OTO Public Participation Plan, as well as approval through the OTO Board of Directors, MoDOT, FHWA Missouri Division, and FTA Region VII
- UPWP Quarterly Progress Reports
- Invoicing and Year-End Report

1.3 OTO Staff Travel and Training

Timeframe – July 2026 to June 2027

- Travel to meetings and trainings regionally, statewide, and nationally
 - MoDOT Planning Partner Meetings
 - Missouri Highways and Transportation Commission meetings
 - Missouri Public Transit Association Board Meetings

- Springfield Traffic Advisory Board
- Ozarks Section of Institute of Transportation Engineers
- Southwest Missouri Council of Governments
- Training and development of OTO staff and members through relevant educational programs, which could potentially include:
 - Association of MPOs Conferences and Webinars
 - GIS industry-related conferences and training, such as MAGIC or ESRI
 - Institute for Transportation Engineers Conferences and Webinars
 - Transportation Research Board Conferences and Webinars
 - American Planning Association Conferences and Webinars
 - Missouri Public Transportation Association Conferences and Webinars
 - Other relevant training for planning and non-planning staff
 - OTO hosted training for members
 - Employee Educational Assistance
 - Industry memberships as appropriate

1.4 MPO Compliance and Certification

Timeframe – July 2026 to June 2027

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

1.5 OTO Office Relocation

Timeframe – August 2026 to December 2027

The OTO's lease expired after two terms on March 2026 and the OTO has entered a one year lease extension through March 30, 2027. The OTO will need to relocate its office location to accommodate the prior growth of OTO staff and the members of the public that attend the OTO's public meetings including Board of Directors and Technical Planning Committee. OTO only exists to serve the purpose of a Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) and is funded through USDOT grants and local jurisdiction dues as match. Therefore, the cost associated with the building relocation is 100% related to the function of operating as an MPO.

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

- Quarterly progress reports, payment requests and year-end report for FY2026
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY2025 Single Audit
- FY2026 UPWP amendments and administrative modifications as needed through June 2026
- FY2027 UPWP development and approval
- Conferences and training for staff
- Employment management
- Legal services and contracts
- Grant Administration
- Conflict of Interest Policy and Certifications
- Updated Continuity of Operations Plan
- Contract services performed by HR, Legal and Auditing professionals

Task 2 – Planning Coordination and Outreach

Purpose

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities. Inform and engage the public, media, and other stakeholders in the OTO planning process. Provide the community with an opportunity for meaningful participation in planning process and plan development. Facilitate the planning and implementation of transportation projects and services, while strengthening working relationships among MPO members, MoDOT, and partner agencies.

Work Elements

2.1 OTO Committee Support

Timeframe – July 2026 to June 2027

- Conduct and staff all Board of Directors, Technical Planning Committee, Executive Committee, Local Coordinating Board for Transit, and Traffic Incident Management meetings
- Respond to individual committee requests
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year

2.1.1 Member Attendance at OTO Meetings

Timeframe – July 2026 to June 2027

- OTO member jurisdiction member's time spent at OTO meetings documented for In-Kind match on UPWP Program Agreement

2.2 Local Government and Stakeholder Education and Outreach

Timeframe – July 2026 to June 2027

- Participate in and encourage collaboration among various community committees directly related to transportation and planning
- Educate local governments and other community stakeholder groups about the OTO transportation planning process, federal regulations, and associated documents
- Meet with local governments about their transportation and growth and development planning issues and needs and provide support and technical assistance as necessary
- Continued coordination through the planning process with the Federal Land Management Agency representatives in the MPO area
- Coordination with MoDOT staff at District and Statewide levels

2.3 Public Involvement

Timeframe – July 2026 to June 2027

- Maintain OTO website and public comment tools
- Facilitate public comment periods associated with the Public Participation Plan
- Comply with Missouri Sunshine Law requirements, including record retention
- Annual Public Participation Plan (PPP) Evaluation
- Draft and adopt Public Participation Plan (PPP) Update
- Continue to utilize social media for public education and input
- Publish public comments in the agenda to ensure Board and Committees are informed
- Continue integration of Virtual Public Involvement tools into the public involvement process
- Give Presentations as requested

- Public Participation Plan (PPP) Update Adopted

2.4 Title VI Compliance

Timeframe – July 2026 to June 2027

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA)
- Accept and process complaint forms for Title VI/ADA compliance

Anticipated Outcomes

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

Prior Year Accomplishments

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

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Annual PPP Evaluation
- Development of updated PPP
- Management of public input
- Social media engagement
- DBE and Title VI reports submitted to MoDOT
- Monthly website maintenance and associated updates
- Integration of Virtual Public Involvement Tools
- Development of PPP

Task 3 – Planning and Implementation

Purpose

Short-and long-range planning activities supporting a multimodal transportation system, supported with best practices, latest available data. Providing for a performance-driven and outcome-based planning process.

Work Elements

3.1 Long Range Transportation Plan

Timeframe – July 2026 to June 2027

- Incorporate *Next Stop 2050* guidance in the planning process
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Continue to integrate known information into the planning process to include data on natural, cultural, and community resources
- Implementation of action items and status summary
- Development and adoption of long range transportation plan update for 2050 (*Next Stop 2050*)

3.2 Performance Measures

Timeframe – July 2026 to June 2027

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities
- Annual State of Transportation report, incorporating federally required performance measures and those set in the long range transportation plan
- Incorporate System Performance Report into *Next Stop 2050*

3.3 Congestion Management Process Implementation

Timeframe – July 2026 to June 2027

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system
- Update Congestion Management Process as a digital, online product

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2026 to June 2027

- Annual call for updates
- Facilitate change requests as necessary

3.5 Freight Planning

Timeframe – July 2026 to June 2027

- Participate in MoDOT freight planning efforts, including the implementation of statewide freight and rail plan
- Continue to identify and review essential freight corridors throughout the region
- Annual review of the STRAHNET system to identify routes in the OTO boundary

3.6 Air Quality Planning

Timeframe – July 2026 to June 2027

- Continued planning process incorporation of alternative modes of transportation
- Monitor air quality and its impact on transportation conformity
- Support the Ozarks Clean Air Alliance and the Ozarks Clean Fuels Coalition, a Department of Energy Clean Cities and Communities Coalition

3.7 Demographic and Geographic Data Management

Timeframe – July 2026 to June 2027

- Continue to develop and maintain the Geographic Information System (GIS) and curate data for transportation planning
- Develop and maintain mapping and graphics for OTO activities and reports, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials
- Support transportation decision-making by collecting and compiling demographics, area development data, and migration statistics into a report on growth trends
- Use hazard assessment database to identify endangered species and flood-vulnerable facilities as associated with potential transportation improvements
- Data acquisition for grants, plans, and performance measures
- GIS license maintenance

3.8 Support for Jurisdictions' Plans

Timeframe – July 2026 to June 2027

- Provide support for member jurisdictions as they develop and implement plans and studies through activities such as consultant scope of service review, committee participation, regional data, and ensuring OTO plan consistency
- Host trainings as requested

3.9 Aerial Pictometry

Timeframe – July 2026 to June 2027

- Cooperatively Purchase Aerial Pictometry with the City of Springfield, City Utilities of Springfield and other local jurisdictions. OTO's cost is approximately 8% of the overall cost of \$330,367.50. The remaining cost is funded out of local sources. 100% of the OTO portion will be used in the regional transportation planning process. OTO is requesting 100% reimbursement for the OTO's \$25,000.

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

- *Amended Destination 2045*
- Development of *Next Stop 2050*
- Performance target updates adopted
- Annual State of Transportation Report
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Participation in Ozarks Clean Air Alliance
- GIS maintenance and mapping
- Trail dashboard update

Task 4 – Project Selection and Programming

Purpose

Identify and implement priorities within the OTO through the development and maintenance of the Transportation Improvement Program.

Work Elements

4.1 Project Programming

Timeframe – July 2026 to June 2027

- Develop, and revise as necessary, policies and processes for project solicitation and award
- Award funding and program projects into relevant Transportation Improvement Program
- All public involvement activities relating to gathering input for and comments on the Transportation Improvement Program and its amendments
- Complete and publish FY 2027-2030 Transportation Improvement Program
- Develop and draft FY 2028-2031 Transportation Improvement Program
- Process all TIP Amendments and Modifications, including the coordination, advertising, public comment, Board approval, and submissions for MoDOT STIP incorporation
- Maintain and update the OTO TIP project database and web map

4.2 Federal Funds Tracking

Timeframe – July 2026 to June 2027

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website within 90 days of the end of the program year
- Monitor OTO suballocated funding balances and publish a semi-annual report
- Track area cost-share projects
- Track reasonable progress on project implementation following programming

4.3 STIP Prioritization and Scenarios

Timeframe – July 2026 to June 2027

- Meet with member jurisdictions and agencies about their transportation planning issues, needs, and planned growth
- Review prioritization criteria and update as necessary, supporting the regional vision and goals
- Develop final recommendations to MoDOT, including unfunded needs, using a subcommittee of the Technical Planning Committee to prioritize projects

Anticipated Outcomes

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

Prior Year Accomplishments

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

- Amendments and Administrative Modifications to the FY 2026-2029 Transportation Improvement Program
- Draft FY 2027-2030 Transportation Improvement Program
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization
- Developed and solicited applications for Transportation Alternatives Program (TAP) and Carbon Reduction Program (CRP)
- Expanded OTO TIP project database to include application process

Task 5 – OTO Transit Planning

Purpose

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. A fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements

5.1 Operational Planning

Timeframe – July 2026 to June 2027

- OTO staff shall support operational planning functions with available data
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey
- Attend the CU Advisory Committee

5.2 Transit Coordination Plan and Implementation

Timeframe – July 2026 to June 2027

- Transit Coordination Plan Implementation with report on status of action items
- Draft and adopt Transit Coordination Plan update
- OTO staffing of the Local Coordinating Board for Transit
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans
- Research additional funding for senior centers and human service agencies

5.3 Program Management Plan Implementation

Timeframe – July 2026 to June 2027

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding
- Procure vehicles from the Call for Projects as the Designated Recipient
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds

5.4 Data Collection and Analysis

Timeframe – July 2026 to June 2027

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts
- Explore barriers to transit use

5.5 Community Support

Timeframe – July 2026 to June 2027

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

5.6 ADA/Title VI Appeal Process

Timeframe – July 2026 to June 2027

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Call for Projects and Award of FTA 5310 Funding
- Monitored FTA 5310 vehicle delivery and OTO balance
- Regional paratransit coordination

Task 6 – Operations and Demand Management

Purpose

Planning activities to support the efficiency and to manage demand of the transportation system.

Work Elements

6.1 Traffic Incident Management Planning

Timeframe – July 2026 to June 2027

- Coordinate meetings of Traffic Incident Management Committee

6.2 Intelligent Transportation Systems Coordination

Timeframe – July 2026 to June 2027

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

6.3 Intelligent Transportation Systems Architecture

Timeframe – July 2026 to June 2027

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

6.4 Coordinate Employer Outreach Activities

Timeframe – July 2026 to June 2027

- Work with OTO members to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups
- Rideshare Program outreach

6.5 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2026 to June 2027

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

6.6 Van Pool Program

Timeframe – July 2026 to June 2027

- Research potential for van pool program in area (including partnering with veteran's services)
- Work with possible major employers to see feasibility at employer locations

Anticipated Outcomes

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

Prior Year Accomplishments

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

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- TIM committee meetings including self-assessment

Task 7 – MoDOT Studies and Data Collection

Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

Work Elements

7.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2026 to June 2027

- Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model
- Transportation studies conducted to provide accident data for use in the Congestion Management Process
- Speed studies conducted to analyze signal progression to meet requirements of the Congestion Management Process
- Miscellaneous studies to analyze congestion along essential corridors may also be conducted
- Maintenance of the MoDOT travel time collection units

MODOT POSITION	ANNUAL SALARY	PERCENTAGE	ELIGIBLE
TRAFFIC CENTER MANAGER	\$116,337.60	5%	\$5,816.88
SR INFO SYSTEMS TECHNOLOGIST	\$61,249.44	30%	\$18,374.83
TRAFFIC STUDIES SPECIALIST	\$65,335.68	5%	\$3,266.78
SENIOR TRAFFIC STUDIES SPECIALIST	\$76,207.20	30%	\$22,862.16
TOTAL MODOT DIRECT SALARIES			\$50,320.65

Anticipated Outcomes

- Annual traffic counts within the OTO area for MoDOT roadways (April)
- Annual crash data (October)
- Speed studies (March through May)
- Maintenance of the MoDOT travel time collection units (as needed)

Prior Year Accomplishments

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

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Signal timing
- Maintenance of the MoDOT travel time collection units

2.5% Set Aside Work Program and Complete Streets

Task 8 - Safe and Accessible Transportation Options

Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

This section contains tasks for developing safe and accessible transportation options and work for complete streets. This task is utilizing the 2.5% (\$15,593) set aside of Safe and Accessible Transportation Options Planning funds for the OTO and \$69,377 in additional eligible activities for 100% funding for eligible Complete Streets projects through FHWA. This task incorporates planning processes that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The OTO currently works towards safe and accessible transportation options as demonstrated by work tasks throughout the UPWP.

Work Elements

8.1 Transportation Options Best Practices

Timeframe – July 2026 to June 2027

- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics

8.2 Complete Streets

Timeframe – July 2026 to June 2027

- Maintain complete streets toolbox

8.3 Bicycle and Pedestrian Transportation

Timeframe – July 2026 to June 2027

- Maintain OTO Trail dashboard and work to fill in gaps
- Update the safety analysis of bicycle and pedestrian crashes throughout the OTO area
- Develop and maintain pedestrian crash maps and relevant non-motorist safety data
- Work with member jurisdictions to identify funding and timelines for potential trail projects, especially projects that address gaps in connectivity

8.4 Active Transportation Planning and Implementation

Timeframe – July 2026 to June 2027

- Implement strategies for active transportation as identified in OTO bicycle and pedestrian plans, including *Towards A Regional Trail System*, *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*, and *Regional Bicycle and Pedestrian Trail Investment Study*
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics

- Work with member jurisdictions to identify project elements to increase safe and accessible options for multiple travel modes for people of all ages and abilities

8.5 OTO Staff Meetings Attendance

Timeframe – July 2026 to June 2027

Purpose: MPO Staff to travel to meetings and training regionally and statewide related to active transportation options

- Ozark Greenways Technical Committee
- Transportation Collaborative

8.6 OTO Bicycle and Pedestrian Advisory Committee Support

Timeframe – July 2026 to June 2027

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

8.7 Safety Action Plan

Timeframe – July 2026 to June 2027

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

Anticipated Outcomes

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

Prior Year Accomplishments

- Maintained Complete Streets Toolbox
- Best practices for active transportation
- Bicycle and Pedestrian Crash Maps and Analysis
- Annual Bicycle/Pedestrian Implementation Report
- Continued development of trail projects for eventual construction
- Trail Dashboard Maintenance and Maps

Surface Transportation Block Grant Work Program & CPG

Task 9 – Studies and Project Administration

Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan. These are studies and projects utilizing Surface Transportation Block Grant funding. OTO will utilize \$281,420 in Surface Transportation Block Grant (STBG) towards Task 9 in addition to CPG funds.

Work Elements

9.1 Other Transportation Studies

Timeframe – July 2026 to June 2027

- Studies requested by member jurisdictions to examine trail or road alignments, traffic, parking, safety, walkability or land use

9.2 Administration of Local Jurisdiction Projects

Timeframe – July 2026 to June 2027

- Oversee the project administration of local jurisdiction projects as needed
- OTO Transportation Engineer assistance for local jurisdictions with project administration on OTO allocated projects.
- OTO Transportation Engineer assistance for local jurisdictions with project administration on MoDOT system projects.

9.3 Information for Grants

Timeframe – July 2026 to June 2027

- Provide data to OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas
- Maintain grant website page and newsletter with grant resources for local jurisdictions

9.4 Transportation Consultant/Modeling Services

Timeframe – July 2026 to June 2027

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making
- Benefit cost analysis and grant data services
- Manage consultant contracts for studies for scoping and design of future transportation projects

Anticipated Outcomes

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

Prior Year

- Assisted local jurisdictions with project administration on 27 OTO allocated projects
- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed BUILD Grant/RURAL Grant opportunities

Funding Tables

The work contained in the FY2027 Unified Planning Work Program (UPWP) is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as OTO surplus funding. The total estimated costs for the FY2027 UPWP is \$1,751,432; with \$1,423,082 in federal dollars and \$328,351 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 82.96% federal reimbursement rate. Funding details are found in seven tables, described below.

- Table 1 – Task Budget Summary
- Table 2 – Funding Totals – this table presents the funding from all sources for all of the work elements of the UPWP
- Table 3 – Anticipated Contracts by Cost & Equipment Over \$5,000
- Table 4 – Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY2027
- Table 5 – Budgeted Revenue for Actual Costs FY2027
- Table 6 – Total Available Revenue for FY2027 UPWP Work Activities
- Table 7 – FY2027 UPWP Budget

Table 1
Task Budget Summary

Consolidated Planning Grant PL

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – UPWP Program Management and Coordination	\$394,413		
<i>1.1 Direct Program Management</i>			
<i>1.1.1 Financial and Contract Management</i>		OTO	Yes
<i>1.1.2 Financial Audit</i>		OTO	Yes
<i>1.1.3 General Administration and Personnel</i>		OTO	Yes
<i>1.1.4 Electronic Support for OTO Operations</i>		OTO	Yes
<i>1.2 Unified Planning Work Program</i>		OTO	No
<i>1.3 OTO Staff Travel and Training</i>		OTO	No
<i>1.4 MPO Compliance and Certification</i>		OTO	No
<i>1.5 OTO Office Relocation</i>		OTO	Yes
Task 2 – Planning Coordination and Outreach	\$339,762		
<i>2.1 OTO Committee Support</i>		OTO	No
<i>2.1.1 Member Attendance at OTO Meetings</i>		OTO	No
<i>2.2 Local Government and Stakeholder Education and Outreach</i>		OTO	No
<i>2.3 Public Involvement</i>		OTO	No
<i>2.4 Title VI Compliance</i>		OTO	No
Task 3 – Planning and Implementation	\$264,821		
<i>3.1 Long Range Transportation Plan</i>		OTO	Yes
<i>3.2 Performance Measures</i>		OTO	No
<i>3.3 Congestion Management Process Implementation</i>		OTO	No
<i>3.4 Federal Functional Classification Maintenance and Updates</i>		OTO	No
<i>3.5 Freight Planning</i>		OTO	No
<i>3.6 Air Quality Planning</i>		OTO	No
<i>3.7 Demographic and Geographic Data Management</i>		OTO	Yes
<i>3.8 Support for Jurisdictions’ Plans</i>		OTO	No
<i>3.9 Aerial Pictometry – 100% Reimbursement OTO Share</i>		City of Springfield	Yes
Task 4 – Project Selection and Programming	\$99,489		
<i>4.1 Project Programming</i>		OTO	Yes
<i>4.2 Federal Funds Tracking</i>		OTO	No
<i>4.3 STIP Prioritization and Scenarios</i>		OTO	No
Task 5 – OTO Transit Planning	\$63,952		
<i>5.1 Operational Planning</i>		OTO	No
<i>5.2 Transit Coordination Plan and Implementation</i>		OTO	No
<i>5.3 Program Management Plan Implementation</i>		OTO	No
<i>5.4 Data Collection and Analysis</i>		OTO	No
<i>5.5 Community Support</i>		OTO	No
<i>5.6 ADA/Title VI Appeal Process</i>		OTO	No

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 6 – Operations and Demand Management	\$31,976		
6.1 Traffic Incident Management Planning		OTO	No
6.2 Intelligent Transportation Systems Coordination		OTO	No
6.3 Intelligent Transportation Systems Architecture		OTO	No
6.4 Coordinate Employer Outreach Activities		OTO Springfield	No
6.5 Collect & Analyze Data to Determine Potential Demand		OTO	No
6.6 Van Pool Program		OTO	No
Task 7 – MoDOT Studies and Data Collection	\$50,321		
7.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
TOTAL	\$1,244,733		

2.5% Set Aside/Complete Streets

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 8 – Complete Streets and 2.5 % Set Aside Safe and Accessible Transportation Options - \$84,684 – 100% Reimbursement	\$84,684	OTO	
8.1 Transportation Options Best Practices		OTO	No
8.2 Complete Streets		OTO	No
8.3 Bicycle & Pedestrian Transportation		OTO	No
8.4 Active Transportation Planning and Implementation		OTO	No
8.5 OTO Staff Meeting Attendance		OTO	No
8.6 OTO Bicycle and Pedestrian Advisory Committee Support		OTO	No
8.7 Safety Action Plan		OTO	No
TOTAL	\$84,684		

STBG

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

FTA 5303 (City Utilities) – Appendix A

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 10 – CU Transit Planning	\$210,000		
10.1 Operational Planning		City Utilities	No
10.2 ADA Accessibility Planning		City Utilities	No
10.3 Transit Fixed Route/Regional Service Analysis Imp.		City Utilities	No
10.4 Service Planning		City Utilities	No
10.5 Financial Planning		City Utilities	No
10.6 Competitive Contract Planning		City Utilities	No
10.7 Safety, Security, and Drug/Alcohol Control Planning		City Utilities	No
10.8 Transit Coordination Plan Implementation		City Utilities	No
10.9 Program Management Plan Implementation		City Utilities	No
10.10 Data Collection and Analysis		City Utilities	No
TOTAL	\$210,000		

Table 2

Funding Totals

Task	Local Funding				Federal Funding					Total	Percent (%)
	Local Match 17.0347%	City Utilities	In-Kind 1.7129%	CPG 60.3493%	STBG 16.0680%	FTA Complete Streets 3.9448%	Set Aside Safe & Access Trans .8903%	5310	5307		
1	\$ 68,906	\$ -	\$ -	\$ 325,507	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 394,413	23.19%
2	\$ 29,428	\$ -	\$ 30,000	\$ 280,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 339,762	19.97%
3	\$ 46,265	\$ -	\$ -	\$ 218,556	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 264,821	15.57%
4	\$ 17,381	\$ -	\$ -	\$ 82,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,489	5.85%
5	\$ 11,173	\$ -	\$ -	\$ 52,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,952	3.76%
6	\$ 5,586	\$ -	\$ -	\$ 26,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,976	1.88%
8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,091	\$ 15,593	\$ -	\$ -	\$ 84,684	4.98%
9	\$ 38,957	\$ -	\$ -	\$ 101,638	\$ 281,420	\$ -	\$ -	\$ -	\$ -	\$ 422,015	24.81%
Total	\$ 217,696	\$ -	\$ 30,000	\$ 1,087,312	\$ 281,420	\$ 69,091	\$ 15,593	\$ -	\$ -	\$ 1,701,112	
Total of CPG/STBG Expenses										\$ 1,701,112	100.00%
7	Value of MoDOT "Direct Cost"									\$ 50,321	
Total of CPG/STBG Work Program										\$ 1,751,433	
10	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
Totals	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000		
Total of Transportation Planning Work										\$ 1,961,433	

Table 3

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

Cost Category	Budgeted Amount FY2027	Equipment Purchase
Building Lease (Current Location)	\$ 42,570.00	No
Building Lease (New Location)	\$ 155,290.00	No
Cleaning Services	\$ 9,000.00	No
Data Acquisition	\$ 20,000.00	No
ESRI Licensing	\$ 7,000.00	No
Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation, Network Defender)	\$ 15,083.00	No
IT Managed Services	\$ 14,000.00	No
Online TIP Tool	\$ 25,000.00	No
Professional Services for Operations (Accounting, Audit, HR, Legal)	\$ 37,000.00	No
Transportation Consultant/Modeling Services:		No
Grant Applications and Other Studies As Needed	\$ 75,000.00	No
Travel Demand Model Update	\$ 5,000.00	No

Table 4

CPG/STBG Eligible Funding FY2027

Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9		\$ 1,591,427
Plus Value of Task 7 MoDOT Direct Costs Credit		\$ 50,321
Total Value of OTO/Springfield Metropolitan Transportation Planning Work		\$ 1,641,748
Federal Pro-Rata Share		80%
Federal CPG & STBG Funding Eligible		\$ 1,313,398
Federal CPG 2.5% Set Aside and Complete Streets		\$ 84,684
Aerial Photography		\$ 25,000
Federal Pro-Rata Share		100%
Additional Federal 2.5% Set Aside CPG Funding Eligible		\$ 109,684.00

*The value of MoDOT Direct Costs (Traffic Studies) makes an additional \$40,256.80 (\$50,321 X .80) of Federal CPG funding available for budgeted actual cost. The total direct cost value amount of \$50,321 allows the actual cost of CPG funded transportation planning costs to be funded at 82.96% federal.

