



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

NOVEMBER 20, 2025

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



OTZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

REVISED - Board of Directors Meeting Agenda

November 20, 2025

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

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

Call to OrderNOON

I. Administration

A. Approval of Board of Directors Meeting Agenda

(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

B. Public Comment Period for All Agenda ItemsTab 9

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on November 19, 2025, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 9**.

C. Adoption of the Consent AgendaTab 1

(2 minutes/Russell)

September 25, 2025 MinutesTab 1.1

FY2026 1st Quarter Financial Statements.....Tab 1.2

Destination 2045 Amendment 11.....Tab 1.3

FY 2026-2029 Transportation Improvement Program Amendment 2Tab 1.4

FY 2026-2029 TIP Administrative Modification 2.....Tab 1.5

BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

D. Executive Director’s Report

(5 minutes/Fields)

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

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

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

II. **New Business**

- A. **September 30, 2025 Federal Funds Balance ReportTab 2**
(5 minutes/Longpine)
OTO has updated the Federal Funds Balance Report, for the time period ending September 30, 2025. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- B. **FY 2027-2031 STIP PrioritiesTab 3**
(10 minutes/Fields)
A Subcommittee of the Technical Planning Committee has recommended priorities for inclusion in the FY 2027-2031 Statewide Transportation Improvement Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PRESENTED LIST OF PRIORITIES FOR CONSIDERATION BY MODOT FOR INCLUSION IN THE 2027-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

- C. **State Highway MM Funding Agreement – DED and OTOTab 4**
(5 minutes/Parks)
A funding agreement is needed to transfer funds from DED to MoDOT for the Missouri General Revenue appropriation for State Highway MM.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION AND AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A FUNDING AGREEMENT WITH THE MISSOURI DEPARTMENT OF ECONOMIC DEVELOPMENT TO TRANSFER THE \$6 MILLION GENERAL REVENUE LINE-ITEM APPROPRIATION DIRECTLY TO MODOT FOR THE HIGHWAY MM COST SHARE PROJECT

- D. **60/65 StudyTab 5**
(15 minutes/Fields)
OTO is proposing to conduct a study of the road network near and including the US 60 and US 65 interchange.

Project Funding – Two separate agreements are needed.

Funding Agreement
BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO A FUNDING AGREEMENT WITH MODOT FOR THE US-60/US-65 ACCESS AND OPERATIONAL STUDY IN THE AMOUNT OF \$800,000 IN FEDERAL FUNDS

Intergovernmental Cooperative AgreementTab 5.1
BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO AN INTERGOVERNMENTAL COOPERATIVE AGREEMENT WITH THE CITY OF SPRINGFIELD, CITY UTILITIES OF SPRINGFIELD, AND GREENE COUNTY FOR THE COST SHARE OF THE US-60/US-65 ACCESS AND OPERATIONAL STUDY

Budget Amendment.....Tab 5.2
BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY2026 OPERATIONAL BUDGET AMENDMENT #3

Engineering Services Resolution, RFQ, and ContractTab 5.3, 5.4, 5.5
BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SOLICIT ENGINEERING SERVICES AND ENTER INTO NEGOTIATIONS WITH ENGINEERING SERVICES CONSULTANTS AND EXECUTE THE CONTRACT FOR CONSULTANT SERVICES NOT TO EXCEED ONE MILLION DOLLARS

E. 2026 Ozarks Regional Legislative PrioritiesTab 6
(5 minutes/Fields)
The Springfield Chamber of Commerce has led an effort to establish the Ozarks Regional Legislative Priorities.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Board Appointment of 2026 OTO Officers and Executive Committee MembersTab 7
(5 minutes/Kinne)
The OTO Board of Directors Nominating Committee will present the 2026 Slate of Officers and the Executive Committee members (1-year term).

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT THE 2026 OTO OFFICERS AND EXECUTIVE COMMITTEE AS PRESENTED

G. Board of Directors 2026 Meeting ScheduleTab 8
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Board of Directors Member Announcements
(2 minutes/Board of Directors Members)

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

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

- C. Articles for Board of Directors Member InformationTab 10**
(Articles attached)

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

The next Board of Directors regular meeting is scheduled for Thursday, January 15, 2026 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM I.C.

Consent Agenda

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

AGENDA DESCRIPTION:

Items included on the Consent Agenda:

1. September 25, 2025 Minutes
2. FY2026 1st Quarter Financial Statements
3. *Destination 2045* Amendment 11
4. FY 2026-2029 Transportation Improvement Program Amendment 2
5. FY 2026-2029 Transportation Improvement Program Administrative Modification 2

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

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to adopt the Consent Agenda.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
JULY 17, 2025**

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

The following members were present:

Steve Bach, Springfield Citizen-at-Large
Greg Chapman, MoDOT (non-voting)
Jerry Compton, Citizen-at-Large
Travis Cossey, City of Nixa (a)
Eric Franklin, City of Republic
Marshall Kinne, Springfield Citizen-at-Large
Derek Lee, City of Springfield

Lynn Morris, Christian County
John Russell, Greene County (Chair)
Martha Smartt, City of Strafford (a)
Dan Smith, City of Springfield (a)
Kelly Turner, City Utilities
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Cecelie Cochran, FHWA (non-voting)
Mark Crabtree, City of Battlefield
RJ Flores, Christian Co Citizen-at-Large
Brandon Jenson, City of Springfield
Eric Johnson, City of Ozark (a)

Rusty MacLachlan, Greene County
Mark Schenkelberg, FAA (non-voting)
Wes Young, City of Willard (a)

Others Present: Representative Bill Owen; Mike Ussery, Senator Schmitt's Office; Scott Bachman, City of Springfield; Bradley Jackson, Christian County; Frank Miller, MoDOT; Matt Miller, TOTH; Nicole Boyd, Sara Fields, David Knaut, and Natasha Longpine Ozarks Transportation Organization.

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

I. Administration

A. Welcome

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

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Brian Weiler made a motion to approve the July 17, 2025 agenda. Steve Bach seconded the motion. The motion passed.

C. Approval of May 15, 2025 Meeting Minutes

Travis Cossey made a motion to approve the May 15, 2025 meeting minutes. Martha Smartt seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

The Chair advised there were public comments included in the packet and then asked for comments and questions.

E. Executive Director's Report

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

F. MoDOT Update

Greg Chapman provided the MoDOT update.

G. Legislative Reports

Mike Ussery with Senator Schmitt's office and Representative Bill Owen provided the Legislative updates.

II. New Business

A. Federal Certification Review

Sara Fields reviewed the certification review and shared that OTO was certified by the USDOT on May 1, 2025.

This was informational only. No action was required.

B. FY 2026 Operational Budget Amendment One

Debbie Parks shared the Operational Budget Amendment One for FY 2026.

Derek Lee made a motion to approve the FY 2026 Operational Budget Amendment Number One. Marshall Kinne seconded the motion. The motion passed.

C. Resolution to Approve Line of Credit

Debbie Parks presented a Resolution authorizing the renewal of a line of credit.

Kelly Turner made a motion to approve the included resolution to allow the OTO to renew the business line of credit in the amount of \$350,000 as needed to cover budgeted expenses associated with multiple trail engineering services projects or other federally funded projects. Dan Smith seconded the motion. The motion passed.

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

Sara Fields requested removal of the FF Extension from Farm Road 194 to Route 14 from the Major Thoroughfare Plan, as a result of the updated travel demand model. This would also include the removal of the Guin Road and Tracker Extensions that would have provided connectivity to the FF Extension.

Jerry Compton made a motion to approve Amendment 9b to *Destination 2045*. Derek Lee seconded the motion. The motion passed.

E. Destination 2045 Amendment 10

Natasha Longpine reviewed the updated projects in the draft FY 2026-2026 Transportation Improvement Program.

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

Marshall Kinne made a motion to approve Amendment 10 to *Destination 2045*. Brian Weiler seconded the motion. The motion passed.

F. Federal Functional Classification Change Request

David Knaut highlighted the federal functional classification change requests.

City of Ozark

- **Roadway Name** – N 22nd St / N 21st St / Longview Rd / N 20th St
- **Current Functional Classification** – Local
- **Requested Functional Classification** – Major Collector
- **Major Thoroughfare Plan** – Secondary Arterial

City of Strafford

- **Roadway Name** – S Madison Ave / N Farm Road 231 / E Farm Rd 112
- **Current Functional Classification** – Minor Collector / Local
- **Requested Functional Classification** – Major Collector
- **Major Thoroughfare Plan** – Collector

City of Willard

- **Roadway Name** – Hughes Road from Miller Road to Highway 160
- **Current Functional Classification** – Local
- **Requested Functional Classification** – Major Collector
- **Major Thoroughfare Plan** – Collector/Future Collector

Martha Smartt made a motion to approve the functional classification change requests. Jerry Compton seconded the motion. The motion passed.

G. Trail and Sidewalk Funding Recommendation

David Knaut presented the eight trail and sidewalk projects recommended for TAP/CRP funding.

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

Derek Lee made a motion to approve TAP/CRP funding for eight recommended sidewalk and trail projects. Steve Bach seconded the motion. The motion passed.

H. FY 2025-2028 Administrative Modification 5

Natasha Longpine shared the changes made to the FY 2025-2028 Transportation Improvement Program.

- South Creek Greenway – Posenke (EN2415): Increased funding to match actual costs for a new programmed amount of \$194,961.
- Fasnigh Trail from Skate Park to Fort (EN2418): Decreased funding to match actual costs for a new total programmed amount of \$179,315.
- Wilson’s Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501): Decreased funding to match actual costs and changed from Local-AC to TAP funding, for a new total programmed amount of \$204,599.

This was informational only. No action was required.

I. FY 2026-2029 Transportation Improvement Program

Natasha Longpine presented the draft FY 2026-2029 Transportation Improvement Program (TIP).

Derek Lee made a motion to approve the FY 2026-2029 Transportation Improvement Program. Marshall Kinne seconded the motion. The motion passed.

J. Planning Process and Financial Capacity Certifications

Natasha Longpine shared the requirements to certify for compliance with the planning process and financial capacity with FHWA and FTA.

Kelly Turner made a motion to certify the Ozarks Transportation Organization's compliance with the metropolitan planning process and to certify the financial capacity of City Utilities. Dan Smith seconded the motion. The motion passed.