Table 5

Budgeted Revenue for Actual CPG/STBG Costs FY2027

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$ 1,031,978
Federal CPG 2.5% Set Aside & Complete Streets	\$ 84,684
Aerial Photography 100% of invoiced \$25,000	\$ 25,000
Total CPG Revenue	\$ 1,141,662
Surface Transportation Block Grant	\$ 281,420
Local Match to be Provided	\$ 248,030
Value of In-Kind Match	\$ 30,000
MoDOT Direct Costs	\$ 50,321
Total OTO Revenue	\$ 1,751,433
City Utilities FTA 5307 Revenue	Total Amount Budgeted
Federal FTA 5307 Funding	\$ 168,000
City Utilities Local Match Provided	\$ 42,000
Total City Utilities Planning Revenue	\$ 210,000

Table 6

Consolidated Planning Grant Available Balance

OTO CPG Fund Balance as of 7/1/2025 (includes FY 2026 estimated allocation)*	\$ 1,933,839
Less FY2026 CPG Program Agreement	\$ (1,052,051)
PLUS FY2027 CPG Expected Allocation	\$ 815,651
TOTAL Estimated CPG Funds Available for FY2027 UPWP	\$ 1,697,439
LESS CPG Funds Programmed for FY2027	\$ (1,141,662)
Remaining Unprogrammed Balance	\$ 555,777

Justification for Carryover Balance

The projected carryover balance of \$555,777 represents less than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation.

Table 7

UPWP FY2027 Budget

		BUDGETED
		FY2027
		Jul '26 - Jun '27
REVENUE		
Grant Revenue		
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,141,662
Local Jurisdiction Dues/Project Fees Match	\$	189,212
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	281,420
Total Grant Revenue	\$	1,627,294
In-Kind Match/Direct Costs	\$	80,321
OTO Local Match	\$	43,818
Total Grant Revenue and Local Match	\$	1,751,433
EXPENDITURES		
Personnel Services		
Salaries and Fringe	\$	1,100,000
Mobile Data Plans	\$	3,300
Payroll Services	\$	3,500
Professional Services (Acctng, Audit, HR, Legal)	\$	37,000
Total Personnel	\$	1,143,800
Operating		
Dues/Memberships	\$	7,220
Education/Training/Travel	\$	29,400
Meeting Expense	\$	8,000
Legal/Bid Notices	\$	600
Postage/Postal Services	\$	500
Printing/Mapping Services	\$	1,600
Staff Mileage Reimbursement	\$	2,000
Telephone/Internet	\$	7,200
Vehicle Maintenance/Fuel	\$	3,000
Total Operating	\$	59,520
Commodities		
Office Supplies/Furniture	\$	4,500
Public Input Promotional Items	\$	800
Public Involvement Advertising	\$	2,000
Publications	\$	650
Total Commodities	\$	7,950

	BUDGETED
	FY2027
	Jul '26 - Jun '27
<hr/>	
Information Technology	
Computer Upgrades/Equip Replace	\$ 7,000
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 14,000
Software	\$ 5,000
Webhosting	\$ 3,000
Total Information Technology	\$ 36,000
Insurance	
Auto Insurance	\$ 600
Errors and Omissions	\$ 6,766
General Liability/Property	\$ 10,728
Workers Compensation	\$ 2,160
Network Defender	\$ 1,685
Total Insurance	\$ 21,939
Services/Projects	
Aerial Photography	\$ 25,000
Data Acquisition	\$ 20,000
TIP Tool Maintenance	\$ 24,933
Trans Consulting Services	\$ 75,000
Travel Demand Model Update	\$ 5,000
Website Redesign	
Total Services	\$ 149,933
Building	
Building Lease	\$ 197,860
Maintenance	\$ 1,000
Office Cleaning	\$ 11,580
Office Relocation	\$ 37,000
Utilities	\$ 4,530
Total Building	\$ 251,970
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	\$ 50,321
Membership Attendance at Meetings	\$ 30,000
Total In-Kind Match	\$ 80,321
Total Expenditures	\$ 1,751,433
Net Ordinary Income	\$ -

A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 10 – CU Transit Planning

Purpose

Activities by City Utilities (CU) Transit utilizing Transit Planning funds. CU is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements

10.1 Operational Planning

Timeframe – July 2027 to June 2028

- Replacement of bus shelter and pads as needed.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report, both monthly and annual.
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00)
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield (FTA Line Item Code 44.23.01)

10.2 ADA Accessibility Planning

Timeframe – July 2027 to June 2028

- CU Transit plans ADA accessibility projects for non-traditional ADA projects funded by Section 5310 grants.

10.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2027 to June 2028

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

10.4 Service Planning

Timeframe – July 2027 to June 2028

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

10.5 Financial Planning

Timeframe – July 2027 to June 2028

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

10.6 Competitive Contract Planning

Timeframe – July 2027 to June 2028

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers.

10.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2027 to June 2028

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

10.8 Transit Coordination Plan Implementation

Timeframe – July 2027 to June 2028

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes – to include annual training for applicants of 5310 funding and a focus on education, including media outreach.

10.9 Program Management Plan Implementation

Timeframe – July 2027 to June 2028

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

10.10 Data Collection and Analysis

Timeframe – July 2027 to June 2028

- Update demographics for CU's Title VI and LEP Plans as needed.
- CU will collect and analyze ridership data for use in transit planning and other OTO planning efforts.
- TAM Plan – As an agency on MoDOT's TAM plan, CU gathers data, performs asset analysis and reporting activities to provide data to MODOT for inclusion in the MODOT TAM Plan.
- PTASP Plan – CU will be gathering safety risk data, establishing benchmarks and participating in reporting activities for the PTASP plan as required by FTA in 49 CFR Part 637.

Anticipated Outcomes

- Operational Planning
- ADA Accessibility Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Data Collection and Analysis

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2027 year-end report, which will be incorporated upon completion in July 2027.

- Operational Planning
- ADA Accessibility Planning
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection and Analysis

Location of Referenced Documents

FY2026 UPWP – <https://www.ozarkstransportation.org/uploads/documents/UPWPFY2026FINAL.pdf>

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

Public Participation Plan Annual Evaluation - <https://www.ozarkstransportation.org/uploads/documents/PPP-Evaluation-2023.pdf>

Transportation Plan 2045 - https://www.ozarkstransportation.org/uploads/documents/Amendment8_Destination2045_01162025.pdf

Regional Bicycle and Pedestrian Trail Investment Study
<https://media.ozarkstransportation.org/documents/Towards-A-Regional-Trail-System.pdf>
https://media.ozarkstransportation.org/documents/OTO_Trail_Investment_Study_Complete.pdf
https://media.ozarkstransportation.org/documents/OTO_TIS_Nixa_Addendum.pdf

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

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

Limited English Proficiency Plan - www.ozarkstransportation.org/uploads/documents/Final-adopted-OTO-LEP-2024.pdf

Congestion Management Process - <https://www.ozarkstransportation.org/uploads/documents/CMP-Report-2024.pdf>

Bicycle and Pedestrian Report - <https://www.ozarkstransportation.org/uploads/documents/Bicycle-Pedestrian-Implementation-Report-CY-2023.pdf>

State of Transportation Report – <https://www.ozarkstransportation.org/what-we-do/state-of-transportation>

Clean Air Action Plan - <https://media.ozarkstransportation.org/documents/2020CAAP.pdf>

FY 2026-2029 Transportation Improvement Program and Amendments - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>

Annual Listing of Obligated Projects - <https://www.ozarkstransportation.org/uploads/documents/FY2024ALOPReport.pdf>

Federal Funds Balance Report - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program/federal-funds-status>

Transit Coordination Plan - <https://www.ozarkstransportation.org/uploads/documents/TCP-2022-Approved.pdf>

Program Management Plan - <https://www.ozarkstransportation.org/uploads/documents/OTO-PMP-2024-Update.pdf>

Year End UPWP Progress Report – To be updated upon year end.

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM II.B.

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

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

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 5 to the FY 2026-2029 Transportation Improvement Program.”

OR

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

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

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

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

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

Project Considerations
Bike/Ped Plan

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

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

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

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

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

Plan Revision
26A5

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$440,508

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

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

Funding Source Notes

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

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

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

REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

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

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

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

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

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM II.C.

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

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

AGENDA DESCRIPTION:

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

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

20 March 2026

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

Dear Ms. Barch:

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

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



EN2602-26AM4 - SOUTH CREEK GREENWAY - POSENKE GAP

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

Project Description

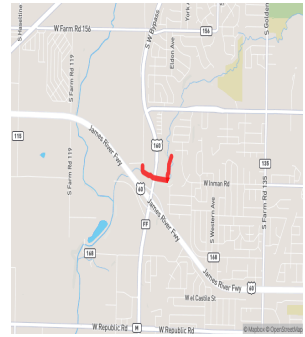
Approximately .5 miles of greenway trail (10' wide concrete) with a bridge over South creek connecting the South Creek Greenway trail west to the Wilsons Creek Greenway Trail at Tal's Trailhead.

Funding Source Notes

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

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

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



TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM II.D.

Destination Safe Streets Annual Report

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

AGENDA DESCRIPTION:

The Destination Safe Streets Safety Action Plan was adopted on January 16, 2026, establishing a long-term framework to reduce fatalities and serious injuries across the region. The plan, which includes all OTO member jurisdictions, was developed through the Safe Streets and Roads for All (SS4A) program and identifies priority locations, crash types, and strategies to improve safety outcomes and guide future investments.

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



Annual Report

January-December 2025

COMMITMENT

Destination Safe Streets Target Years

Fatalities	Serious Injuries
2022 - 44	2022 - 232
2040 - 0	2050 - 0

The Ozarks Transportation Organization (OTO) is the MPO for the Springfield region, coordinating transportation planning across Christian and Greene counties and member communities. Through the Safe Streets and Roads for All (SS4A) program, OTO developed a Safety Action Plan, *Destination Safe Streets*, focused on reducing fatalities and serious injuries. This report provides an annual update on progress toward that goal.

KEY TAKEAWAYS FOR 2025

- Fatalities decreased compared to the prior 5-year average.
- Serious injuries increased and remain above recent trends.
- Pedestrian and bicycle crashes continue to rise.
- The Safety Action Plan was adopted in 2025; implementation is in early stages.

WHAT'S DRIVING THE TRENDS

- Crashes are increasingly concentrated in urban areas and at intersections.
- Left-turn crashes are rising, indicating more interaction-based conflicts.
- Crashes involving pedestrians continue to rise as exposure increases.
- Out-of-control crashes remain the most common severe crash type.
- The balance is shifting toward fewer fatal outcomes relative to serious injuries.

IMPLEMENTATION PROGRESS

- The City of Republic is developing an ADA Transition Plan that will serve as a template for jurisdictions in Destination Safe Streets.
- The City of Springfield has been awarded funding for a Master Transportation Plan to support Destination Safe Streets.
- The City of Springfield has been awarded an implementation grant for Campbell Avenue.

LOOKING AHEAD

- Continue to focus on high-injury locations.
- Advance projects into design and construction as funding becomes available.
- Continue annual monitoring.

SAFETY PERFORMANCE TRENDS

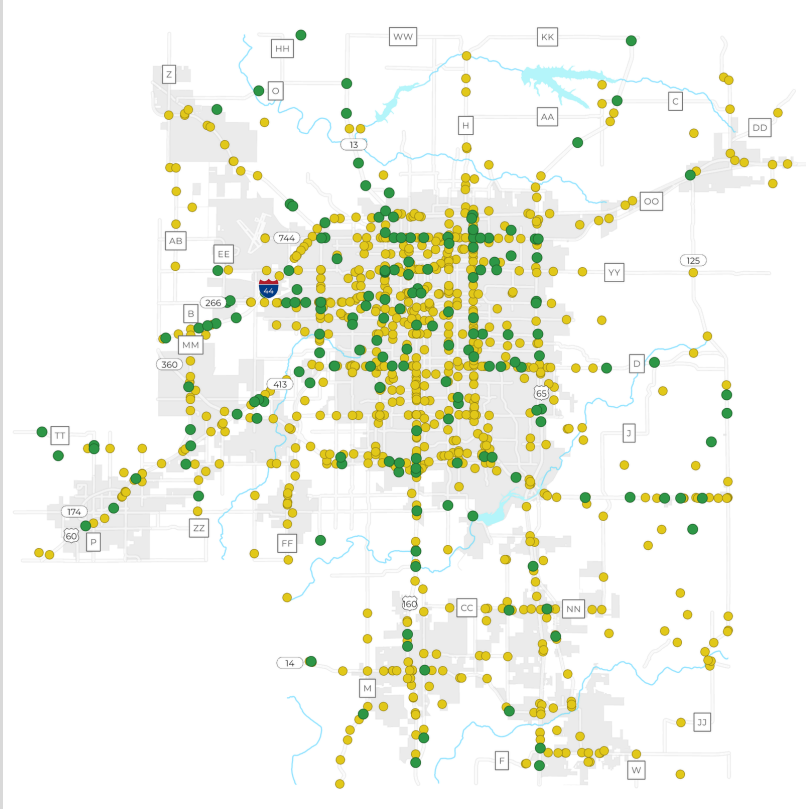
Metrics use 5-year rolling averages that overlap by design, consistent with national performance measures.

SHIFTS IN SEVERE CRASHES

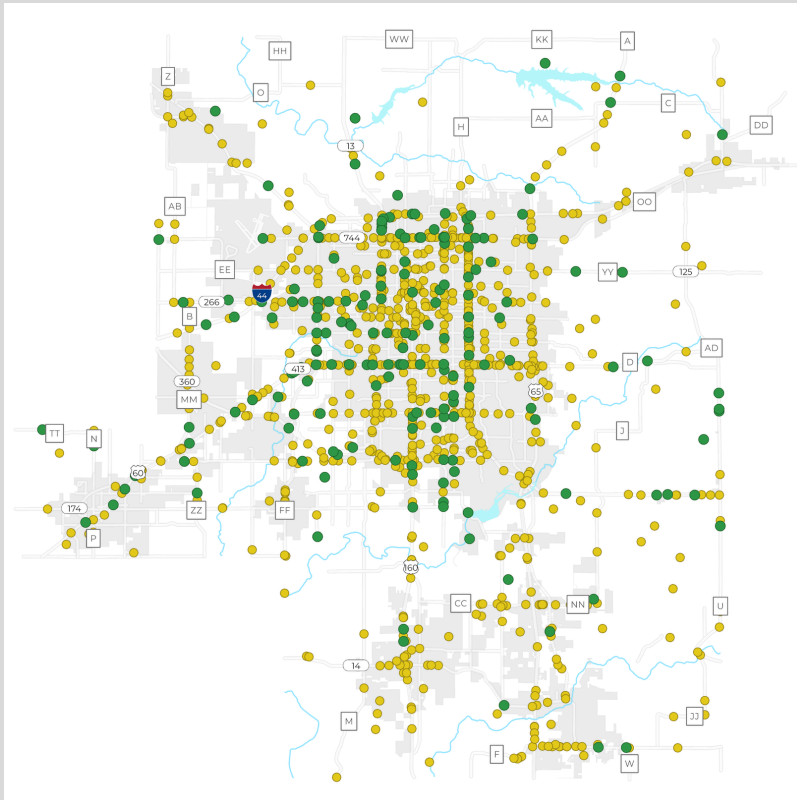
Crash Type

FATALITIES SERIOUS INJURIES

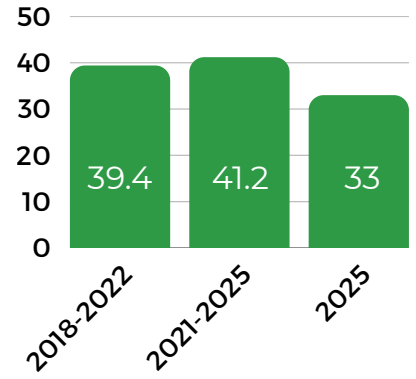
2018-2022 Crashes



2021-2025 Crashes

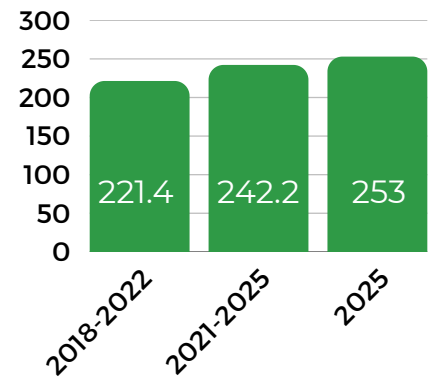


Average Fatalities

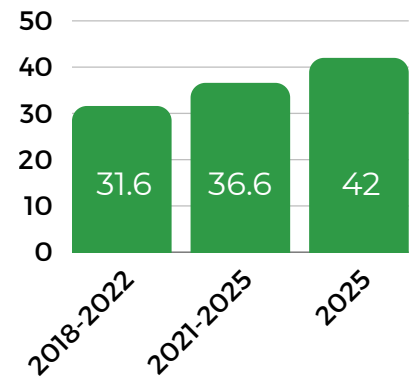


Average

Serious Injuries

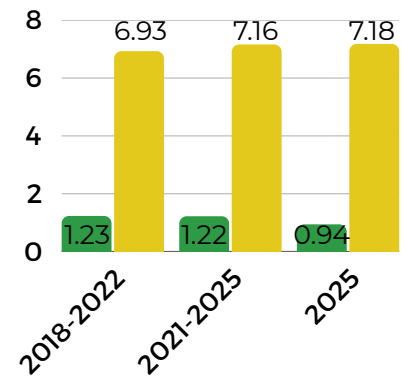


Pedestrian and Bicycle Crashes (Total Fatal + Serious Injury)

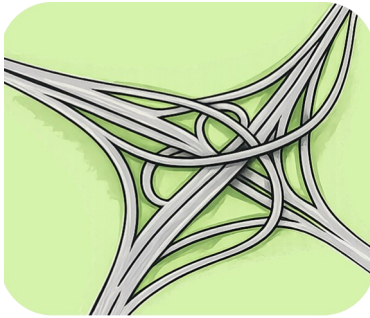


Crash Rate (per 100M VMT)

Fatalities vs. Serious Injuries



TAB 8



**US 60 & US 65
STUDY**

NEW WEBSITE COMING SOON!

6065study.com



Latest Updates—

- The Partner Kickoff meeting was held on March 9th. We appreciate everyone taking the time to join us.
- A number of meetings are in the process of being scheduled, including elected officials, key stakeholders and the public. Dates to be announced soon!
- CMT is reviewing the data provided by our partners and reaching out individually about any additional data that would be beneficial.

Upcoming Events — Look for us this summer at the Farmers Market of the Ozarks at Farmers Park!



This study is made possible by the following agencies:



Please contact Jen Thomas with any questions at jthomas@ozarkstransportation.org

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 4/15/2026; ITEM II.F.

I-66 Corridor Discussion

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The TransAmerica Corridor Authority has reached out to the City of Springfield requesting an endorsement letter for I-66 across the State of Missouri. It was determined that this discussion would be better had at the MPO level.

Purpose of Discussion:

- A multi-state coalition is advancing a proposal to designate a new east-west interstate corridor, I-66, also referred to as the TransAmerica Corridor.
- The concept dates back to the 1980s, but has recently regained momentum.

Request of OTO and the Region:

- Provide an endorsement letter supporting continued study and development of the corridor.
- Consider participation in the coalition, including potential representation.
- Engage in ongoing coordination as the concept evolves.

Proposed Concept:

- Crossing the Mississippi River at Cape Girardeau
- Upgrading/Relocating portions of Route 34 and US 60
- Extending west toward the Springfield area (alignment not defined)
- Continuing toward Kansas and beyond as part of a multi-state corridor
- The concept remains high level and not fully defined, particularly west of southeast Missouri.