K. 2027-2031 Draft STIP Project Prioritization Criteria

Sara Fields reviewed the criteria used for prioritizing projects ahead of the 2027-2031 STIP project selection.

Eric Johnson made a motion to approve the STIP project prioritization criteria as presented. Dan Smith seconded the motion. The motion passed.

L. FY 2027-2031 Draft STIP Prioritization Project List

Sara Fields asked the Board of Directors to review the FY 2027-2031 Draft STIP Prioritization Project List.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

Derek Lee made a motion to adjourn the meeting. Brian Weiler seconded the motion. The motion passed.

The meeting was adjourned at 1:10 p.m.

John Russell
OTO Chair

BOARD OF DIRECTORS AGENDA 11/21/2025; ITEM I.C.2.

1st Quarter FY2026 Financial Statements

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the 1st Quarter FY2026. This period includes July 1, 2025, through September 30, 2025. The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, and Safe Streets and Roads for All (SS4A) Financial Statements.

Section One – Combined Financial Statements

- Statement of Financial Position
The Current Assets were \$692,164.20 on September 30, 2025. The current assets include Revenue Receivables in the amount of \$144,927.80.
- The Operating Fund Balance Report shows the OTO had a fund balance of \$547,236 at the end of September. This balance is within the 6-month range set for expenses. The report shows the available bank balances as of September 30, 2025.
- Statement of Financial Income and Expense
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$507,334.66. The total OTO expenditures for all projects and operations were \$510,572.21.

Section Two – Operations Financial Statements

- Profit and Loss Statement
During this period, revenues exceeded expenditures in the amount of \$15,660.42 during the fiscal year.
- Budget vs. Actual
The OTO budgeted expenses of \$1,590,383 for the budget year. Actual expenses for the first quarter of FY2026 are \$400,622.89. This is 25.2% of budgeted expenses.

Section Three – UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual
The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 23.1% of the budgeted \$1,629,204. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$16,268.46 of in-Kind match income. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

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

Section Four – Carbon Reduction Multi Trail Projects Financial Statements

- *Profit and Loss Statement*
During this period, expenditures exceeded revenues in the amount of \$18,897.97. The local match came in the prior fiscal year so is not reflected in profit and loss statement.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$346,023.54 for the budget year. Actual expenses for the first quarter are \$93,680.86. The projects began in FY2025 and will be completed in FY 2026.

The profit and loss statements show the current period's revenues and expenditures. The reports do not show the class balances.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to accept the 1st Quarter Financial Statements for the FY2026 Budget Year."

OR

"Move to return to staff the 1st Quarter Financial Statements for the FY2026 Budget Year in order to..."

Ozarks Transportation Organization

FINANCIAL REPORT



FY2026 1st Quarter Financial Statements

Prepared by

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

www.ozarkstransportation.org



OTO COMBINED FINANCIAL FINANCIAL STATEMENTS

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

Ozarks Transportation Organization
Statement of Financial Position
As of September 30, 2025

	<u>Sep 30, 25</u>	<u>Sep 30, 24</u>	<u>\$ Change</u>	<u>% Change</u>
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	325,883.18	370,568.07	-44,684.89	-12.1%
Arvest Bank Special Projects	10,617.42	16,168.38	-5,550.96	-34.3%
Arvest COD 378366	105,367.90	102,103.79	3,264.11	3.2%
Arvest COD 378368	105,367.90	102,103.79	3,264.11	3.2%
Total Checking/Savings	547,236.40	590,944.03	-43,707.63	-7.4%
Accounts Receivable	144,927.80	103,562.12	41,365.68	39.9%
Other Current Assets	0.00	19,241.42	-19,241.42	-100.0%
Total Current Assets	692,164.20	713,747.57	-21,583.37	-3.0%
TOTAL ASSETS	<u>692,164.20</u>	<u>713,747.57</u>	<u>-21,583.37</u>	<u>-3.0%</u>
LIABILITIES & EQUITY				
Liabilities	8,965.42	41,607.48	-32,642.06	-78.5%
Equity	683,198.78	672,140.09	11,058.69	1.7%
TOTAL LIABILITIES & EQUITY	<u>692,164.20</u>	<u>713,747.57</u>	<u>-21,583.37</u>	<u>-3.0%</u>

Ozarks Transportation Organization
Operating Fund Balance Report
FY2026

Monthly Ending Balance

Date	Arvest Operational	Arvest Special Projects	Arvest CD #1	Arvest CD #2	Total Balance
7/31/2025	\$281,410.75	\$95,192.12	\$104,831.23	\$104,381.23	\$585,815.33
8/31/2025	\$313,716.16	\$74,794.34	\$105,099.22	\$105,099.22	\$598,708.94
9/30/2025	\$345,448.40	\$85,958.90	\$105,367.90	\$105,367.90	\$642,143.10
10/31/2025					\$0.00
11/30/2025					\$0.00
12/31/2025					\$0.00
1/31/2026					\$0.00
2/28/2026					\$0.00
3/31/2026					\$0.00
4/30/2026					\$0.00
5/31/2026					\$0.00
6/30/2026					\$0.00

Balance After Liabilities

OPERATIONAL FUND

SPECIAL PROJECTS FUND

INVESTMENTS

Arvest Operational Bank Balances 9/30/2025	\$345,448.40	Arvest Special Project Balances 9/30/2025	\$85,958.90	Arvest Certificate of Deposit Balances 9/30/2025	\$210,735.80
Outstanding Checking Withdrawals	(\$19,565.22)	Outstanding Checking Withdrawals	(\$75,341.48)	Outstanding Checking Withdrawals	\$0.00
Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00
Total Equity 9/30/2025	\$325,883.18	Total Equity 9/30/2025	\$10,617.42	Total Equity 9/30/2025	\$210,735.80

Operational Fund Balance: \$547,236

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

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

	<u>100 OTO Operations</u>	<u>200 UPWP</u>	<u>610 Multi Trail Projects</u>	<u>TOTAL</u>
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match	0.00	16,268.46	0.00	16,268.46
Interest Revenue	3,720.03	0.00	0.00	3,720.03
Total Other Types of Income	<u>3,720.03</u>	<u>16,268.46</u>	<u>0.00</u>	<u>19,988.49</u>
OTO Revenue				
Carbon Reduction Program Funds	0.00	0.00	74,782.89	74,782.89
Consolidated Planning Grant CPG	195,223.63	0.00	0.00	195,223.63
Local Jdx Dues/Project Fees	194,195.76	0.00	0.00	194,195.76
Surface Trans Block Grant	23,143.89	0.00	0.00	23,143.89
Total OTO Revenue	<u>412,563.28</u>	<u>0.00</u>	<u>74,782.89</u>	<u>487,346.17</u>
Total Income	<u>416,283.31</u>	<u>16,268.46</u>	<u>74,782.89</u>	<u>507,334.66</u>
Gross Profit	416,283.31	16,268.46	74,782.89	507,334.66
Expense				
Building				
Building Lease	13,515.00	0.00	0.00	13,515.00
Common Area Main Exp	5,550.69	0.00	0.00	5,550.69
Maintenance	351.32	0.00	0.00	351.32
Office Cleaning	2,100.00	0.00	0.00	2,100.00
Utilities	732.59	0.00	0.00	732.59
Total Building	<u>22,249.60</u>	<u>0.00</u>	<u>0.00</u>	<u>22,249.60</u>
Commodities				
Office Supplies/Furniture	767.78	0.00	0.00	767.78
OTO Media/Advertising	6,500.00	0.00	0.00	6,500.00
OTO Promotional Items	2,559.28	0.00	0.00	2,559.28
Publications	118.29	0.00	0.00	118.29
Total Commodities	<u>9,945.35</u>	<u>0.00</u>	<u>0.00</u>	<u>9,945.35</u>
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	0.00	12,426.72	0.00	12,426.72
Member Attendance at Meetings	0.00	3,841.74	0.00	3,841.74
Total In-Kind Match Expense	<u>0.00</u>	<u>16,268.46</u>	<u>0.00</u>	<u>16,268.46</u>
Information Technology				
GIS Licenses	3,920.00	0.00	0.00	3,920.00
IT Maintenance Contract	3,454.08	0.00	0.00	3,454.08
Software	3,032.32	0.00	0.00	3,032.32
Webhosting	874.47	0.00	0.00	874.47
Total Information Technology	<u>11,280.87</u>	<u>0.00</u>	<u>0.00</u>	<u>11,280.87</u>
Insurance				
Automobile Insurance	577.50	0.00	0.00	577.50
Errors & Omissions	5,847.05	0.00	0.00	5,847.05
General Liability/Property	5,891.00	0.00	0.00	5,891.00
Workers Compensation	1,408.00	0.00	0.00	1,408.00
Total Insurance	<u>13,723.55</u>	<u>0.00</u>	<u>0.00</u>	<u>13,723.55</u>
Operating				
Bank Fees	316.22	0.00	0.00	316.22
Dues/Memberships	3,044.33	0.00	0.00	3,044.33
Education/Training/Travel	14,627.96	0.00	0.00	14,627.96
Legal/Bid Notices	15.55	0.00	0.00	15.55

	100 OTO Operations	200 UPWP	610 Multi Trail Projects	TOTAL
Meeting Expense	2,291.56	0.00	0.00	2,291.56
Postage/Postal Services	234.00	0.00	0.00	234.00
Staff Mileage Reimbursement	1,092.98	0.00	0.00	1,092.98
Telephone/Internet	1,852.32	0.00	0.00	1,852.32
Vehicle	35,719.00	0.00	0.00	35,719.00
Vehicle Maintenance/Fuel	565.29	0.00	0.00	565.29
Total Operating	59,759.21	0.00	0.00	59,759.21
Personnel				
Mobile Data Plans	577.95	0.00	0.00	577.95
Payroll Services	883.73	0.00	0.00	883.73
Professional Services (Acct, HR	8,385.55	0.00	0.00	8,385.55
Salaries and Fringe	256,165.72	0.00	0.00	256,165.72
Total Personnel	266,012.95	0.00	0.00	266,012.95
Services				
Data Acquisition	3,254.99	0.00	0.00	3,254.99
Legislative Education	836.37	0.00	0.00	836.37
TIP Tool Maintenance	7,950.00	0.00	0.00	7,950.00
Trail Counters	5,610.00	0.00	0.00	5,610.00
Trans Consulting Services	0.00	0.00	93,680.86	93,680.86
Total Services	17,651.36	0.00	93,680.86	111,332.22
Total Expense	400,622.89	16,268.46	93,680.86	510,572.21
Net Ordinary Income	15,660.42	0.00	-18,897.97	-3,237.55
Net Income	15,660.42	0.00	-18,897.97	-3,237.55