Background:

- The corridor concept dates back to the late 1980s and was designated as a High-Priority Corridor in federal legislation (ISTEA, 1991).
- Pieces of the corridor were included in the MoDOT 15 Year Road and Bridge Program (1992-2007), also known as the '92 Plan.
 - District 9 (Former)
 - 12.6 miles of Route 34 from Route 60 to Wayne County – Two Lane on New Location with Freeway ROW (including a portion of Route 21)
 - 4.1 miles of US 60 – Willow Springs Relocation with upgrade to Freeway
 - 83 miles of US 60 from Route 63 to Butler County – Upgrade to Expressway with Freeway ROW
 - District 10 (Former)
 - 80 miles of Route 34, from Reynolds County to Relocated Route 72 – Two-Lane on New Location with Freeway ROW
 - 48 miles of Route 72, from Fredricktown to I-55 at Cape Girardeau – Two Lane on New Location with Freeway ROW to meet connection at new Mississippi River Bridge
 - Miscellaneous Connections

- Transportation 2030, a report produced by the Missouri Chamber and Missouri Realtors, references the corridor as a potential opportunity, noting no progress toward construction.

Current Efforts and Momentum:

- A coalition of communities, agencies, and stakeholders across multiple states is actively promoting the corridor.
- The concept is framed as a national east-west connection between I-70 and I-40, extending from California to the Mid-Atlantic.
- Outreach efforts include:
 - Collection of endorsement letters from local governments, counties, utilities, and economic development organizations.
 - Engagement with MPOs, elected officials, and state agencies.
 - Public-facing advocacy (including social media and promotional materials)
- The Southeast Missouri MPO (SEMPO) has included a Planning and Environmental Linkage (PEL) study on its Tier 1 Unfunded Needs List from Highway 74 in Cape Girardeau to Van Buren, connecting to US 60 at an estimated cost of \$5 million.
 - The study would evaluate feasibility, costs, and phasing of an “Ozark Parkway” corridor aligned with the broader I-66 concept.
 - There is regional economic development support and some state legislative interest

Considerations for OTO:

- The region has historically supported incremental improvements to existing corridors, including upgrading US 60 to freeway standards.
- There is much to consider before proposing new corridor alignments to the public.
- Upgrading a facility to Interstate standards has its own implications:
 - More stringent design and access control
 - Potential reconstruction beyond typical freeway upgrades
 - Increased long-term maintenance and operational obligations
- The region’s primary highway priority remains the continued expansion of I-44.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

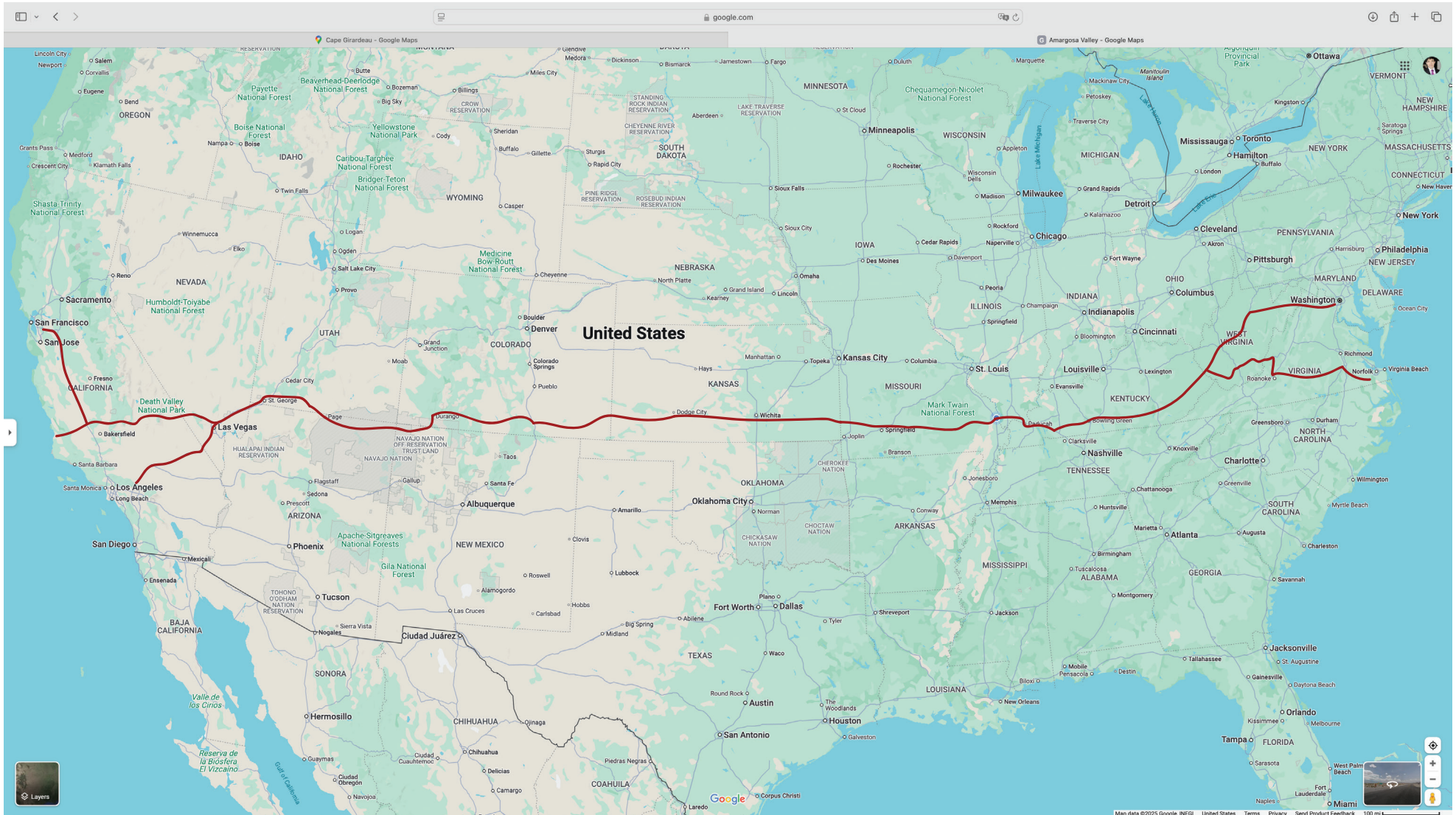
“Move to recommend that the Board of Directors take action regarding endorsement of the I-66 Corridor.”

OR

“Move to recommend that the Technical Planning Committee ask staff to continue this discussion when additional information is available, such as economic impacts, location, or other...”



THE TRANS-AMERICA CORRIDOR FUTURE I-66 + FUTURE I-50 (US460-US220-I64-US121-US52):



San Luis Obispo, CA to DC and Norfolk, VA
The interstate spine between I-70 and I-40

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	CAPE GIRARDEAU	MO 74 E	PEL STUDY FOR THE PROPOSED NEW ROAD OZARK PARKWAY	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	US 61 S	INTERSECTION IMPROVEMENTS AT SHAWNEE BOULEVARD	\$2,897	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CARTER	RT C S	PAVEMENT IMPROVEMENTS AND ADD RUMBLESTRIPES FROM RTE. 60 TO RTE. F	\$2,785	IMPROVE ROAD CONDITIONS
SOUTHEAST	DOUGLAS	RT Y E	INTERSECTION IMPROVEMENTS AT CRAIN STREET	\$629	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 49 S	SAFETY IMPROVEMENTS FROM RAILROAD SPUR TO COUNTY ROAD 118	\$2,662	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	MO 72 E	INTERSECTION IMPROVEMENTS AT RTE. OO	\$1,264	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	NEW MADRID	US 61 S	ADD INTERSECTION TURN LANES 0.7 MILE NORTH OF EXIT 49	\$932	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PEMISCOT	E OR 55 S	PAVEMENT RESURFACING FROM RTE. E TO END OF STATE MAINTENANCE AND INTERSECTION IMPROVEMENTS AT RTE. E	\$131	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PERRY	RT F E	ADD RUMBLESTRIPES FROM RTE. B TO RTE. 61	\$1,870	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	REYNOLDS	MO 106 E	GUARDRAIL INSTALLATION FROM THE EAST INTERSECTION OF COUNTY ROAD 610 EAST TO 0.3 MILE EAST OF COUNTY ROAD 610	\$176	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	RIPLEY	MO 21 S	BRIDGE IMPROVEMENTS OVER BRIAR CREEK	\$2,437	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	SCOTT	MO 114 E	INTERSECTION IMPROVEMENTS AT WEST STREET	\$461	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	SCOTT	RT Y E	INTERSECTION IMPROVEMENTS AT KINGSHIGHWAY	\$3,054	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	SHANNON	US 60 E	INTERSECTION IMPROVEMENTS AT RTE. T.	\$2,679	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	MO 8 E	INTERSECTION IMPROVEMENTS AT HAWTHORNE STREET	\$3,310	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STE. GENEVIEVE	MO 32 E	INTERSECTION IMPROVEMENTS AT RTE. C	\$1,185	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	BU 60 E	INTERSECTION IMPROVEMENTS AT RTE. AD	\$3,118	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	CST ONE MILE RD S	INTERSECTION IMPROVEMENTS AT THE EASTBOUND ON-RAMP AT RTE. 60	\$223	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	MO 25 S	INTERSECTION IMPROVEMENTS AT BUS. 60	\$1,456	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63 S	INTERSECTION IMPROVEMENTS AT OAK HILL ROAD	\$511	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2025 Dollars (Uninflated)

TAB 10

TECHNICAL PLANNING COMMITTEE 4/15/2026; ITEM II.G.

OTO Growth Trends Report

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

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO study area and the five-county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website under ***Our Resources > Plans, Reports, and Studies:***

<https://www.ozarkstransportation.org/uploads/documents/2025-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- In 2025, 870 single-family housing units were permitted within the OTO. This marks the first time in three years that single-family permitting fell below 1,000 units. Greene County had the largest increase in single-family units in 2025 (293) for the OTO area followed by Nixa (152), Republic (118), and Ozark (117).
- There were 546 multi-family units permitted in 2025. Springfield added (378) multi-family units followed by Republic (120) and Nixa (34).
- Total units permitted in 2025 were 11% lower than the ten-year average.
- Net migration into Greene and Christian Counties increased 60% based on 2023 and 2024 population estimates. Births minus deaths remained positive for the second consecutive year, however, the natural increase of 363 in 2024 was 183% lower than the five-year average from 2015 to 2019.
- The annual average number of jobs in the MSA grew to 223,903 in 2024 – an increase of 0.91% from 2023. Greene and Christian Counties accounted for 73.5% of new MSA jobs with Webster County adding 24.6% of new MSA jobs.

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

2025 Growth Trends Report

The Ozarks Transportation Organization



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year survey comparisons of ACS data and tests for statistical differences are addressed in narrative sections where applicable.

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Introduction

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD), MoDOT, The Missouri Census Data Center (MCDC), and 2020 – 2024 American Community Survey Five-Year Estimates.

• Residential Units Added

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

• Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area and county-level migration trends are presented in this section. In addition, In- and out-migration maps are included depicting information from the IRS and other data from the American Community Survey.

• Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

Residential Units

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2025.

For the purpose of this report, single-family structures represent one residential unit. Any structures divided into more than one residence, including duplexes, are counted as multi-family units.

In addition, permits for demolition of existing residential units were subtracted from the total of newly constructed residential structures and existing structures converted to residential use to produce the net total

housing units added in each city or county within the OTO area in 2025.

Permit activity in unincorporated portions of counties that lie within the OTO boundary is included in this report.

In this section of the report, the new housing units added in 2025 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units.

A table of permit activity in the OTO area from 2001 – 2025 is included as an appendix.



Residential Units

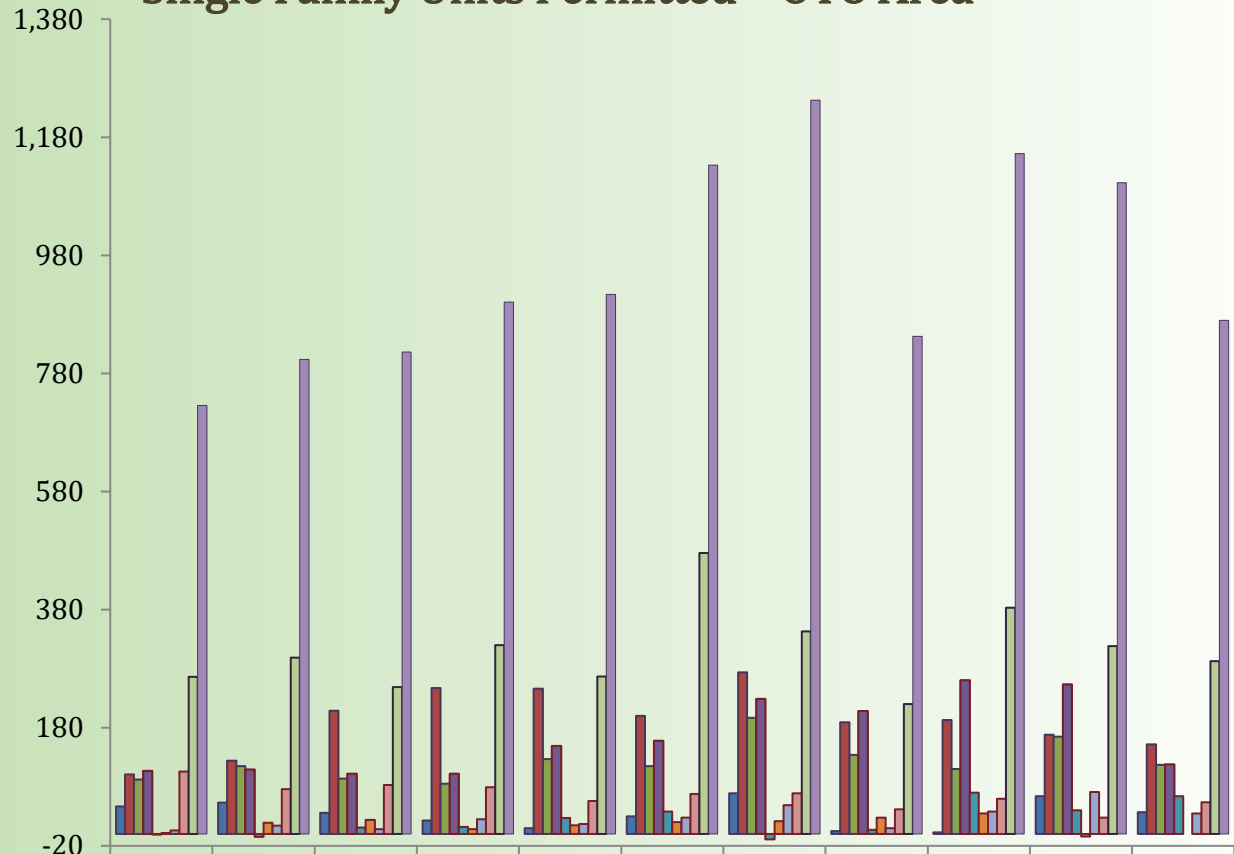
Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2015 – 2025.

Single-family permitting continued the pace of the last four years. The number of residences permitted in 2025 (807) is comparable to the number permitted in 2022 (843), 2019 (914), all below the ten-year average of 977 units.

The permit total for new single-family structures in the OTO Area was offset by the demolition of 96 houses and 48 multi-family units. Most demolitions occurred in Springfield (80).

Single Family Units Permitted – OTO Area



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
■ Battlefield	47	53	36	23	10	30	69	5	3	64	37
■ Nixa	101	124	209	247	246	200	274	189	193	168	152
■ Ozark	92	115	94	85	127	115	197	134	110	165	117
■ Republic - OTO	107	109	102	102	149	158	229	208	260	253	118
■ Springfield	-1	-5	11	12	27	38	-9	7	70	40	64
■ Strafford	2	19	24	8	15	20	22	28	35	-4	0
■ Willard	6	14	8	25	17	28	49	10	38	71	35
■ Christian - OTO	106	76	83	79	56	68	69	42	60	28	54
■ Greene - OTO	266	299	249	320	267	476	343	220	383	318	293
■ Total	726	804	816	901	914	1,133	1,243	843	1,152	1,103	870

Residential Units

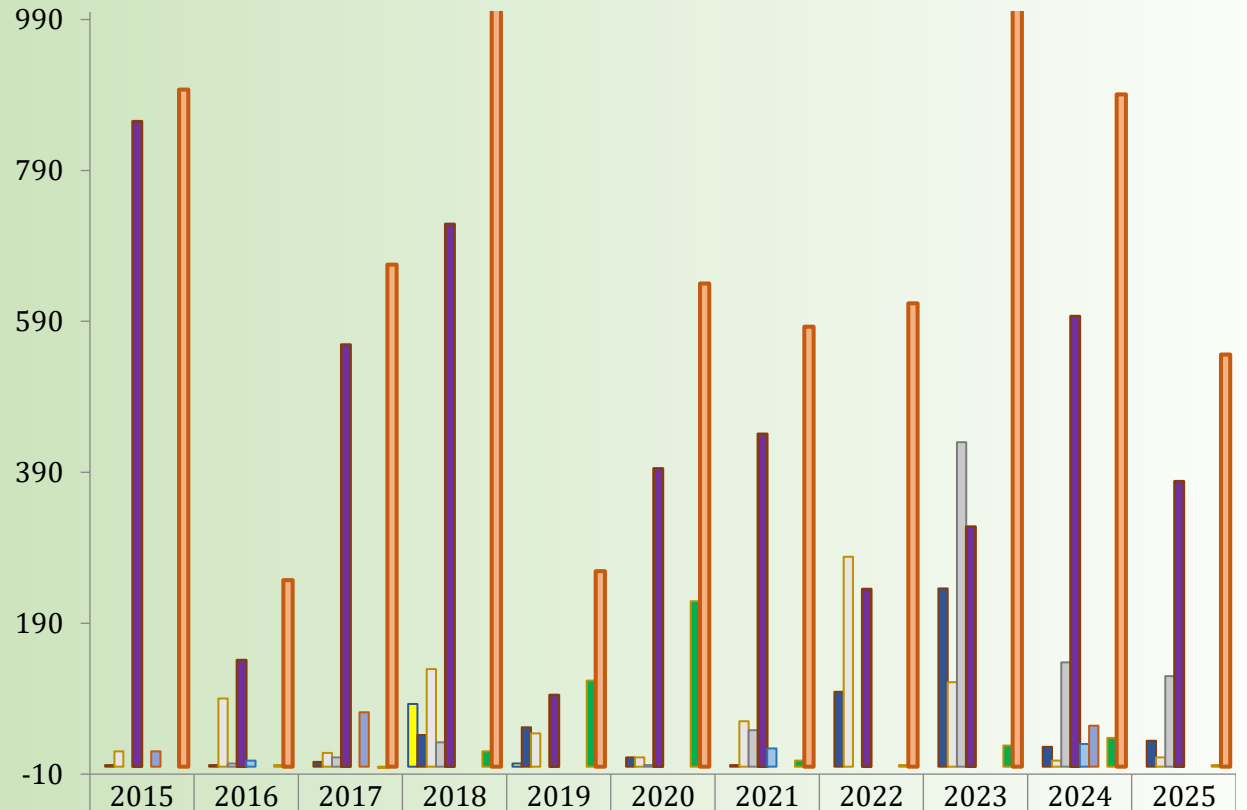
Multi-Family

Between 2015 and 2025, Springfield has generally had the highest number of multi-family housing construction permits.

In 2025, Springfield had the highest number of multi-family units (378). Republic had the second-highest number (120), followed by Nixa (34).

The largest multi-family development permitted in 2025 was the Fulbright Heights Apartments at Hwy H and Valley Water Mill in Springfield, with 288 units.

Multi-Family Units Permitted - OTO Area



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Battlefield	0	0	0	83	4	0	0	0	0	0	0
Nixa	2	2	6	42	52	12	2	99	236	26	34
Ozark	20	90	18	129	44	12	60	278	112	8	12
Republic	0	4	12	32	0	2	48	0	430	138	120
Springfield	855	141	559	719	95	395	441	235	318	597	378
Strafford	0	8	0	0	0	0	24	0	0	30	0
Willard	20	0	72	0	0	0	0	0	0	54	0
Christian - OTO	0	0	0	0	0	0	0	0	0	0	0
Greene - OTO	0	2	-2	20	114	219	8	2	28	38	2
Total	897	247	665	1,025	259	640	583	614	1,124	891	546

Residential Units Totals

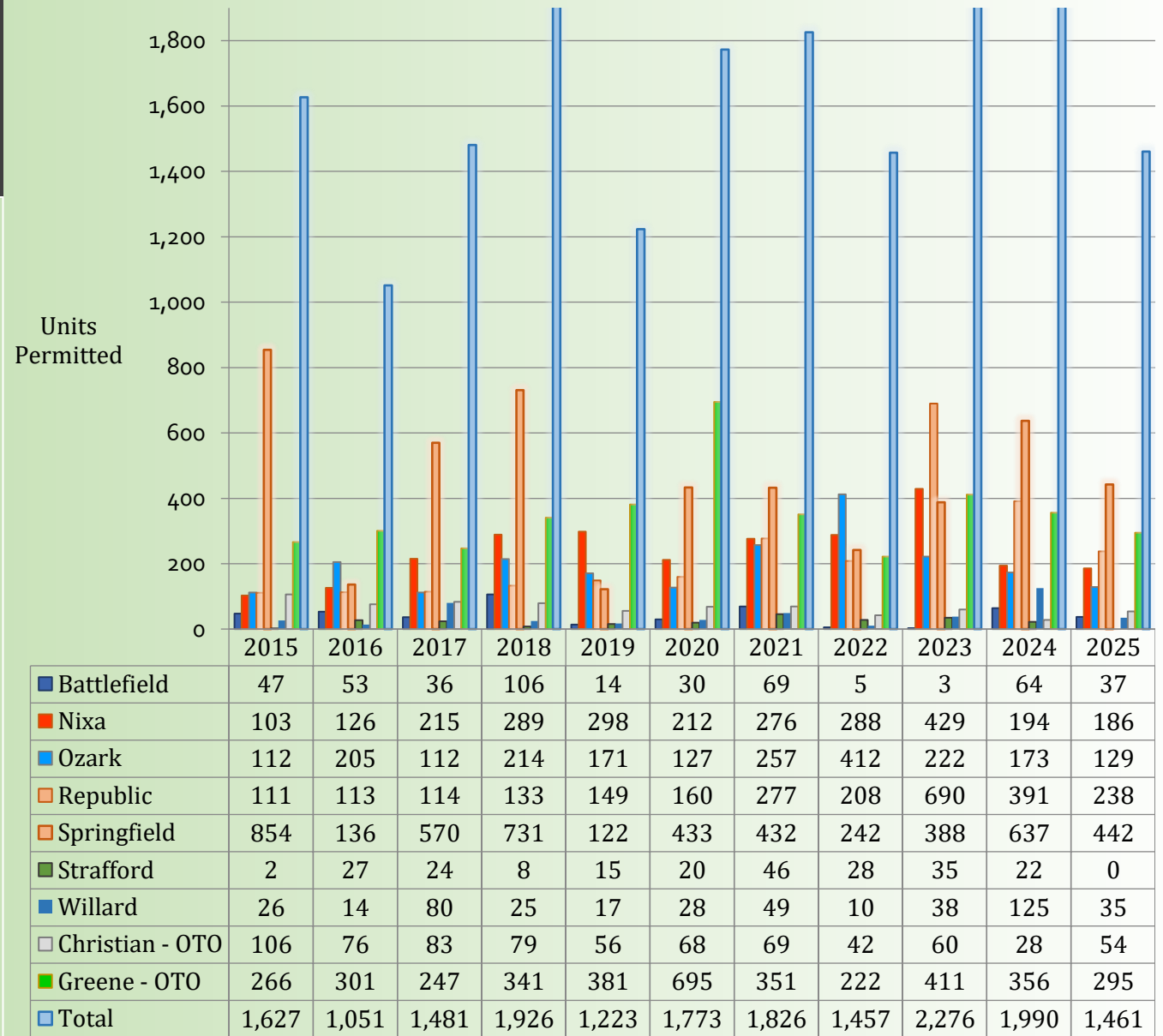
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2025 and the prior ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2011 during the “great recession” (see Appendix A).

Growth in residential permits has recovered somewhat in the last ten years, driven by single-family developments in Greene County, Nixa, and Republic. Large multi-family developments across the region also account for housing growth in the OTO area..

After a dip in 2022, the number of permits issued recovered to be the second highest in this ten-year range before falling below the ten-year average (1,636) in 2025.

OTO Area Total Residential Units Permitted



Growth Trend Maps

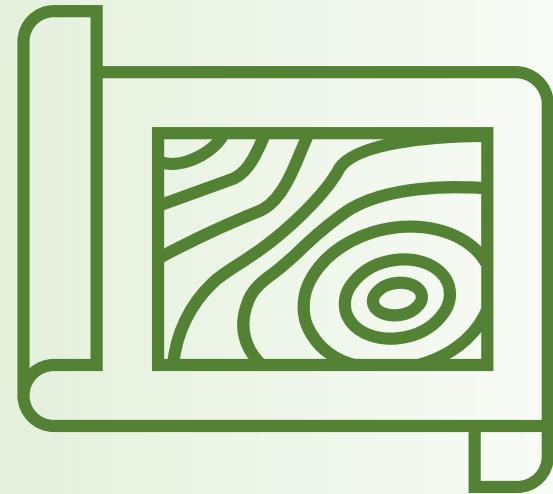
Changes in Housing Units

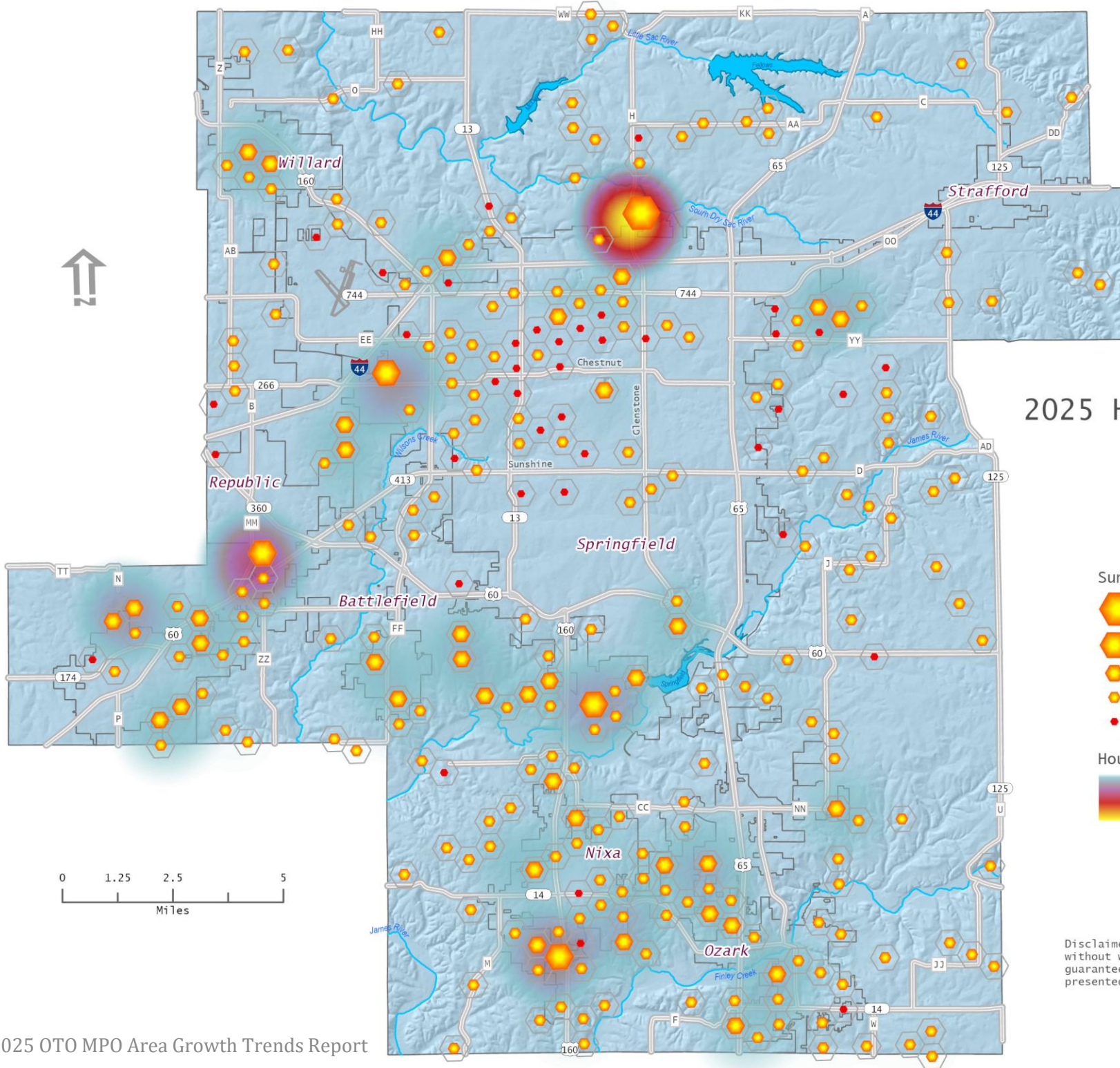
The maps on the following pages illustrate the locations of housing units added in 2025 as well as the period from 2015 to 2025.

Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2025 as well as 2015 - 2025.

Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2022 – 2023 are included.





2025 Housing Permit Heat Map

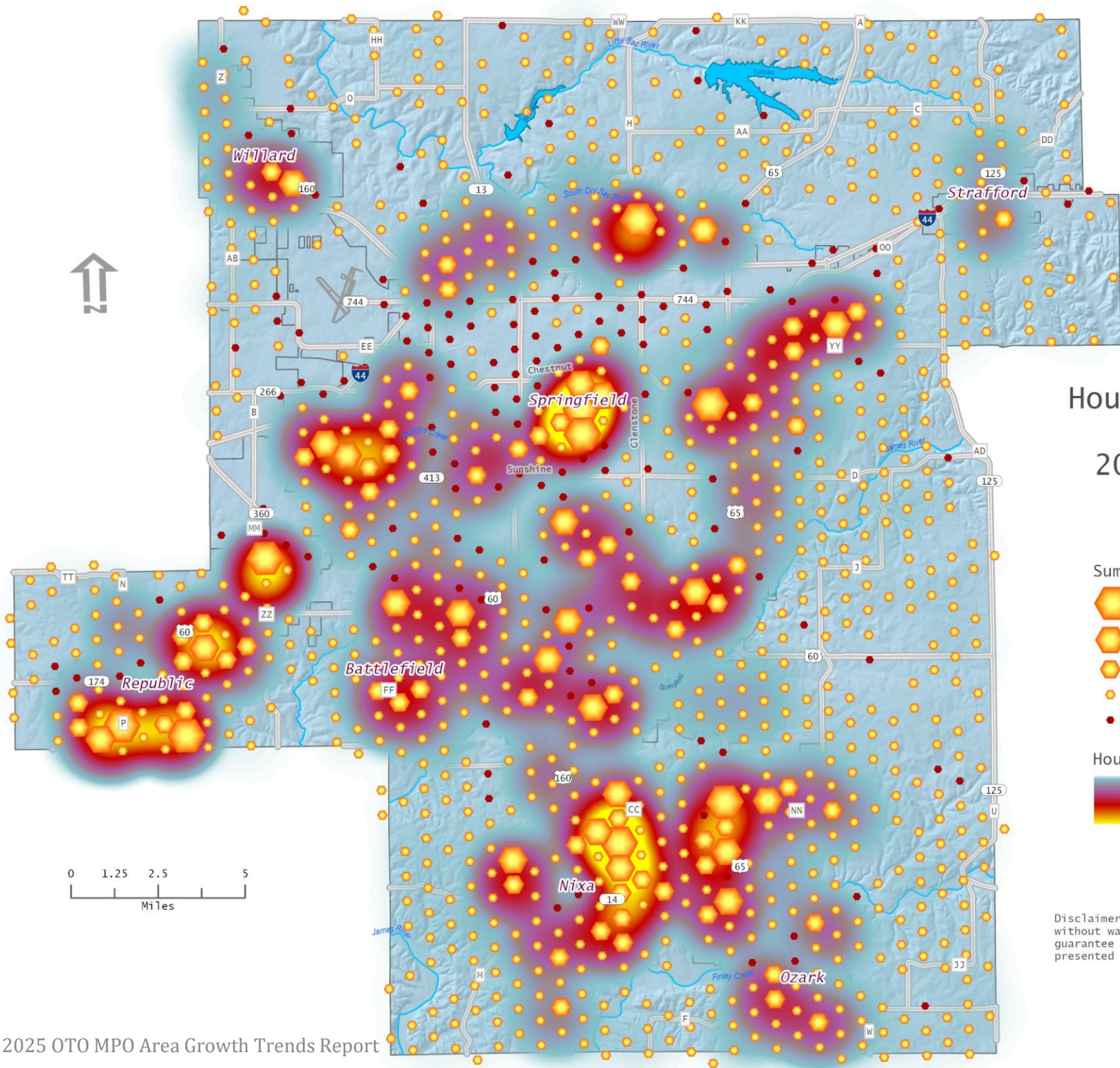
Sum Units

- 121 - 288
- 46 - 120
- 6 - 45
- 1 - 5
- 48 - 0

Housing Unit Density

- Sparse
- Dense

Disclaimer: This map is provided as is without warranty, representation, or guarantee as to the accuracy of the data presented herein.



Housing Permit Heat Map 2010 - 2025

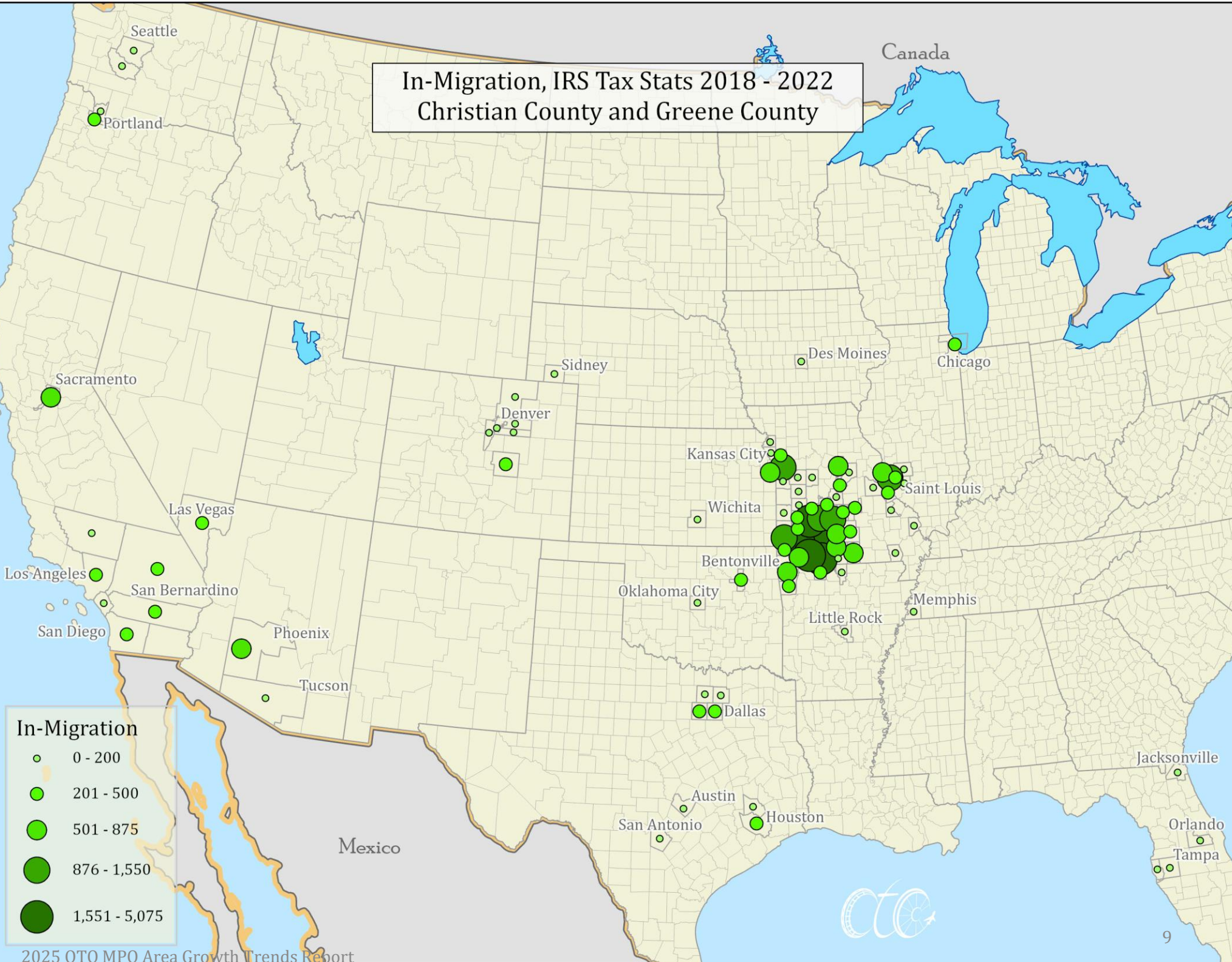
- Sum Units
- 251 - 481
 - 151 - 250
 - 76 - 150
 - 1 - 75
 - 55 - 0

- Housing Unit Density
- Sparse
 - Dense



Disclaimer: This map is provided as is without warranty, representation, or guarantee as to the accuracy of the data presented herein.

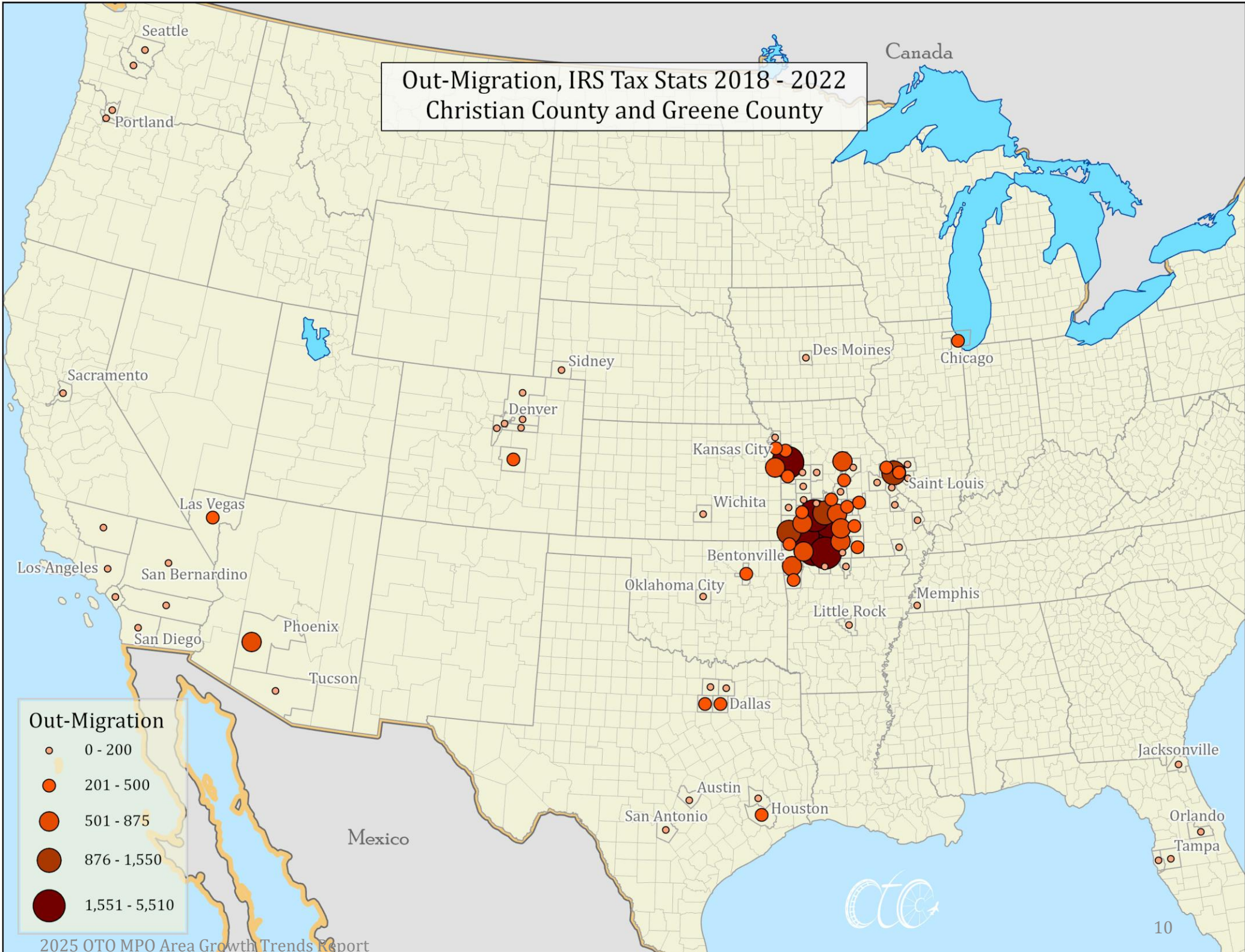
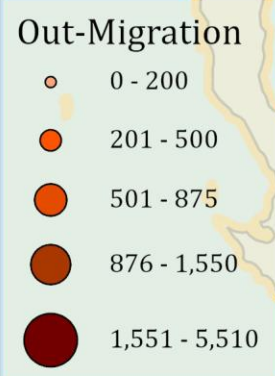
In-Migration, IRS Tax Stats 2018 - 2022 Christian County and Greene County



- In-Migration**
- 0 - 200
 - 201 - 500
 - 501 - 875
 - 876 - 1,550
 - 1,551 - 5,075








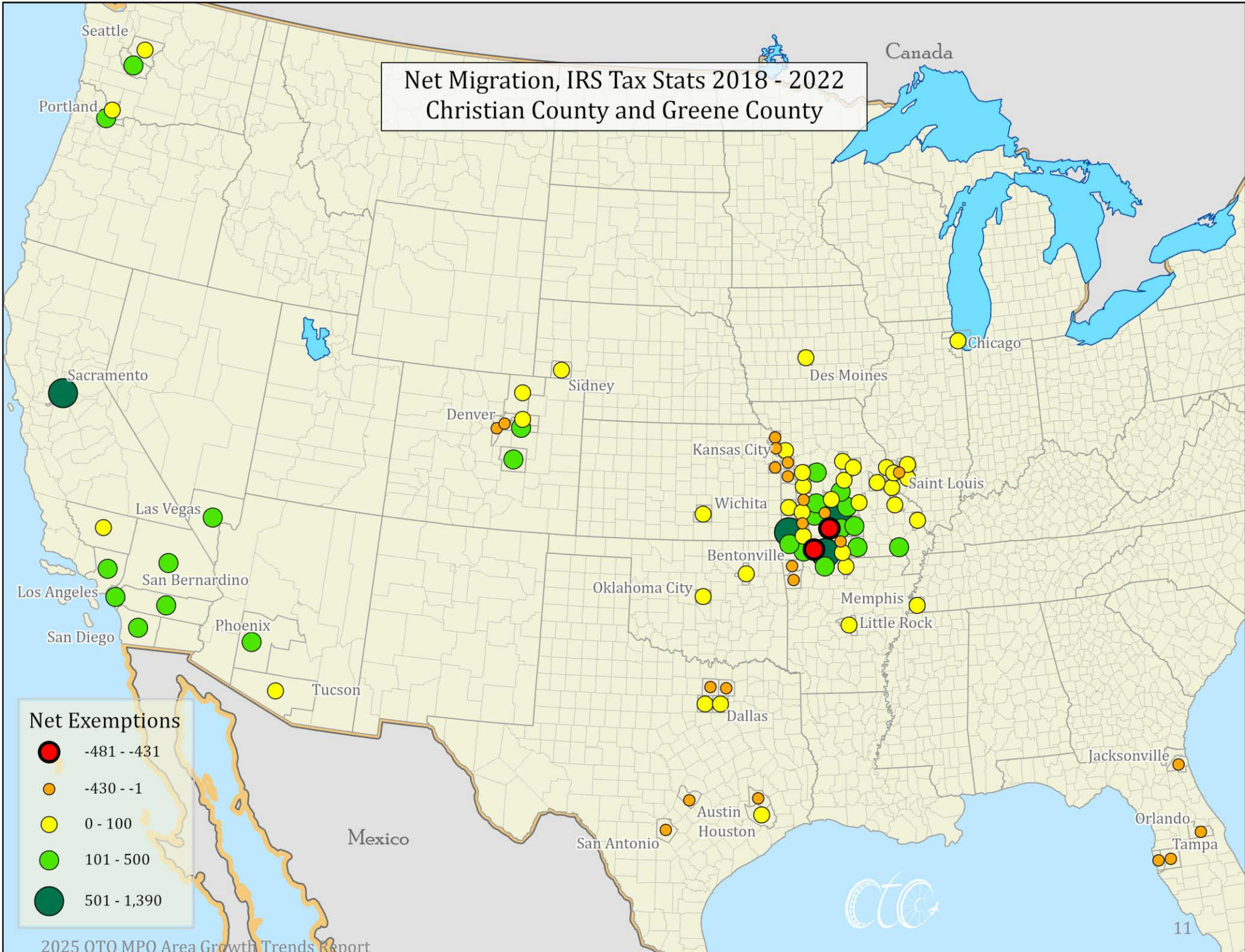
Out-Migration, IRS Tax Stats 2018 - 2022 Christian County and Greene County



Net Migration, IRS Tax Stats 2018 - 2022 Christian County and Greene County

Net Exemptions

-  -481 - -431
-  -430 - -1
-  0 - 100
-  101 - 500
-  501 - 1,390



Demographics & Employment

Population Change

This section contains information about the population of the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of commuters from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment with the aim of facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.