OPERATIONAL FINANCIAL REPORTS

Excludes the special project grant budgets and in-kind

Ozarks Transportation Organization
Operational Profit & Loss
 July through September 2025

	<u>Jul - Sep 25</u>
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Revenue	3,720.03
Total Other Types of Income	3,720.03
OTO Revenue	
Consolidated Planning Grant CPG	195,223.63
Local Jdx Dues/Project Fees	194,195.76
Surface Trans Block Grant	23,143.89
Total OTO Revenue	412,563.28
Total Income	416,283.31
Gross Profit	416,283.31
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	5,550.69
Maintenance	351.32
Office Cleaning	2,100.00
Utilities	732.59
Total Building	22,249.60
Commodities	
Office Supplies/Furniture	767.78
OTO Media/Advertising	6,500.00
OTO Promotional Items	2,559.28
Publications	118.29
Total Commodities	9,945.35
Information Technology	
GIS Licenses	3,920.00
IT Maintenance Contract	3,454.08
Software	3,032.32
Webhosting	874.47
Total Information Technology	11,280.87
Insurance	
Automobile Insurance	577.50
Errors & Omissions	5,847.05
General Liability/Property	5,891.00
Workers Compensation	1,408.00
Total Insurance	13,723.55
Operating	
Bank Fees	316.22
Dues/Memberships	3,044.33
Education/Training/Travel	14,627.96
Legal/Bid Notices	15.55
Meeting Expense	2,291.56
Postage/Postal Services	234.00
Staff Mileage Reimbursement	1,092.98
Telephone/Internet	1,852.32
Vehicle	35,719.00
Vehicle Maintenance/Fuel	565.29
Total Operating	59,759.21

	Jul - Sep 25
Personnel	
Mobile Data Plans	577.95
Payroll Services	883.73
Professional Services (Acct, HR	8,385.55
Salaries and Fringe	256,165.72
Total Personnel	266,012.95
Services	
Data Acquisition	3,254.99
Legislative Education	836.37
TIP Tool Maintenance	7,950.00
Trail Counters	5,610.00
Trans Consulting Services	0.00
Total Services	17,651.36
Total Expense	400,622.89
Net Ordinary Income	15,660.42
Net Income	15,660.42

Ozarks Transportation Organization Operational Budget vs. Actual

July through September 2025

	Jul - Sep 25	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Revenue	3,720.03	10,000.00	-6,279.97	37.2%
Miscellaneous Revenue	0.00	200.00	-200.00	0.0%
Total Other Types of Income	3,720.03	10,200.00	-6,479.97	36.5%
OTO Revenue				
Consolidated Planning Grant CPG	195,223.63	1,052,050.00	-856,826.37	18.6%
In Kind Match, Meeting Attend	0.00	0.00	0.00	0.0%
Local Jdx Dues/Project Fees	194,195.76	197,196.00	-3,000.24	98.5%
Local Jdx Studies Match	0.00	20,000.00	-20,000.00	0.0%
Surface Trans Block Grant	23,143.89	268,019.00	-244,875.11	8.6%
Total OTO Revenue	412,563.28	1,537,265.00	-1,124,701.72	26.8%
Total Income	416,283.31	1,547,465.00	-1,131,181.69	26.9%
Gross Profit	416,283.31	1,547,465.00	-1,131,181.69	26.9%
Expense				
Building				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	5,550.69	22,000.00	-16,449.31	25.2%
Maintenance	351.32	1,000.00	-648.68	35.1%
Office Cleaning	2,100.00	9,000.00	-6,900.00	23.3%
Utilities	732.59	3,300.00	-2,567.41	22.2%
Total Building	22,249.60	89,360.00	-67,110.40	24.9%
Commodities				
Office Supplies/Furniture	767.78	5,000.00	-4,232.22	15.4%
OTO Media/Advertising	6,500.00	10,000.00	-3,500.00	65.0%
OTO Promotional Items	2,559.28	4,000.00	-1,440.72	64.0%
Public Input Promotional Items	0.00	1,000.00	-1,000.00	0.0%
Public Involvement Advertising	0.00	10,000.00	-10,000.00	0.0%
Publications	118.29	700.00	-581.71	16.9%
Total Commodities	9,945.35	30,700.00	-20,754.65	32.4%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	0.00	0.00	0.00	0.0%
Member Attendance at Meetings	0.00	0.00	0.00	0.0%
Total In-Kind Match Expense	0.00	0.00	0.00	0.0%
Information Technology				
Computer Upgrades/Equip Replace	0.00	7,000.00	-7,000.00	0.0%
GIS Licenses	3,920.00	7,000.00	-3,080.00	56.0%
IT Maintenance Contract	3,454.08	13,903.00	-10,448.92	24.8%
Software	3,032.32	4,500.00	-1,467.68	67.4%
Webhosting	874.47	4,200.00	-3,325.53	20.8%
Total Information Technology	11,280.87	36,603.00	-25,322.13	30.8%
Insurance				
Automobile Insurance	577.50	2,000.00	-1,422.50	28.9%
Errors & Omissions	5,847.05	6,265.00	-417.95	93.3%
General Liability/Property	5,891.00	5,258.00	633.00	112.0%
Network Defender	0.00	1,560.00	-1,560.00	0.0%
Workers Compensation	1,408.00	2,000.00	-592.00	70.4%
Total Insurance	13,723.55	17,083.00	-3,359.45	80.3%
Operating				
Bank Fees	316.22	500.00	-183.78	63.2%
Dues/Memberships	3,044.33	8,000.00	-4,955.67	38.1%
Education/Training/Travel	14,627.96	29,000.00	-14,372.04	50.4%
Legal/Bid Notices	15.55	600.00	-584.45	2.6%
Meeting Expense	2,291.56	9,000.00	-6,708.44	25.5%
Postage/Postal Services	234.00	600.00	-366.00	39.0%
Printing/Mapping Services	0.00	2,500.00	-2,500.00	0.0%
Staff Mileage Reimbursement	1,092.98	4,000.00	-2,907.02	27.3%
Telephone/Internet	1,852.32	7,000.00	-5,147.68	26.5%
Vehicle	35,719.00	35,000.00	719.00	102.1%
Vehicle Maintenance/Fuel	565.29	2,400.00	-1,834.71	23.6%
Total Operating	59,759.21	98,600.00	-38,840.79	60.6%

	Jul - Sep 25	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	577.95	3,240.00	-2,662.05	17.8%
Payroll Services	883.73	3,200.00	-2,316.27	27.6%
Professional Services (Acct, HR	8,385.55	55,000.00	-46,614.45	15.2%
Salaries and Fringe	256,165.72	1,032,247.00	-776,081.28	24.8%
Total Personnel	266,012.95	1,093,687.00	-827,674.05	24.3%
Services				
Data Acquisition	3,254.99	30,000.00	-26,745.01	10.8%
Legislative Education	836.37	9,000.00	-8,163.63	9.3%
Rideshare	0.00	250.00	-250.00	0.0%
TIP Tool Maintenance	7,950.00	24,685.00	-16,735.00	32.2%
Trail Counters	5,610.00	5,415.00	195.00	103.6%
Trans Consulting Services	0.00	150,000.00	-150,000.00	0.0%
Travel Demand Model Update	0.00	5,000.00	-5,000.00	0.0%
Total Services	17,651.36	224,350.00	-206,698.64	7.9%
Total Expense	400,622.89	1,590,383.00	-1,189,760.11	25.2%
Net Ordinary Income	15,660.42	-42,918.00	58,578.42	-36.5%
Net Income	15,660.42	-42,918.00	58,578.42	-36.5%



UNIFIED PLANNING WORK PROGRAM (UPWP) FINANCIAL REPORTS

Includes in-kind and excludes OTO only items.

Ozarks Transportation Organization
UPWP Profit & Loss
 July through September 2025

	Jul - Sep 25
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match	16,268.46
Total Other Types of Income	16,268.46
OTO Revenue	
Consolidated Planning Grant CPG	195,223.63
Local Jdx Dues/Project Fees	194,195.76
Surface Trans Block Grant	23,143.89
Total OTO Revenue	412,563.28
Total Income	428,831.74
Gross Profit	428,831.74
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	5,550.69
Maintenance	351.32
Office Cleaning	2,100.00
Utilities	732.59
Total Building	22,249.60
Commodities	
Office Supplies/Furniture	766.98
Publications	34.97
Total Commodities	801.95
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	12,426.72
Member Attendance at Meetings	3,841.74
Total In-Kind Match Expense	16,268.46
Information Technology	
GIS Licenses	3,920.00
IT Maintenance Contract	3,454.08
Software	374.91
Webhosting	615.72
Total Information Technology	8,364.71
Insurance	
Automobile Insurance	577.50
Workers Compensation	1,408.00
Total Insurance	1,985.50
Operating	
Dues/Memberships	2,031.00
Education/Training/Travel	9,426.18
Legal/Bid Notices	15.55
Meeting Expense	2,085.97
Postage/Postal Services	60.84
Staff Mileage Reimbursement	1,092.98
Telephone/Internet	1,852.32
Vehicle	35,719.00
Vehicle Maintenance/Fuel	565.29
Total Operating	52,849.13

	Jul - Sep 25
Personnel	
Mobile Data Plans	577.95
Payroll Services	883.73
Professional Services (Acct, HR	3,885.55
Salaries and Fringe	256,165.72
Total Personnel	261,512.95
Services	
TIP Tool Maintenance	5,962.50
Trail Counters	5,610.00
Total Services	11,572.50
Total Expense	375,604.80
Net Ordinary Income	53,226.94
Net Income	53,226.94

Ozarks Transportation Organization
UPWP Budget vs. Actual
 July through September 2025