Springfield MSA

The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

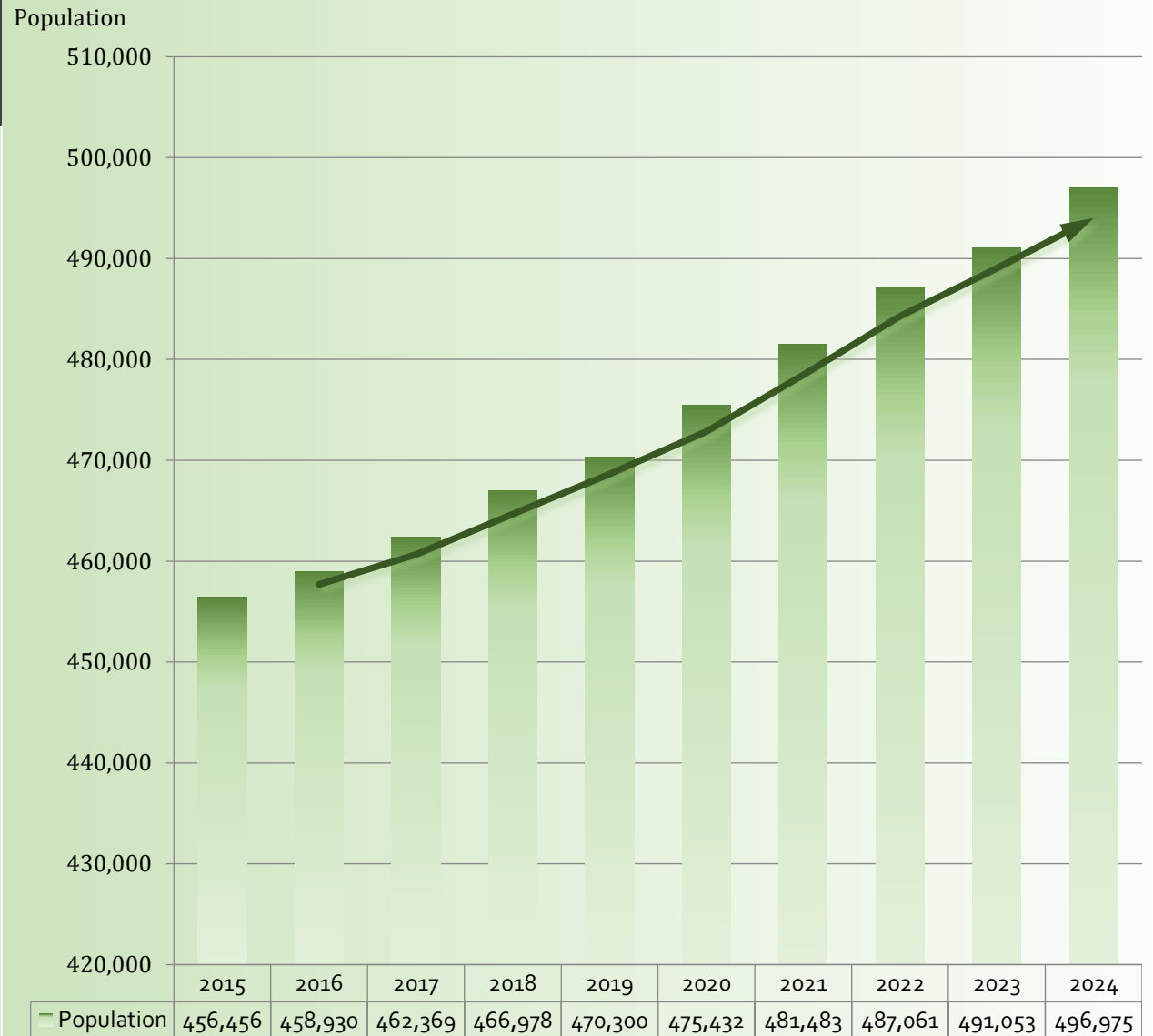
The chart on this page shows the steady increase of the combined MSA county populations.

From 2015 to 2024, the MSA population has increased from 456,456 to 496,975, an increase of 8.5%, equaling a 0.88% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.88, it will take the Springfield MSA 80 years to double in population to 993,950 by 2104.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties)

Source: U.S. Census Bureau Population Estimates Program & 2020 Decennial Census



Springfield MSA

Continued

Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2015 to 2024 was from 2020 to 2021.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The percent change in population from 2019 to 2020 is the first time it had been over 1% since 2009 to 2010.

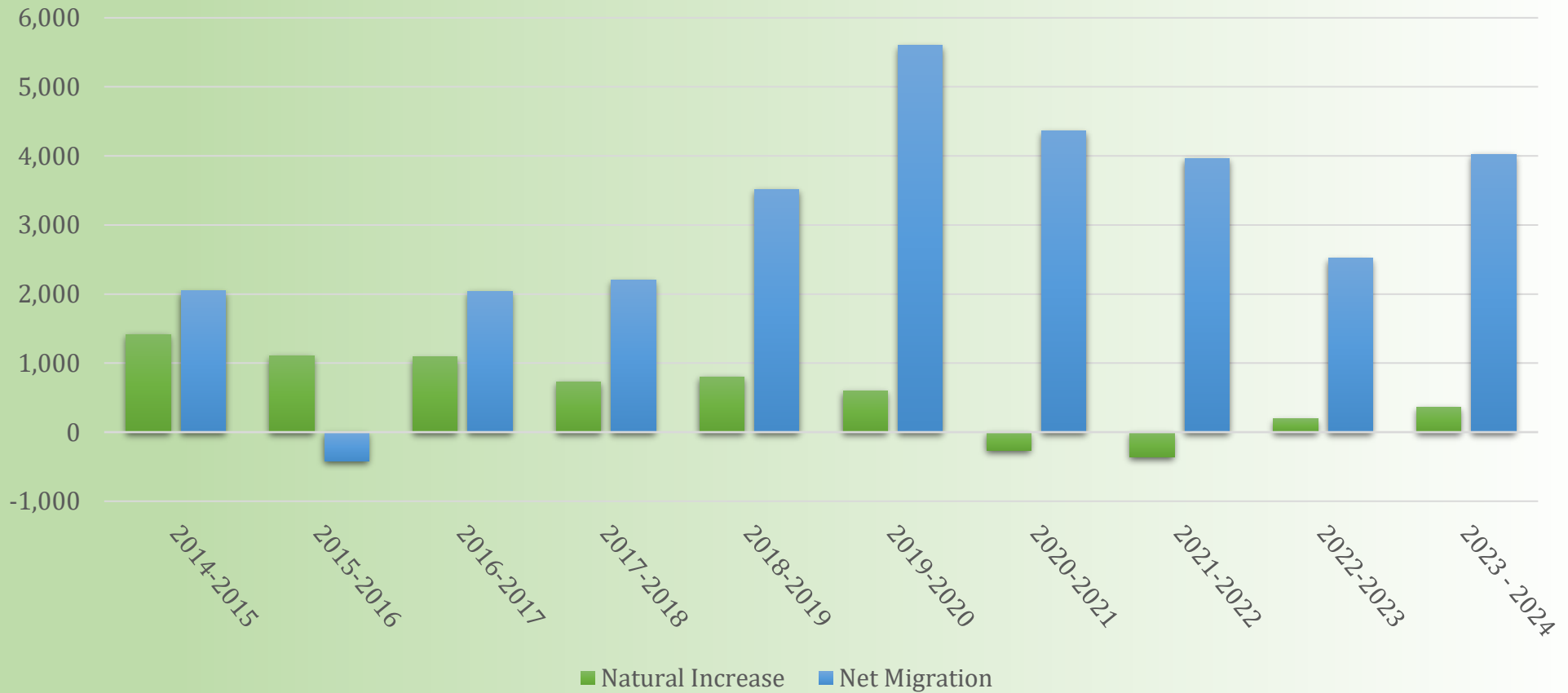
Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau Population Estimates Program & 2020 Decennial Census



Components of Population Change

US Census Bureau Population and Housing Estimates Program



Natural Increase & Net Migration

Population change statistics for the combined area of Greene and Christian counties from 2015 to 2024 are presented on this page. Natural Increase, births minus deaths, had been on the decline over the past decade although, births still outnumbered deaths until 2021. There was a natural decrease again in 2022. This may be likely due to economic uncertainty during the response to Covid-19.

Net migration is the greatest contributor to population growth in Greene and Christian Counties. In-migration has been steadily climbing since reaching a low point in 2016. A spike in net-migration coincident with the onset of the COVID-19 is an indication that the pandemic was a catalyst for a natural decrease in population and an influx of in-migrants to Greene and Christian Counties.

Median Household Income

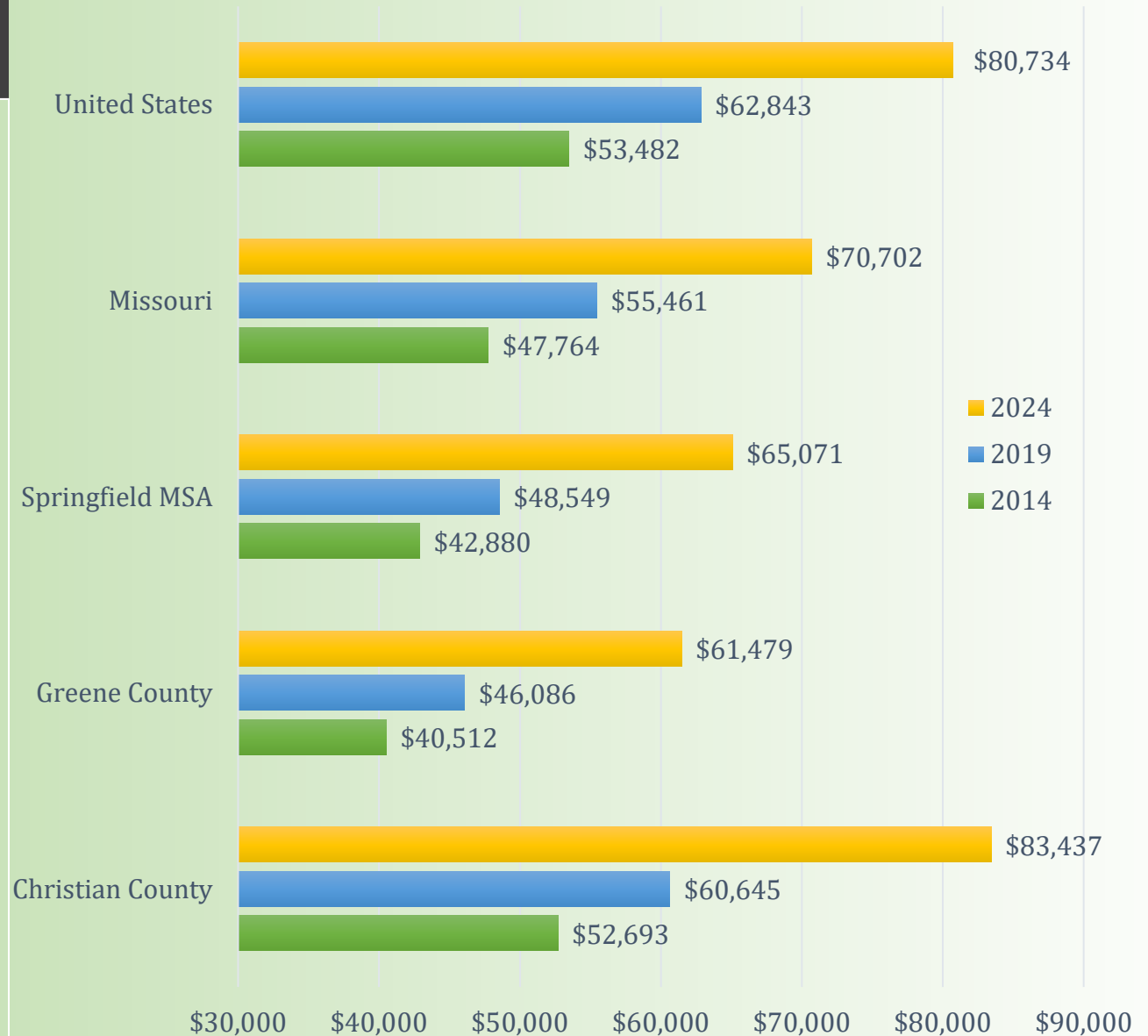
Median household income for Greene and Christian Counties, the Springfield MSA, the State of Missouri, and the United States of America from the American Community Survey (ACS) 5-year estimates are presented here for 2024, 2019, and 2014.

The ACS estimates are based on sampling and are reported within a margin of error. The ACS estimates should only be compared at 5-year intervals to ensure the population sampled is not included in any other survey.

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2024. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2014 & 2019 estimates and even outpaced the rate of inflation.

Median Household Income

Source: American Community Survey 5-Year Estimates



Median Household Income

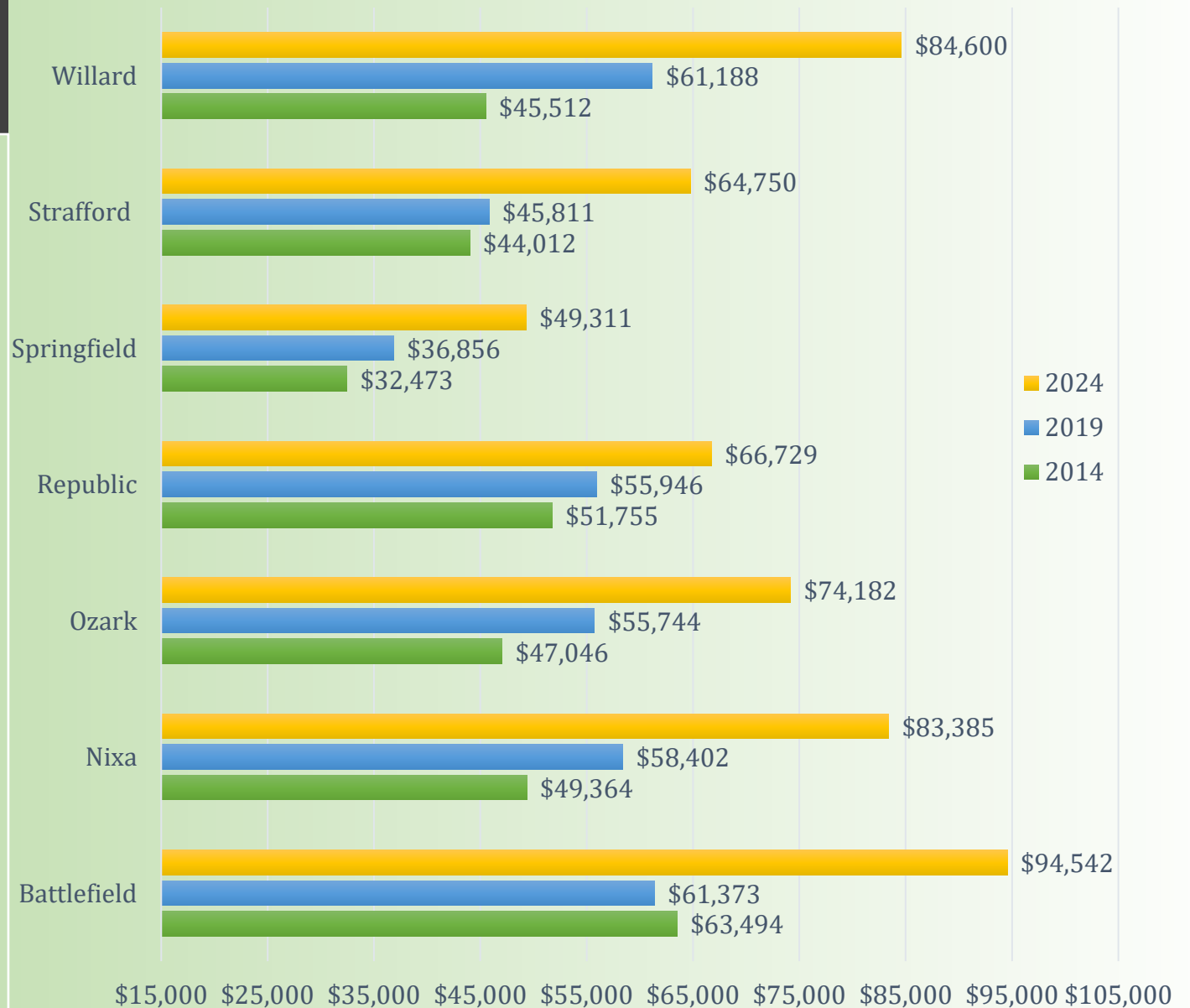
The chart to the right shows median household income for each city within the OTO planning area.

The ACS estimate for 2024 is higher for all cities. In Springfield, there is a significantly higher income for each year after 2014.

In the cases of Battlefield, Ozark, Nixa, Republic, Strafford & Willard there is no significant difference between 2014 & 2019, but the 2024 estimate is statistically different from the earlier five-year samples.

Median Household Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



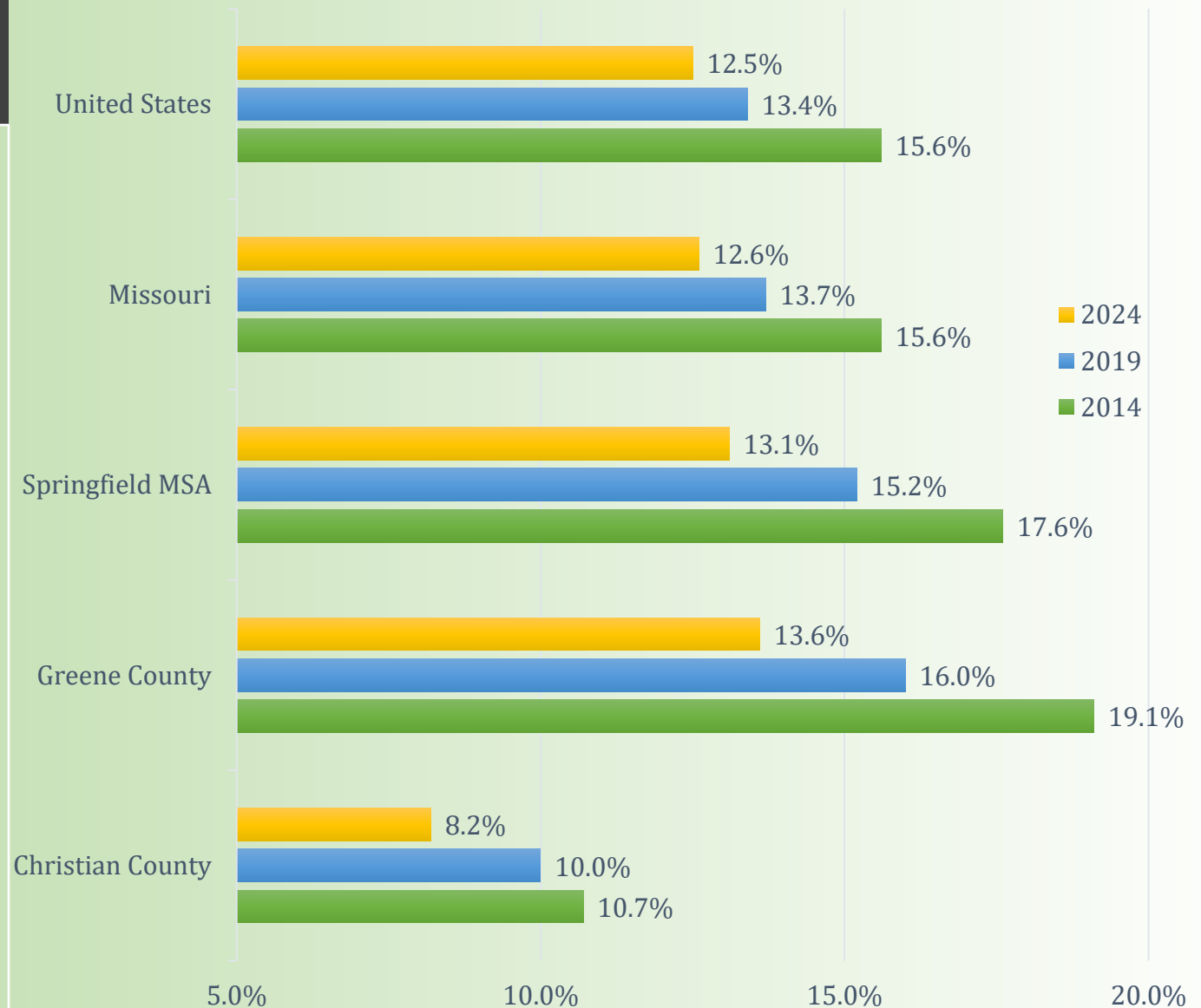
Individuals Living Below Poverty

In 2024, the percentage of people living at or below the poverty level had dropped below 2014 & 2019 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Survey estimates for 2024 are statistically different from 2014 & 2019 estimates for all geographies. This indicates that percentages of people living below poverty level were reduced over the past decade. Financial stimulus during the pandemic and a subsequent rise in wages have contributed to a decrease in these estimates.