	Jul - Sep 25	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match	16,268.46	80,321.00	-64,052.54	20.3%
Interest Revenue	0.00	0.00	0.00	0.0%
Miscellaneous Revenue	0.00	0.00	0.00	0.0%
Total Other Types of Income	16,268.46	80,321.00	-64,052.54	20.3%
OTO Revenue				
Consolidated Planning Grant CPG	195,223.63	1,052,051.00	-856,827.37	18.6%
In Kind Match, Meeting Attend	0.00	0.00	0.00	0.0%
Local Jdx Dues/Project Fees	194,195.76	197,196.00	-3,000.24	98.5%
Local Jdx Studies Match	0.00	20,000.00	-20,000.00	0.0%
Surface Trans Block Grant	23,143.89	268,019.00	-244,875.11	8.6%
Total OTO Revenue	412,563.28	1,537,266.00	-1,124,702.72	26.8%
Total Income	428,831.74	1,617,587.00	-1,188,755.26	26.5%
Gross Profit	428,831.74	1,617,587.00	-1,188,755.26	26.5%
Expense				
Building				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	5,550.69	22,000.00	-16,449.31	25.2%
Maintenance	351.32	1,000.00	-648.68	35.1%
Office Cleaning	2,100.00	9,000.00	-6,900.00	23.3%
Utilities	732.59	3,300.00	-2,567.41	22.2%
Total Building	22,249.60	89,360.00	-67,110.40	24.9%
Commodities				
Office Supplies/Furniture	766.98	5,000.00	-4,233.02	15.3%
Public Input Promotional Items	0.00	1,000.00	-1,000.00	0.0%
Public Involvement Advertising	0.00	10,000.00	-10,000.00	0.0%
Publications	34.97	700.00	-665.03	5.0%
Total Commodities	801.95	16,700.00	-15,898.05	4.8%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	12,426.72	50,321.00	-37,894.28	24.7%
Member Attendance at Meetings	3,841.74	30,000.00	-26,158.26	12.8%
Total In-Kind Match Expense	16,268.46	80,321.00	-64,052.54	20.3%
Information Technology				
Computer Upgrades/Equip Replace	0.00	7,000.00	-7,000.00	0.0%
GIS Licenses	3,920.00	7,000.00	-3,080.00	56.0%
IT Maintenance Contract	3,454.08	13,903.00	-10,448.92	24.8%
Software	374.91	4,500.00	-4,125.09	8.3%
Webhosting	615.72	4,200.00	-3,584.28	14.7%
Total Information Technology	8,364.71	36,603.00	-28,238.29	22.9%
Insurance				
Automobile Insurance	577.50	2,000.00	-1,422.50	28.9%
Errors & Omissions	0.00	6,265.00	-6,265.00	0.0%
General Liability/Property	0.00	5,258.00	-5,258.00	0.0%
Network Defender	0.00	1,560.00	-1,560.00	0.0%
Workers Compensation	1,408.00	2,000.00	-592.00	70.4%
Total Insurance	1,985.50	17,083.00	-15,097.50	11.6%
Operating				
Dues/Memberships	2,031.00	8,000.00	-5,969.00	25.4%
Education/Training/Travel	9,426.18	29,000.00	-19,573.82	32.5%
Legal/Bid Notices	15.55	600.00	-584.45	2.6%
Meeting Expense	2,085.97	9,000.00	-6,914.03	23.2%
Postage/Postal Services	60.84	600.00	-539.16	10.1%
Printing/Mapping Services	0.00	2,500.00	-2,500.00	0.0%
Staff Mileage Reimbursement	1,092.98	4,000.00	-2,907.02	27.3%
Telephone/Internet	1,852.32	7,000.00	-5,147.68	26.5%
Vehicle	35,719.00	35,000.00	719.00	102.1%
Vehicle Maintenance/Fuel	565.29	2,400.00	-1,834.71	23.6%
Total Operating	52,849.13	98,100.00	-45,250.87	53.9%

	Jul - Sep 25	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	577.95	3,240.00	-2,662.05	17.8%
Payroll Services	883.73	3,200.00	-2,316.27	27.6%
Professional Services (Acct, HR	3,885.55	37,000.00	-33,114.45	10.5%
Salaries and Fringe	256,165.72	1,032,247.00	-776,081.28	24.8%
Total Personnel	261,512.95	1,075,687.00	-814,174.05	24.3%
Services				
Data Acquisition	0.00	30,000.00	-30,000.00	0.0%
Rideshare	0.00	250.00	-250.00	0.0%
TIP Tool Maintenance	5,962.50	24,685.00	-18,722.50	24.2%
Trail Counters	5,610.00	5,415.00	195.00	103.6%
Trans Consulting Services	0.00	150,000.00	-150,000.00	0.0%
Travel Demand Model Update	0.00	5,000.00	-5,000.00	0.0%
Total Services	11,572.50	215,350.00	-203,777.50	5.4%
Total Expense	375,604.80	1,629,204.00	-1,253,599.20	23.1%
Net Ordinary Income	53,226.94	-11,617.00	64,843.94	-458.2%
Net Income	53,226.94	-11,617.00	64,843.94	-458.2%

Ozarks Transportation Organization

FY2026 Unified Planning Work Program First Quarter Report

Period July 1, 2025 to September 30, 2025

Task 1 – UPWP Program Management and Coordination (28% Complete)

FY 2025 quarterly and year-end reports. Processed UPWP Administrative Modification One. Prepared for Financial Statement and Single Audit of FY 2025 Financial Statements and grant program. Annual audit conducted in September 2025. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services. Vehicle purchase. Finalized Federal Certification Review and shared with Board of Directors.