Percent Living Below Poverty Level

Springfield, MO MSA and Counties
American Community Survey 5-Year Estimates



Children Living Below Poverty

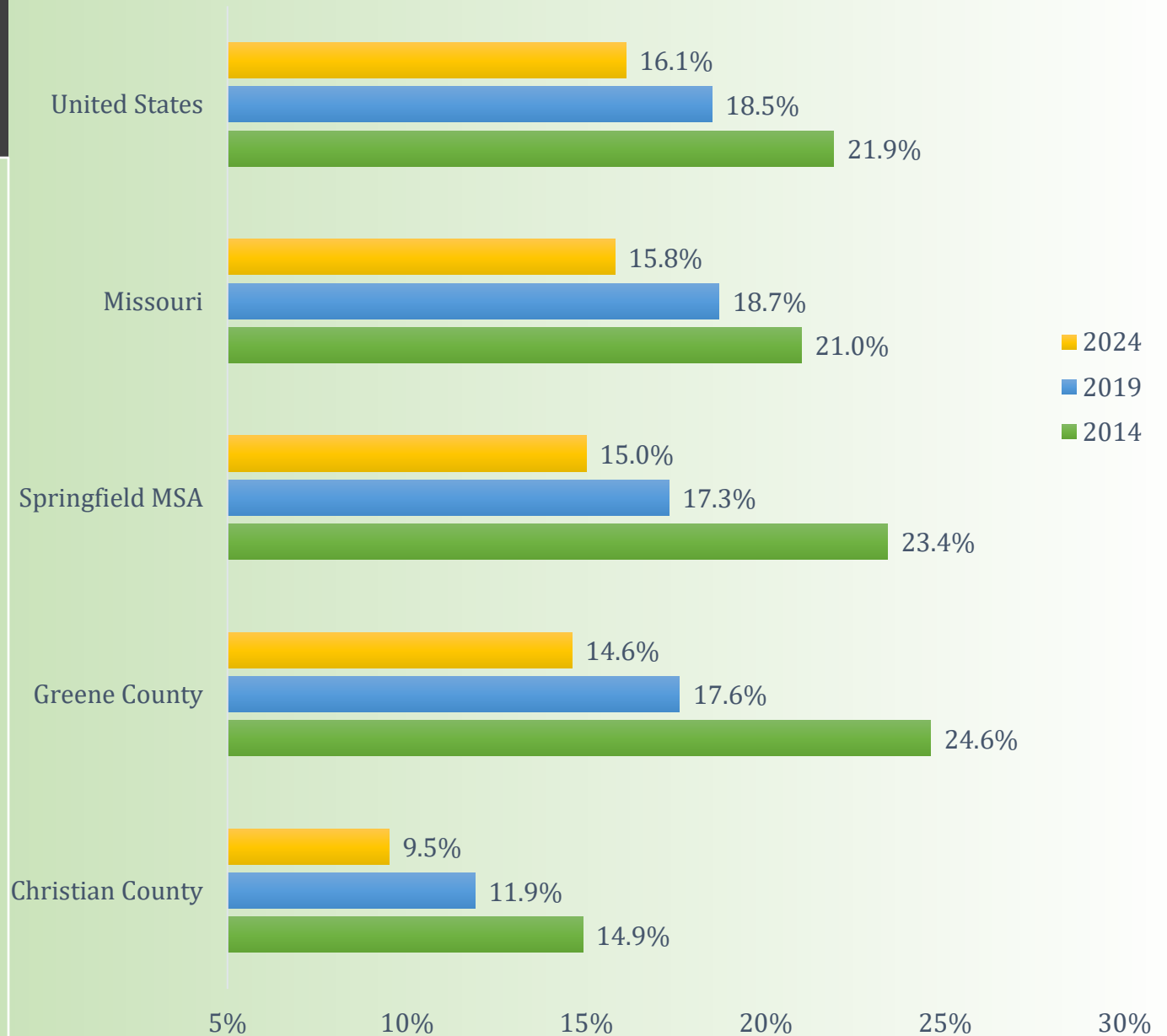
Estimates for the number of Children ages 17 and younger living at or below the poverty for the Springfield MSA, Greene County, and Christian County are compared with Missouri and the United States in this chart.

The estimates for the percentage of children living at or below the poverty level in 2014 & 2019 samples are not statistically different across all geographies. The five-year estimates for 2019 are significantly different from the 2024 sample in all geographies.

This indicates that children living at or below poverty level has decreased across all geographies.

Children Living Below Poverty

Source: American Community Survey 5-Year Estimates



Workforce Education Levels

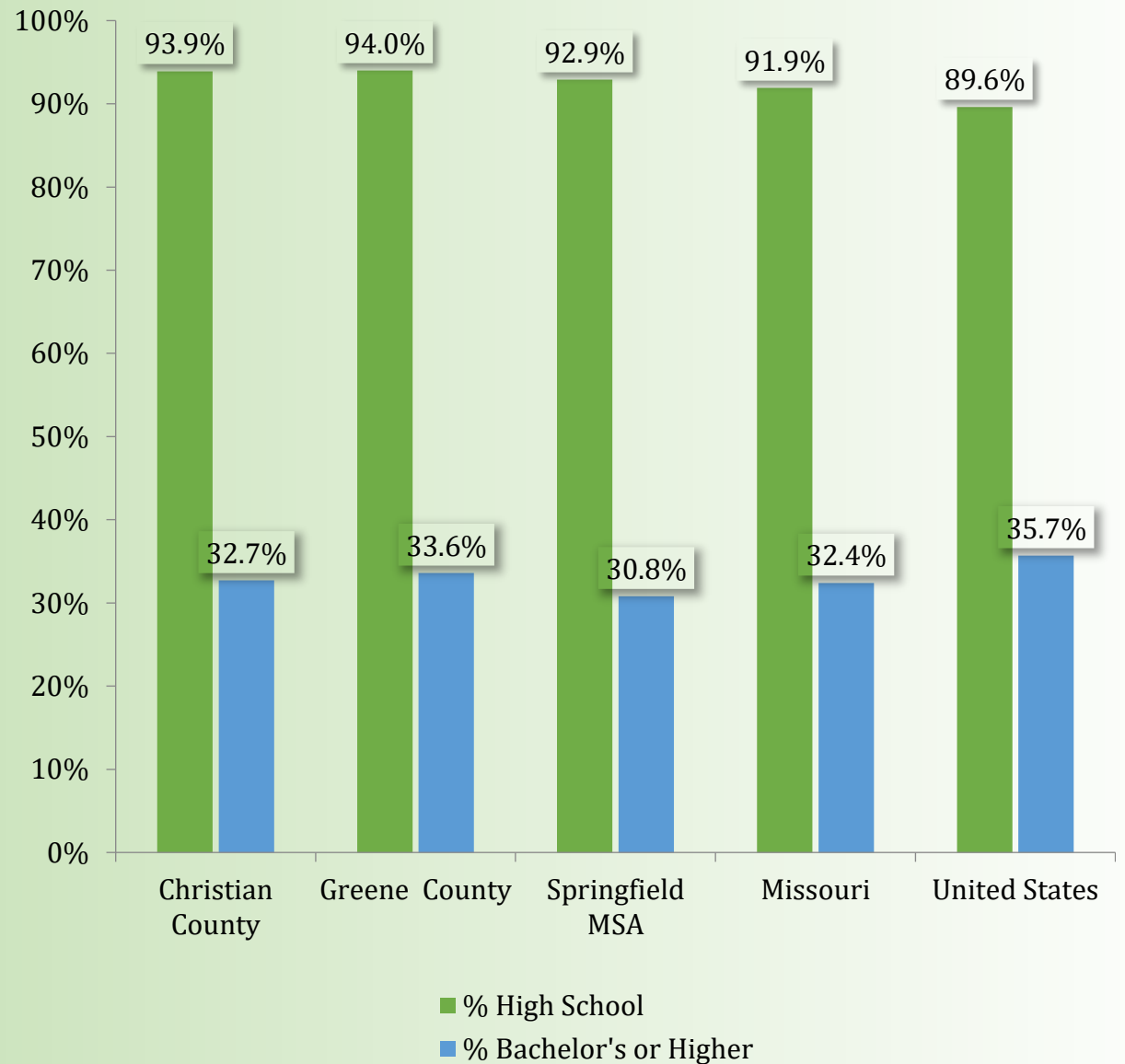
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. The counties had a higher percentage of residents 25 years of age or older with a four-year college degree at over 32 percent compared to all other geographies except for the U.S.

The Springfield MSA as a whole, has the lowest percentage of people over 25 with a bachelor's degree or higher while all areas have a higher percentage of high school graduates than Missouri and the U.S.

Workforce Education Levels Percent with High School Diploma and College Degrees

Source: 2024 ACS 5-Year Estimates



Commuting Patterns

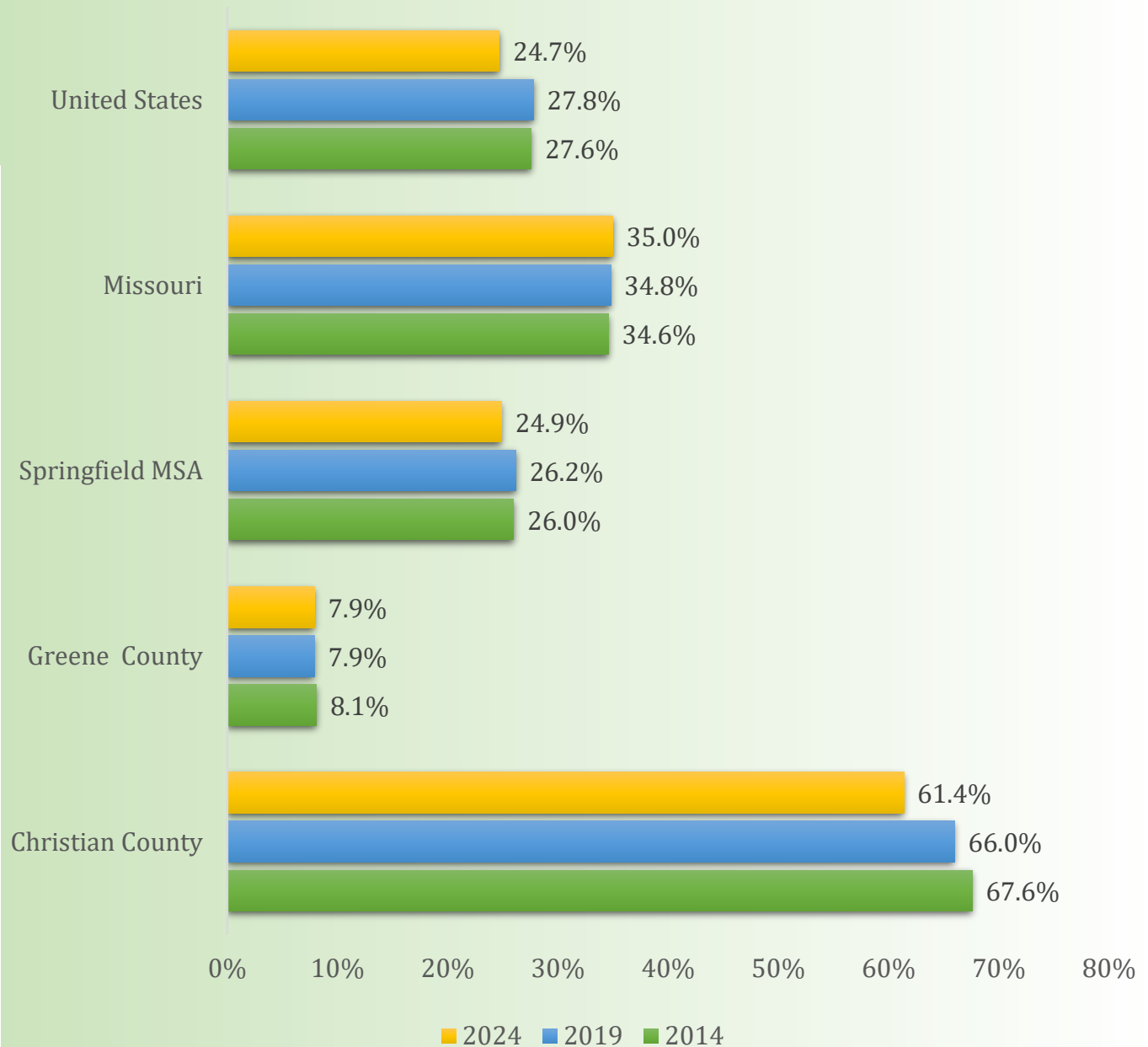
The chart to the right shows the percentage of workers who work outside of their county of residence for 2024, 2019, and 2014.

In all geographies, the percentage of workers who worked outside of their county of residence has significantly decreased in 2024. These values are the result of more people working from home.

The MSA percentage of workers living outside of the county they are employed is about equal to the US but less than that of Missouri. Christian County has seen the greatest decrease.

Percent Working Out of County of Residence

Source: 2023 ACS 5-Year Estimates



Mean Travel Time to Work

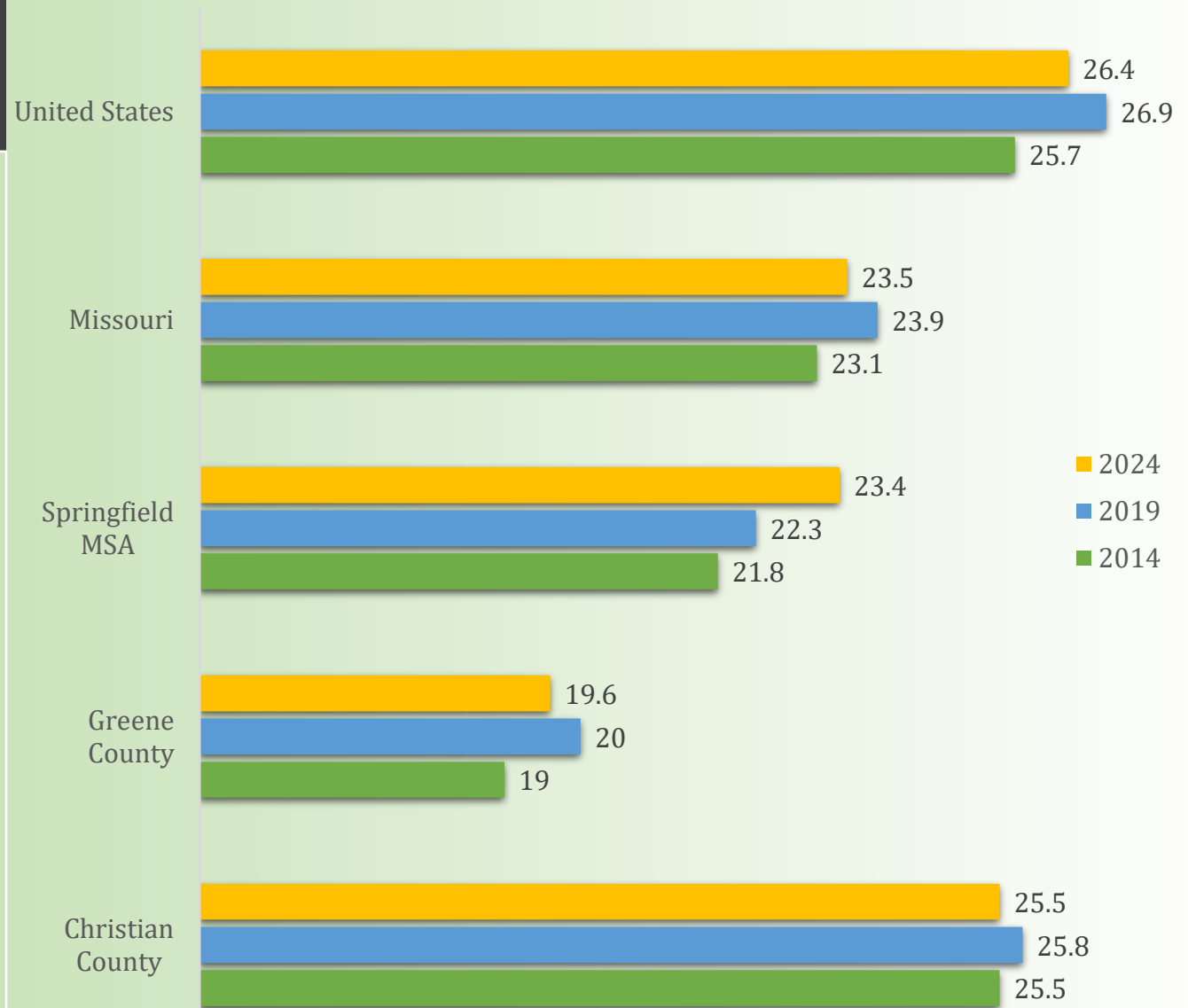
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 19.6 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.5 minutes. Mean travel time to work decreased from earlier years all geographies excluding the Springfield Mo MSA.

The Springfield Mo MSA had a statistically significant increase between 2019 and 2024.

Mean Travel Time to Work in Minutes

Source: ACS 5-Year Estimates



Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

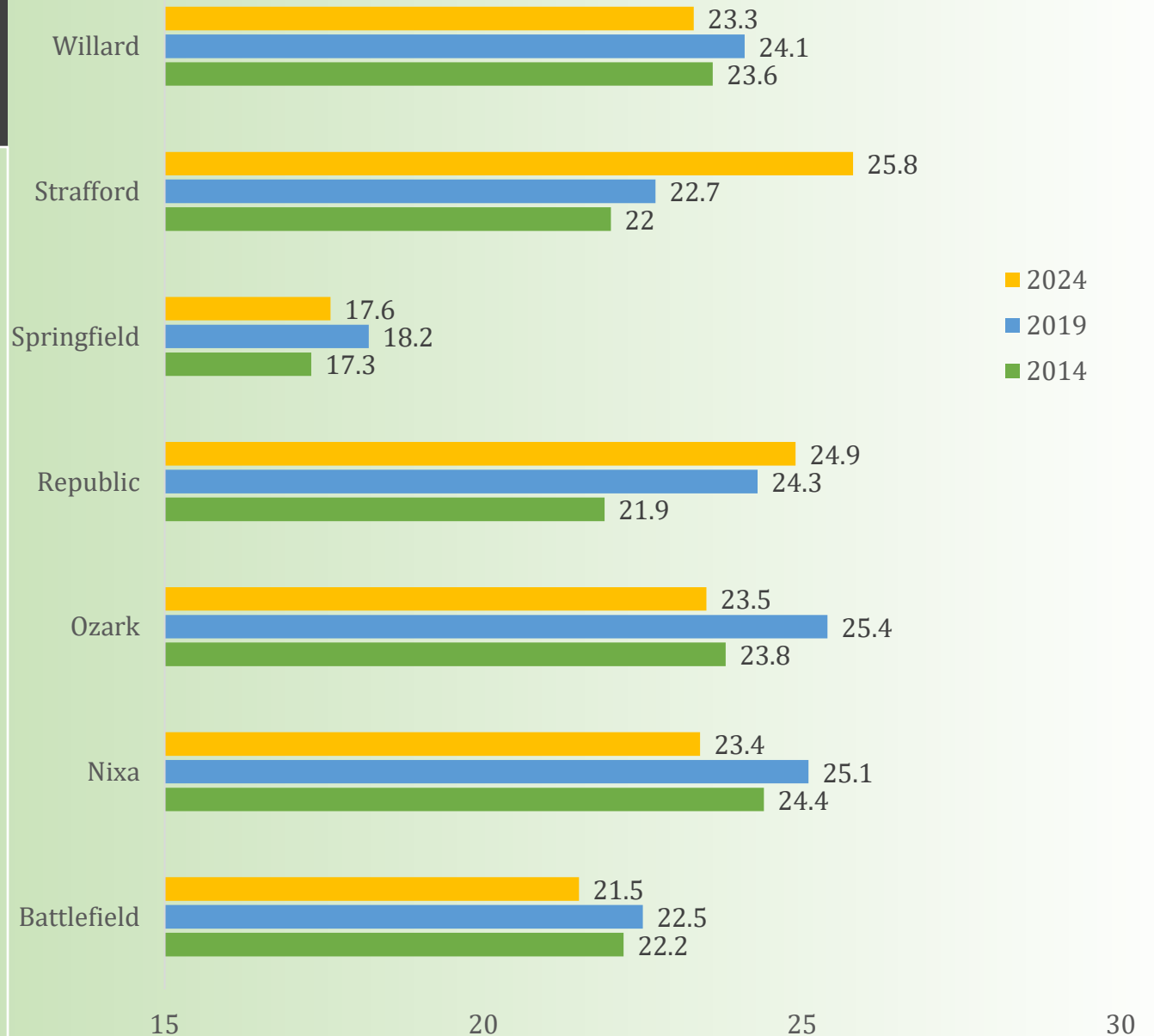
The 2024 and 2019 estimates for Republic are statistically different from 2014. The period of ACS sample years is coincident with a period of population growth in the city.

The 2024 estimates in most cases are lower than 2019 for Springfield, Willard, Ozark, Nixa, and Battlefield.

The 2024 estimates for Nixa and Ozark are significantly lower than 2019. There is no statistical difference in the estimates for Battlefield and Willard.

Mean Travel Time to Work in Minutes

Source: ACS 5-Year Estimates



Springfield MSA Workforce Change by Industry 2014 – 2024, American Community Survey 5-yr Estimates

	2014	2024	Difference	% Change
Full-time, year-round civilian employed population 16 years and over	135,862	165,944	30,082	22.1
Agriculture, forestry, fishing and hunting, and mining:	1,654	2,043	389	23.5
Agriculture, forestry, fishing and hunting	1,503	1,807	304	20.2
Mining, quarrying, and oil and gas extraction	151	236	85	56.3
Construction	7,368	11,134	3,766	51.1
Manufacturing	14,729	18,843	4,114	27.9
Wholesale trade	5,259	4,787	(472)	-9.0
Retail trade	16,531	19,142	2,611	15.8
Transportation and warehousing, and utilities:	9,107	11,970	2,863	31.4
Transportation and warehousing	7,136	10,111	2,975	41.7
Utilities	1,971	1,859	(112)	-5.7
Information	2,966	1,983	(983)	-33.1
Finance and insurance, and real estate and rental and leasing:	9,638	12,587	2,949	30.6
Finance and insurance	7,454	9,813	2,359	31.6
Real estate and rental and leasing	2,184	2,774	590	27.0
Professional, scientific, and management, and administrative and was	11,476	18,187	6,711	58.5
Professional, scientific, and technical services	6,343	11,786	5,443	85.8
Management of companies and enterprises	231	303	72	31.2
Administrative and support and waste management services	4,902	6,098	1,196	24.4
Educational services, and health care and social assistance:	35,395	41,990	6,595	18.6
Educational services	12,457	12,769	312	2.5
Health care and social assistance	22,938	29,221	6,283	27.4
ntertainment, and recreation, and accommodation and food services:	8,458	8,896	438	5.2
Arts, entertainment, and recreation	1,511	2,092	581	38.5
Accommodation and food services	6,947	6,804	(143)	-2.1
Other services, except public administration	7,316	7,873	557	7.6
Public administration	5,965	6,509	544	9.1

Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The data show job losses from 2020 to 2021. Beginning in 2011, jobs numbers start to climb every year through 2019. After 2020, job growth continued par with pre-2019 gains.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2014 to 2024 has remained relatively constant.



Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

U.S. Census Bureau, 2020 Decennial Census. P.L. 94_171 Redistricting Data

U.S. Census Bureau Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 2/5/2026

<https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2023. LEHD Origin-Destination Employment Statistics (2002-2023) at <https://onthemap.ces.census.gov>. LODES 7.4 [version]

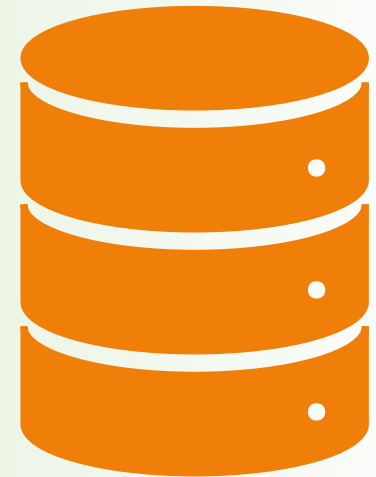
Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/2000.shtml>

Missouri Census Data Center. (2026). *State/County Annual Population Change* [dataset application]. Available from <https://mcdc.missouri.edu/applications/population/change/>.

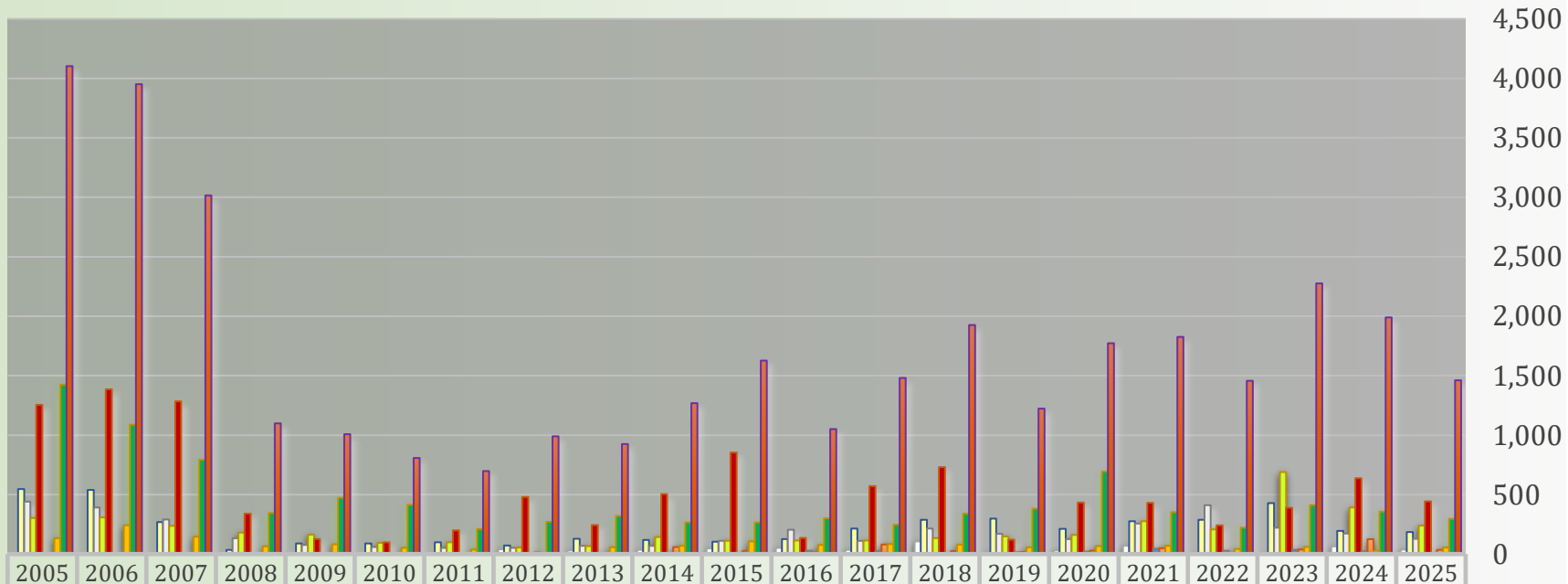
U.S. Census Bureau, 2020 & 2024, 2019, 2014 American Community Survey 5-Year Estimates. <https://data.census.gov/cedsci/>

[Internal Revenue Service, SOI Tax Stats – Migration Data, 2026.](#)



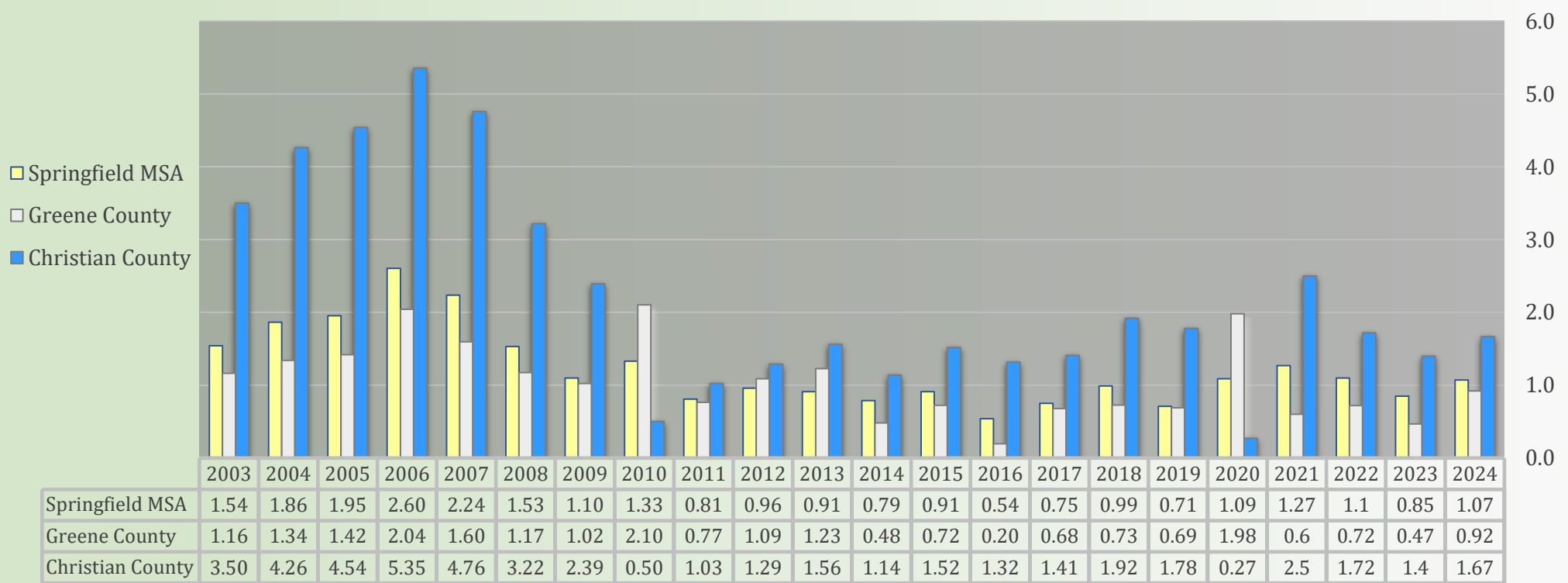
Appendix A: OTO Area Permit Activity 2005 - 2025

- Battlefield
- Nixa
- Ozark
- Republic
- Springfield
- Strafford
- Willard
- Christian - OTO
- Greene - OTO
- Total

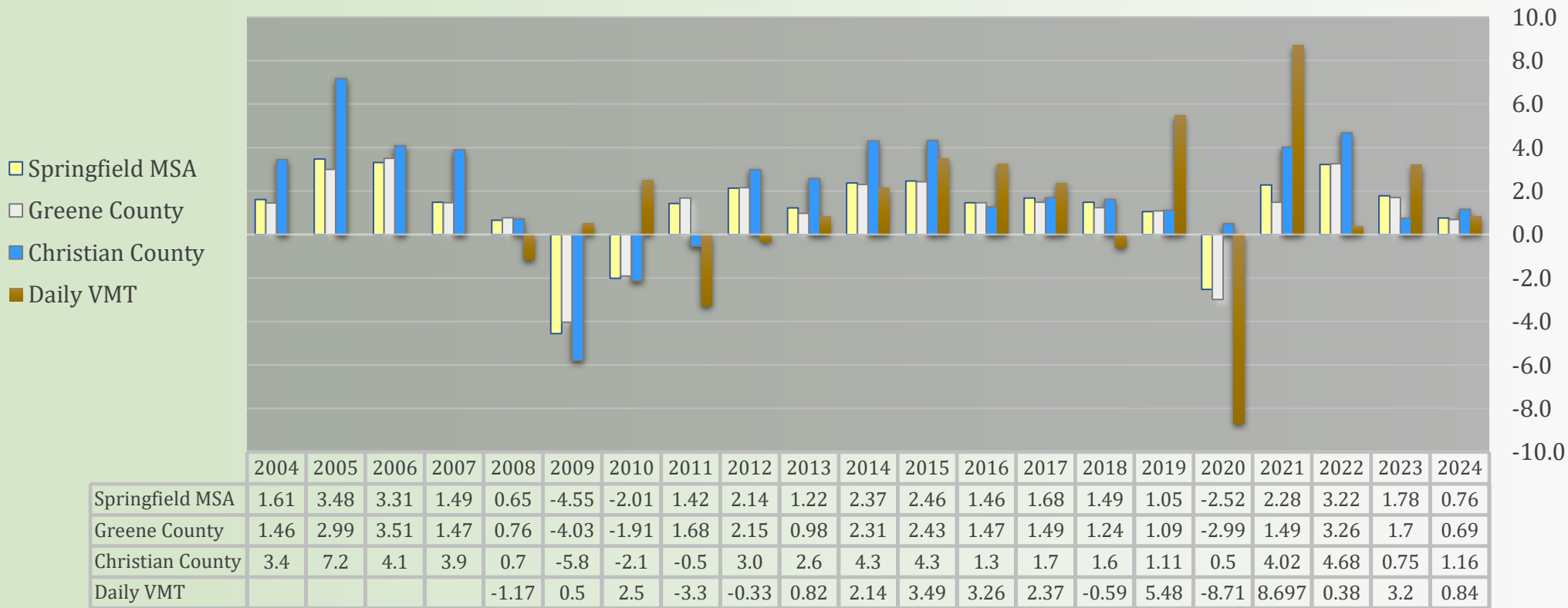


	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Battlefield	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14	30	69	5	3	64	37
Nixa	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276	288	429	194	186
Ozark	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257	412	222	173	129
Republic	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277	208	690	391	238
Springfield	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	433	432	242	388	637	442
Strafford	-	-	-	-	-	-	-	0	3	2	2	27	24	8	15	20	46	28	35	22	0
Willard	-	-	-	-	-	-	-	13	7	59	26	14	80	25	17	28	49	10	38	125	35
Christian - OTO	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69	42	60	28	54
Greene - OTO	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695	351	222	411	356	295
Total	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826	1,457	2,276	1,990	1,461

Appendix B: Year-over-Year Population Percent Change 2003 - 2024



Appendix C: Annual Jobs Percent Change & Daily Vehicle Miles Travelled



TAB 11

Transportation Industry Letter Supporting States on Reauthorization

April 6, 2026

Dear Congressional Members:

The undersigned organizations write to express our strong support for preserving the longstanding, state-administered, federally supported, formula-based federal transportation program that has efficiently delivered safety and mobility projects and programs. Currently, state departments of transportation (state DOTs) direct about 85 percent of federal highway formula dollars, with local governments directing 15 percent of the formula dollars. We believe this funding balance must be the baseline in the next surface transportation bill, since state-owned roadways and bridges carry about 70 and 90 percent of nationwide traffic, respectively.

Local governments are indispensable partners, and we acknowledge that they are seeking to increase their portion of federal formula funding in the next bill. However, the need for more federal funding is equally true for state DOTs—especially in light of a recent increase in construction costs. As the backbone of the Federal-aid Highway Program, state DOTs are required by law to plan at a systemwide level, coordinate across modes and jurisdictions, and provide transportation-specific technical and financial expertise that results in tangible project benefits each day. When hurricanes, floods, wildfires, or supply-chain disruptions occur, it is the state DOTs that mobilize quickly to support local governments, restore connectivity, and keep people and goods moving.

Local governments—especially rural and smaller cities—often face challenges meeting complex requirements necessary to deliver federally funded projects. For example, 81 percent of unspent dollars in the federal Surface Transportation Block Grant Program last fiscal year came from the locally controlled portion. Recognizing important local needs, states have provided over \$24 billion annually in more flexible state funding for local projects, on top of the \$9.4 billion of federal formula funds controlled by localities. Fragmenting the state-based formula model risks more federal resources sitting idle rather than accelerating the delivery of important transportation projects, compared to the current balance of federal and state funds that enable coordinated and timely multimodal investments that advance safety, mobility, and economic benefits locally and nationwide.

The foundational pillar of the next surface reauthorization bill should be a robust bill that grows investment levels, and our organizations share a strong interest in ensuring federal transportation investment is deployed efficiently, predictably, and without delay. And every state-administered project doesn't get built in a vacuum but in local communities, making tangible safety and mobility benefits communities depend on. For these reasons, we urge Congress to reaffirm the longstanding state-led, formula-based program with the funding share of 85 percent state and 15 percent local as the foundation of the next reauthorization.

Sincerely,

American Association of State Highway and Transportation Officials
American Road and Transportation Builders Association
Associated General Contractors of America
American Cement Association
American Concrete Pipe Association
American Highway Users Alliance
American Trucking Associations
Associated Equipment Distributors
National Asphalt Pavement Association
National Stone, Sand & Gravel Association
Specialized Carriers and Rigging Association
U.S. Chamber of Commerce

Transportation Chair Graves will retire after 26 years in House

Missouri Republican is a pilot and has pushed for aviation safety



House Transportation and Infrastructure Chairman Sam Graves, R-Mo., is the latest senior House Republican to announce his departure. (Tom Williams/CQ Roll Call file photo)

By Kelly Livingston and Daniela Altimari

Posted March 27, 2026 at 1:49pm

Rep. Sam Graves, who chairs the House Transportation and Infrastructure Committee, is joining a growing list of lawmakers deciding not to seek reelection this year.

“After considerable reflection, 2026 will be my final year in Congress,” Graves, 62, said in a Friday statement. “This wasn’t an easy decision, but it’s the right one. I believe in making room for the next generation. It’s time to pass the torch and allow a new guard of conservative leaders to step forward and chart a path forward for Missourians.”

News of Graves’ retirement was first reported by The Wall Street Journal.

The 13-term congressman from Missouri’s 6th District has served as the top Republican on the Transportation and Infrastructure Committee since 2019, first as ranking member and then taking over the chairmanship in 2023. In his

tenure on the panel, Graves oversaw passage of key legislative efforts including the 2021 infrastructure law, the 2024 Water Resources Development Act and the 2024 Federal Aviation Administration reauthorization.

He earned another legislative win this week as his committee and the House Armed Services Committee, where Graves is also a member, both sent his aviation safety package, known as the ALERT Act, to the full House for consideration. That bill is the House's response to the January 2025 collision of an American Airlines passenger jet and an Army Black Hawk helicopter near Ronald Reagan Washington National Airport, killing all 67 people on both aircraft.



AD



In announcing his retirement, Graves said his post atop the Transportation committee was the culmination of his career, allowing him to pass “some of the most significant legislation in our nation’s history.”

Still, Graves said, “What I’m most proud of is the work my team did when Washington made life harder for the people of Missouri’s Sixth.”

A lifelong resident of Tarkio in northwestern Missouri, where he was raised on his family’s farm, Graves served two years in the Missouri House and six years in the state Senate before running for and winning Democratic Rep. Pat Danner’s seat in Congress.

His work in Congress has shown to be popular with his constituents, who have elected and reelected him with largely overwhelming margins for 13 cycles. Other than one competitive race in 2008, Graves consistently received more than 65 percent of the vote.

“The responsibility entrusted to me is not something I have ever taken for granted,” he said of his service. “Not for a single day.”

As Graves looks toward the end of his time in Congress, the Transportation committee is set to take up another major reauthorization of the federal highway bill in the coming weeks.

Despite his impending retirement, he said he would “fight to protect Missouri interests” in the bill and that he plans to “finish this last term the same way I started, full speed ahead.”

Transportation committee ranking member Rick Larsen, D-Wash., has been a longtime collaborator. In a Friday statement, Larsen said the House “is losing a fierce advocate for infrastructure investment and transportation safety,” noting Graves’ years of legislative work and the recent advancement of their aviation safety bill. “Only Sam’s steady, good-faith leadership could have notched these wins in a Congress that often rewards partisanship over partnership,” he said.

“Although the House is losing Sam, his family is getting him back,” Larsen added. “I have always said that Sam likes three things in life: his grandkids, vintage aircraft and Congress. In that order.”

It’s unclear who might succeed Graves as Republican leader on the committee, although The Wall Street Journal reported that Graves thought Rep. David Rouzer, R-N.C., was best positioned.

Primary candidates

Graves’ decision not to seek reelection adds him to a growing list of lawmakers retiring next year and comes just four days before the March 31 deadline for candidates in Missouri to file for the midterm elections.

He faced a primary challenge from Jim Ingram, a veteran and retired small-business owner.

On Friday, hours after Graves' decision became public, nationally syndicated conservative radio host Chris Stigall announced that he was leaving his show and launching his own run for the seat.

“After prayer ... and careful consideration with my family on this 250th anniversary of our great country ... I’ve decided it’s time to join in the fight,” Stigall said. “President Trump is going to need all the reinforcements he can get in Washington, and that’s why I’ve decided I’m going to leave my show, I’m going to leave this microphone, and I’m going to enter the arena today.”

Others could enter the race as well, including Kansas City councilman Nathan Willett, a Republican who is seeking a state Senate seat. Asked earlier this week if he would run, before Graves' announcement, Willett told Fox 4 in Kansas City that Graves has been a friend and mentor to him.

The Center for Effective Lawmaking at the University of Virginia in 2025 ranked Graves the most effective House Republican lawmaker of the 118th Congress, giving him a “legislative effectiveness score” seven times higher than the average House member.

Valerie Yurk contributed to this report.

USDOT Offering \$1B in 'Safe Streets' Grant Funding

April 3, 2026



The U.S. Department of Transportation recently made nearly \$1 billion in grants available via its “Safe Streets for All” or SS4A program to help fund faster emergency response, more parking for truckers, modern rail crossings, and safer neighborhood streets for families. Applications are due by May 26.

[Above photo by AASHTO]

USDOT noted that the [notice of funding opportunity](#) for this round of SS4A funding outlines the two types of grants available: Planning and Demonstration Grants and Implementation Grants.

Planning and Demonstration Grants support the development, completion, or enhancement of a Comprehensive Safety Action Plan, while Implementation Grants fund projects or strategies aligned with an existing Action Plan to address roadway safety challenges, the agency said.

USDOT noted that grant recipients are selected through a collaborative process led by USDOT’s modal administrations, bringing together experts from the Federal Highway Administration, the National Highway Traffic Safety Administration, and the Federal Transit Administration.

"We are empowering our state and local partners to modernize vital infrastructure and reduce roadway fatalities," said Sean Duffy, USDOT secretary, in a [statement](#).

"This grant program will cover everything from ensuring paramedics can reach you faster in an emergency to making sure kids are safer when walking to school," he said.

NHTSA: Traffic Deaths Declined Significantly in 2025

April 3, 2026



This week the National Highway Traffic Safety Administration said traffic deaths declined in 2025, with fatalities decreasing in 39 states, the District of Columbia, and Puerto Rico – even as vehicle miles travelled or VMT increased.

[Above photo by TxDOT]

NHTSA noted in a [statement](#) that traffic fatalities declined to 36,640 in 2025 – a 6.7 percent decrease from 2024 – which corresponded to decline in the traffic fatality rate to 1.10 fatalities per 100 million VMT. Preliminary data analyzed by the Federal Highway Administration indicates VMT increased by about 29.8 billion miles or 0.9 percent in 2025 versus 2024.

NHTSA also released its annual traffic fatality data for 2024, reporting that 39,254 people died in traffic crashes in 2024. The fatality rate for 2024 was 1.19 per 100 million VMT, the agency added.

Additionally, from April 6-13, NHTSA will be conducting its annual [Put the Phone Away or Pay](#) campaign, to remind the public of the financial, legal, and even deadly consequences of driving distracted. The agency noted

that 18 people are injured every half hour in distracted driving crashes, and one person is killed about every 2.5 hours. Concurrently, NHTSA is also making \$665 million in traffic safety grants available to state highway safety offices to help them address challenging traffic safety issues such as distracted driving, unbelted driving, impaired driving, and excessive speed. States may use that funding for traffic enforcement activities, child safety seat clinics, post-crash care, and public education, the agency said in a [separate statement](#).

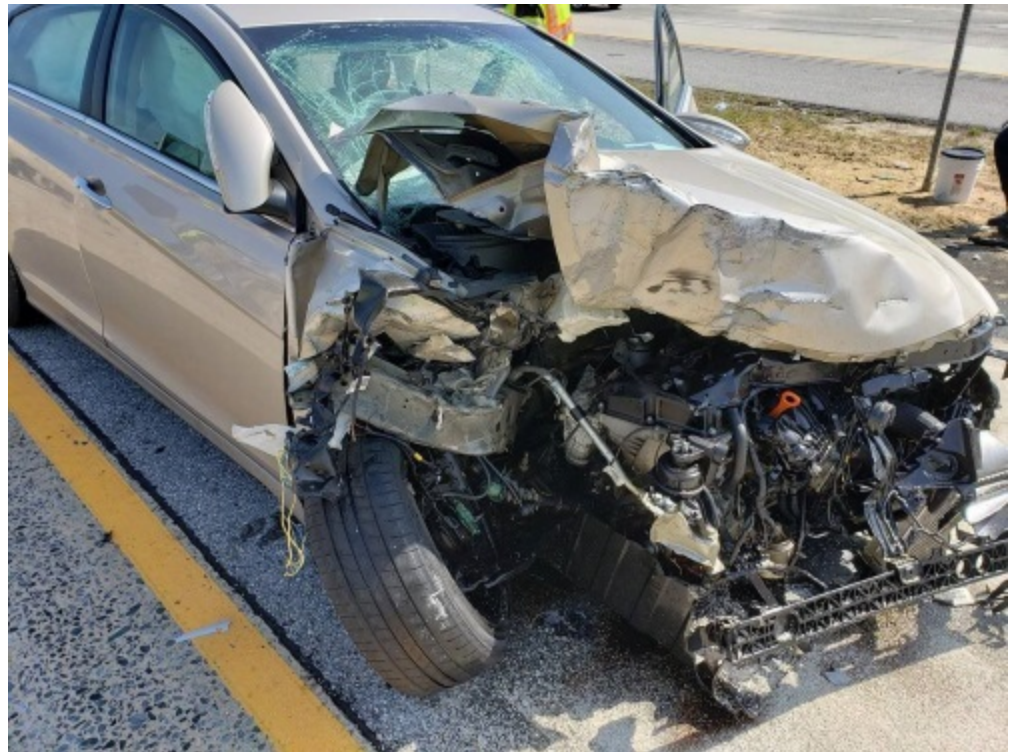


Photo by the Delaware DOT

As part of that funding offering, NHTSA has launched the second major element of its modernized electronic grants management system, known as “eGrants,” to help ease the process by which states apply for grants.



To Fill the Trust Fund, Americans Need a Better Reason

Highway Trust Fund Local governance

MARCH 31, 2026 | [BRITTNEY KOHLER](#), LEGISLATIVE
DIRECTOR, TRANSPORTATION AND INFRASTRUCTURE
SERVICES, NATIONAL LEAGUE OF CITIES

The surface transportation reauthorization season is here along with that nagging question – can we fix the dwindling Highway Trust Fund? As larger world events in the Middle East raise prices at the gas pump, the transportation community will need to build a better case for voter support than ever before if they want to keep the Trust Fund afloat, and we'll need a funding mechanism that avoids adding onto the affordability crisis.

Through voter referendums, local governments learn a lot about what Americans are and aren't willing to accept for transportation. Most Americans support transportation bonds when it clearly addresses the transportation problems they know need to be fixed in their area. They want to see clear goals, detailed priority lists, and realistic change in a few years' time. Common obtuse transportation refrains on economic gains, helping businesses or even national defense are only reasons to use *existing* taxes for transportation rather than additional taxes at the pump or fees that hit their families' budgets.

So, if a national transportation proposal has no chance of fixing their main roads, bridges, buses or sidewalks, the American people, and therefore Congress, will have little to no incentive to support raising funding from families to fix the Highway Trust Fund. If we want to refill the Highway Trust Fund, it is imperative that Congress guarantees that a reasonable level of funding makes it down to every region in America for locally selected regional priority projects and that recipients are accountable for results.

The bad news is that today the share of federal transportation funds that makes it down to more local and regional level is [less than 16%](#) on average. The good news is that Congress already has a program that can grow and deliver projects across the country – the Surface Transportation Block Grant (STBG). The STBG model program is the most flexible of all the transportation formula programs and it brings nationally significant projects down to communities of even 5,000. Apply the STBG model to programs like bridges and safety to build

off the success of the Safe Streets for All program, and now you have the bipartisan [*Bridges And Safety Infrastructure for Community Success Act \(H.R. 7437 -BASICS Act\)*](#) which is a blueprint for delivering a formula program that builds significant transportation projects people want and that the nation needs.


If Congress can deliver formula program changes that give Americans more direct reasons to support a transportation bill, they will still need to navigate the affordability realities of asking families across America to fund a transportation system that costs more today with unchecked inflation and supply chain impacts. Any changes to our current approach to funding must pass a litmus test: it has to be reliable while also generating sufficient revenue; it should be seamless to administer while protecting privacy. Most of all, it must pass the fairness and affordability test. For example, does the cost burden fall on a specific segment of system users like Americans families to take on more costs? Most of the discussed user fee revenue tools today fail these basic test points for most Americans. Perhaps it's time to learn from our current gasoline tax and look upstream in the economic cycle to capture fees and follow the wisdom of Wall Street investment advisors to diversify our investment strategy? It also wouldn't hurt to then instill some accountability for solvency by spending what we raise and make sure we're not using precious federal funds for profitable companies when public infrastructure is languishing.

Americans expect a transportation bill from Congress that makes an impact, but if we ask them for another dollar, it better be for a good reason.

TRANSPORTATION

Route 66 in Springfield: What led up to the famous telegram sent in 1926

A Rotary convention brought thousands to downtown Springfield in the spring of 1926. Somehow, somehow, a telegram was sent and Springfield staked its claim as the Birthplace of Route 66

 by Kaitlyn McConnell
9 hours ago



The Kilties Drum and Bugle Corps marches through downtown Springfield in 1926. (Kucker Studio photo provided by the History Museum on the Square)



Route 66 in Springfield: What led up to the famous telegram sent in 1926

About 16 Minutes

Route 66 in Springfield: W

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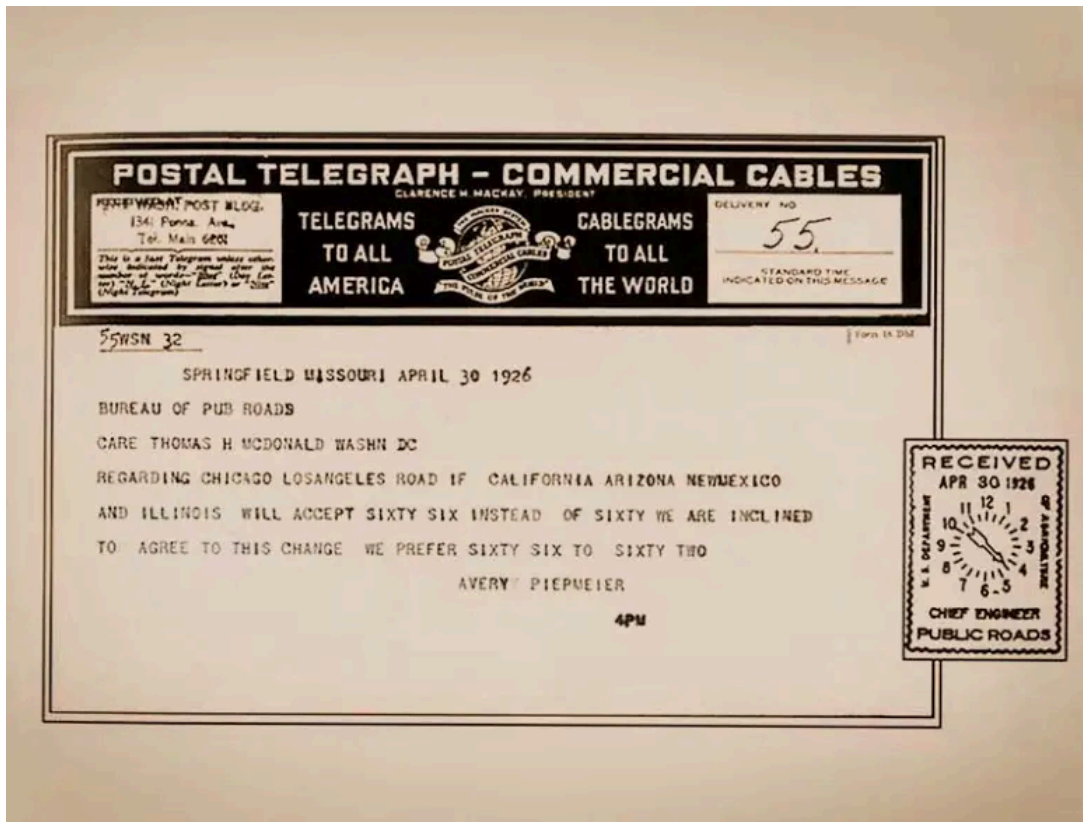
Everlit

Editor's note: This is the first in a three-part series on the history of Route 66 in Springfield, leading up to the centennial celebration April 30-May 3. Part two will publish on April 16, and part three will be on April 23.

April 30, 1926 has been enshrined in Springfield history as the day Route 66 was born in the Queen City. That claim is based on a telegram sent from here to Washington, D.C., requesting the Mother Road's famous "66" name.

We don't know for sure who all was at the meeting that led to the telegram, which was sent during a busy Rotary convention.

Those folks didn't know if the request would be accepted. But that blip in history was of international significance, leading to the iconic name of the route from Chicago to Los Angeles, an enduring cultural reference that even today draws visitors from across the globe through Springfield.



A telegram sent from Springfield in 1926 suggested naming the highway connecting Chicago and Los Angeles "Route 66." (Photo from the city of Springfield)

The Good Roads movement

That seemingly small yet world-changing moment in Springfield didn't happen in isolation. It was part of a decades-long effort to improve access to the country, days of an era when quality roads weren't a given.

A modern effort to improve those thoroughfares — known as the Good Roads movement — dates to the 1800s. Back then, there wasn't a federal highway system that connected the United States. Instead, states and groups created their own "roads," which were often muddy, rocky trails traversed by foot, hoof or wagon.

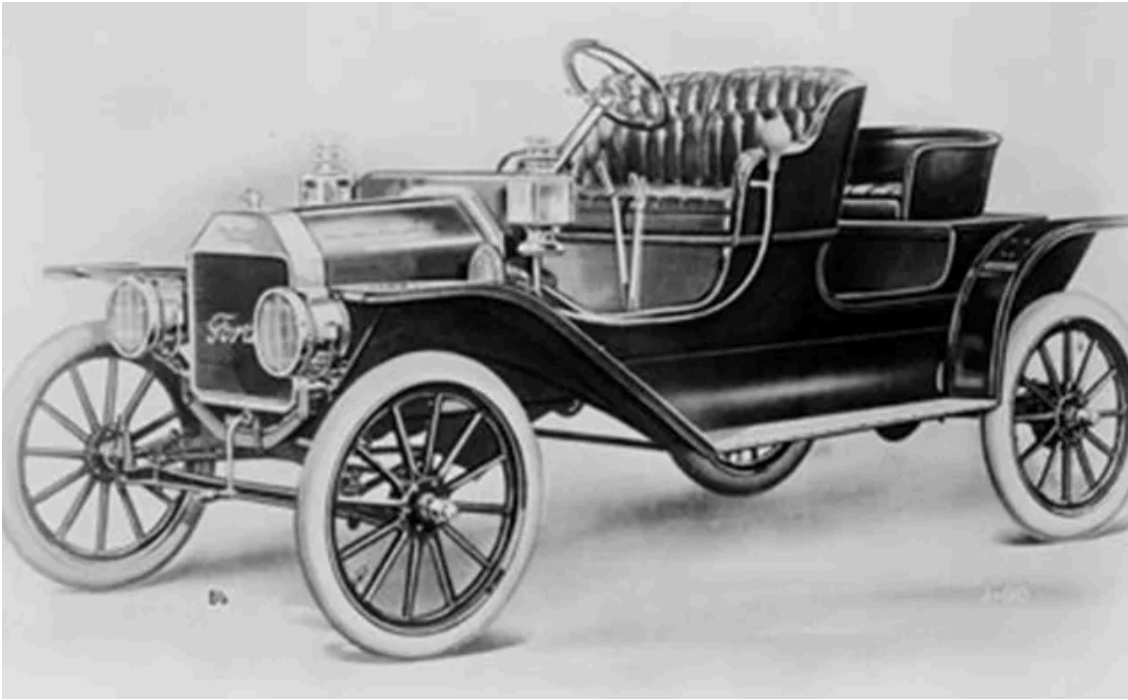
But, in the 1870s, the bicycle rolled into history.

"That was the beginning of the push for better roads in the modern times, because the bicyclists on the East Coast — who I guess were kind of an elitist group anyway — started lobbying the government to do something about the roads," says Susan Croce Kelly, a Route 66 expert who has written two books related to the topic.

At the time, the federal government said roads were a state problem and wouldn't get involved. But momentum continued to grow, particularly after automobiles were introduced.

"Particularly notable and influential was a pamphlet published by the league, 'The Gospel of Good Roads: A Letter to the American Farmer (1891),' which emphasized the ways in which better roads would serve farmers and make it easier to get crops to market, families to church, and children to schools," shares a Britannica entry on the Good Roads Movement. "The following year a thousand people came together in Chicago and formed the National League of Good Roads."

In 1893, the entry notes, the federal government opened an Office of Road Inquiry. That allowed new evaluation of opportunities and materials for road improvement beyond the traditional wooden planks, bricks, gravel, and graded dirt.



An image of a 1908 Ford Model T. (Photo from Wikimedia Commons)

The automobile, which began appearing in the late 1800s, was revolutionary but out of reach financially for most people. Assembly-line innovator Henry Ford changed that in 1908 with the introduction of the Model T, which was mass-produced and more affordable — **Ford's website notes** they cost between \$260 and \$850.

“The Ford Model T, made between 1908 and 1927, cost less than other cars, but it was sturdy and practical,” **notes the Smithsonian**. “It ran well on dirt roads and fields because it could twist as it rolled over bumps. The Model T looked like an expensive car but actually was very simply equipped.”

“(That) meant anybody could have a car, and they started buying them just like crazy,” Kelly says. “And then in 1909, up by Detroit, some county engineers paved a mile and a half or so of concrete highway. That was a miracle. Suddenly you could drive and you wouldn’t have to worry about getting stuck in the mud, getting thrown off the road, hitting a rut.”

Regional leaders take matters into their own hands

Just because concrete technology existed didn’t mean it was helpful to everyone, particularly given its expense — nor did it mean that connected roads were a given.

“The government said it wasn’t going to pay for roads, so people said: ‘We’ll just do it ourselves.’ That’s when they started the so-called ‘auto trails,’” Kelly says. “I call them the do-it-yourself roads. They’d talk to people along a route, get the chambers of commerce to agree to ante up money to keep the roads paved in front of where they were.”

An example of these thoroughfares is the **Lincoln Highway**, which was tied to building “a continuous improved highway from the Atlantic to the Pacific,” and had **U.S. President Woodrow Wilson as its first supporting member**. (Notably, auto leader Ford was not an initial contributor to the project, as he believed the government should pay for roads.)

The Ozark Trails Association, formed in 1913, was a more regional movement. Three years after it began, 2,000 people came to Springfield for a convention where routes linking Springfield with Joplin, St. Louis and Memphis were up for discussion.



The corner of St. Louis Street and Jefferson Avenue in 1924. (Photo provided by the History Museum on the Square)

“Several routes are to be designated as official Ozark trails and a number of other highways connecting cities of the southwest will be promoted and preliminary steps toward their building and improvement will be taken at the convention,” reported the Springfield Republican in 1916.

Those systems offered improvement, but still brought challenges, too. They might not connect with one another, and signs were difficult to follow. Road signs might be stripes on a fence post. Or, in the case of the Ozark Trails, its icon was a green OT on a white background.

“If they faded or the post fell down, people would get lost,” Kelly says. “I think that was a biggie — that you couldn’t drive comfortably from one place to another and know you were going to get there.

“Even the old maps said, ‘Turn left at the red barn.’ It was really kind of incoherent.”

A new era began in 1916 when Congress approved some funding for roads. By this time, nearly every state had a highway department of some kind, Kelly says. But the next year, the United States’ role in World War I would slow road efforts again.

By the 1920s, the United States was finally ready to create a national highway system so roads could interconnect. And that led to a meeting in April 1926 right in downtown Springfield that would make a significant impact on the world through the creation of Route 66.

Drama and questions in this Route 66 origin story



John T. Woodruff (Photo provided by the History Museum on the Square)

The Ozarks had its share of advocates for good roads. Locally, one of its proponents was businessman **John T. Woodruff**, who arrived in Springfield as an attorney for the Frisco Railway.

Woodruff later pursued a number of entrepreneurial efforts that are still seen in Springfield today: Examples include his namesake Woodruff Building — today's Sky Eleven — and his Kentwood Arms Hotel, which is now Missouri State University's Kentwood Hall. Years later, he advocated for the U.S. Medical Center for Federal Prisoners and O'Reilly General Army Hospital, among other endeavors.

"In his kind of memoirs, he says he got interested in good roads early," says Tom Peters, retired dean of Missouri State University Libraries who published a biography of Woodruff.

Woodruff was also an all-around Ozarks promoter. One example from this era was his time as president of the Shepherd of the Hills Association, which worked to promote the region to "tourists and settlers." That mission intersected with road improvements.

“One of the main works of the association, Mr. Woodruff said, is the improvement of county roads,” noted the Springfield Leader in April 1926. “State and national highways through the Ozarks are already exceptionally good and (the) plan to be carried out by the Hills association is the improvement of the network of county roads. Only through the construction of good roads throughout the Ozarks can the region be shown to the touring and settling public, Mr. Woodruff said.”

Another major player was Cyrus Avery of Oklahoma, who served as that state’s highway commissioner among other civic leadership roles.

“Cy Avery was a farmer, teacher, real estate professional, oil man, and politician, but throughout his long life he remained a champion for better roads across America,” notes the “Father of Route 66,” a biography Kelly penned about Avery.

That advocacy took Avery to Washington, D.C., in 1925 when he and a group of good roads supporters asked the Secretary of Agriculture to help develop a national highway system so that the roads would connect.

It also led to a fight over road names when the road numbers were decided to carry significance: The east-west roads would be even numbers, and the most significant of the bunch would end in zeroes.



St. Louis Street looking east in 1927. (Photo provided by the History Museum on the Square)

States wanted routes and “important” numbers to go through their jurisdictions. With regard to the Ozarks, the most pressing question was over the name for the highway that would run from Chicago to Los Angeles.

Folks like Avery wanted the road through his neck of the woods — from Chicago through Springfield and Oklahoma to L.A. — to be Highway 60. Folks elsewhere wanted it, too.

Some suggested that the Chicago-to-California route be labeled U.S. 62. That didn’t thrill some folks. Another suggestion was to name the section from Springfield to the West Coast as U.S. 60 North. It was also pushed aside.

“That whole issue was being drawn inside the beltway, and they knew that senators were going to make the decisions, and they were losing control,” Peters says.

By the time April 1926 rolled around, excitement was in the air. Road discussions were ongoing: in addition to the naming issue, that topic found an emotional moment in mid-April when locals were upset that downtown Springfield might be bypassed.

“It is not fair to bring tourists to the fourth city and then bypass them,” noted Senator McDavid in a Springfield Republican article. “It is true that some of them might come into Springfield, but many of them would not stop at all.”)

But energy was also likely high because of the pending Rotary convention that was set to draw thousands of visitors to the city at the end of the month. The city was going all-out for the festivities, which would be based downtown and at the Shrine Mosque, which had been completed just three years earlier.

“For exactly one year members of the Springfield club, with the assistance of all other civic organizations of the city, have been working on plans for the conference with the idea of showing to the visiting Rotarians and Rotary Anns the greatest time of their lives, in addition to presenting a conference program of rare merit,” noted the Springfield Leader in April 1926. “Ever since word was received here from (the) Fort Smith conference that Springfield had been awarded the 1926 meeting, plans were begun for the district meeting.”

Two of the people in town for that convention were Avery and J.M. Page, an Oklahoma highway engineer. An Oklahoma paper noted that they left the morning of April 30 for Springfield, arriving on the second day of the convention.

It was when Route 66 was born.

Change made in the middle of a Rotary convention



The Kilties Drum and Bugle Corps marches through downtown Springfield in 1926. (Kucker Studio photo provided by the History Museum on the Square)

Downtown Springfield was filled with thousands of Rotarians and their wives — so many that some lodged in private homes — when Avery and Page arrived in town.

It was a Friday, the second day of the two-day conference, which was filled with meetings, presentations, music, dancing and festivities reflective of the era. That lineup included “one of the longest and most elaborate street parades ever held in the city,” the Republican noted, which stated that Springfield’s Boy Scout Band and the Kilties Drum and Bugle Corps would participate. “Representatives of the 54 clubs present will occupy places in the line. There will be seven bands and three drum corps, in addition to many other unique features planned for the occasion.”

Somehow, somehow, a meeting was organized to discuss where things stood on the Chicago to L.A. highway name.

It’s believed that Avery and Page were there. B.H. Piepmeier, Missouri highway leader, attended, too. A Springfield newspaper article noted he “was in the city today to confer with representatives of the Oklahoma highway department in regard to connecting the Missouri highways which have been designated United States roads with extensions of the name national highways through Oklahoma.” The article also noted that Glenstone Avenue had been designated as a state highway.

Was Woodruff there? We just don’t know. Peters says Woodruff was at least in town that day because records show a family event that was held that evening.

“It wasn’t planned weeks in advance,” he says of the meeting. “I think they all just kind of discovered, maybe even when they got all into town, ‘Hey, we’re all here. Let’s talk about this.’

“Those three — Piepmeier, Avery and Woodruff — were colleagues, but they were also really good friends. So I can't imagine that Avery and Piepmeier would've been in town without even letting John T. Woodruff know.”



A postcard for the Woodruff Building. (Photo provided by the History Museum on the Square)

Maybe they met at the Colonial Hotel, once located at the corner of Jefferson Avenue and Park Central East, which was a hub for the convention. Or maybe they gathered at Woodruff's office building across the street. (And regardless of if Woodruff was there or not, his loyalty to Good Roads continued — among other endeavors, he served as the first president of the U.S. 66 Highway Association.)

Whenever, wherever, whoever, a new idea was officially put forward that day: Instead of 60 or 62, could the road from Chicago to Los Angeles be named 66?

And we do know that at approximately 4 p.m. history was made when a simple telegraph — requesting the now-famous 66 designation — was sent from downtown Springfield to Washington, D.C.

Resources

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“**The Influential Dedication of John T. Woodruff**,” Kaitlyn McConnell, Springfield Area Chamber of Commerce, 2019

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Kaitlyn McConnell

Kaitlyn McConnell is the founder of Ozarks Alive, a cultural preservation project through which she has documented the region's people, places and defining features since 2015. Contact her at: kaitlyn@ozarksalive.com **More by Kaitlyn McConnell**