Travel and Training

- Missouri Public Transit Association Conference
- Missouri's 2025 Highway Safety and Traffic Conference
- AMPO National Conference
- Esri User Conference
- Annual OSITE Technical Seminar
- NTI's Procurement 1: Orientation to Transit Procurement
- NTI's Overview of Title VI and Public Transit
- NTI's Advanced Title VI and Public Transit
- AMPO Policy Board Meetings
- AMPO Working Groups
- Miscellaneous workshops and trainings

Task 2 – Planning Coordination and Outreach (28% Complete)

Conducted the following meetings:

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

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Vehicle Purchase. Press releases were issued according to the public participation plan for items going before the Board of Directors. Meeting attendance was documented for In-Kind Match reporting. A total of 87 committee hours were reported.

Task 3 – Planning and Implementation (28% Complete)

Processed *Destination 2045* Amendments 9b and 10. Approved and submitted three updates to the Federal Functional Classification System. Completed annual review of STRAHNET system in coordination with DOD, with no current improvements needed. Continued collecting trail usage data. Coordinated with

local government partners for the acquisition of Pictometry aerial imagery for 2026. Retrieved, processed, and stored RITIS speed probe data from 2023 to 2025 for use in the development of congestion monitor web map application for the OTO area as part of the OTO Congestion Management Process. Integrated travel speed data and crash statistics into before and after project improvements infographics. Met with MoDOT SW District staff for a Streetlight interface orientation to inform data requests for plans and projects. Vehicle purchase. Continued monitoring regional air quality, participating on the Ozarks Clean Air Alliance, and serving on Ozarks Clean Fuels Coalition.

Task 4 – Project Selection and Programming (28% Complete)

Processed FY 2025-2028 TIP Administrative Modification 5. Adopted FY 2026-2029 TIP and processed Administrative Modification 1 and Amendment 1. Adopted planning and financial capacity certifications. Published Annual Listing of Obligated Projects ahead of 90 days after the end of the prior program year. Reviewed STIP Prioritization Criteria, developed prioritization project list, and scored projects. Two STIP prioritization meetings were held. Proposed funds carryover policy for OTO and MoDOT. Monitored funds balances and tracked obligations through the end of the federal fiscal year. Finalized recommendations for trail and sidewalk funding, incorporating into the new TIP. Vehicle purchase.

Task 5 – OTO Transit Planning (28% Complete)

Held one transit operations committee meeting in August. Conducted call for projects for Section 5310 funding, including grant workshop for subrecipients. Reviewed and scored received applications at the committee meeting and recommended approval of received applications. Continued work on updating regional transportation provider brochure. Attended MPTA Board Meeting and statewide calls. Attended CU's Transit Advisory Committee.

Task 6 – Operations and Demand Management (28% Complete)

Held one meeting of the TIM subcommittee. Completed annual report on TDM activities. Continued research of van-pool program.

Task 7 – MoDOT Studies and Data Collection (25% Complete)

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 288.15 staff hours were completed.

2.5% Set Aside Work Program

Task 8 - Safe and Accessible Transportation Options (28% Complete)

Held two Bicycle and Pedestrian Advisory Committee meetings in July and September. Discussed facility updates for long range transportation plan maps. Completed bicycle crash analysis. Updated Complete Streets and trail toolbox. Maintained trail dashboard and maps. Coordinated with other jurisdictions on trail data sharing. Worked with City of Springfield, Ozark Greenways and Springfield-Greene County Park board on identifying local and regional trail projects. Attended Ozark Greenways TAC and Let's Go Smart meetings.

Surface Transportation Block Grant Work Program

Task 9 – Studies and Project Administration (19% Complete)

OTO Staff are managing several projects, including oversight of engineering consultants and acting as point of contact for other agencies and the general public. In addition, staff continues to monitor and

provide support for federal aid projects sponsored by member agencies, including quarterly meetings with agency and consultant project managers to discuss updates to the federal process and best practices. Staff also continues to update, maintain and make improvements to the project database that is used to monitor project progress, milestone dates and approvals.

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 10 – CU Transit Planning (35% Complete)

Operational Planning

CU's Open FTA Grants:

MO-2023-005 – In Progress

MO-2024-025 – In Progress

MO-2024-028 – Scheduled to Close

MO-2024-031 – In Progress

MO-2025-008 – In Progress

MO-2025-018 – In Progress

ADA Accessibility Planning

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

Transit Fixed Route/Regional Service Analysis Implementation

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

Service Planning

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

Financial Planning

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

Competitive Contract Planning

City Utilities Purchasing department ensures that CU Transit awards bids to the most competitive contracts and that all FTA guidelines and requirements are followed. In the future, we are considering

studying opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service.

Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q1, we continued to have discussions with the Safety Committee about PTASP. The Safety Committee and Board of Public Utilities approved the City Utilities Transit Safety Plan on September 25th, 2025.

Transit Coordination Plan Implementation

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

Program Management Plan Implementation

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

Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes, submits weekly/monthly National Transit Database reports to the FTA, and has begun working on the FY25 annual National Transit Database report that is due January 31, 2026.



CARBON REDUCTION MULTI TRAIL PROJECTS FINANCIAL REPORTS



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

	Jul - Sep 25
Ordinary Income/Expense	
Income	
OTO Revenue	
Carbon Reduction Program Funds	74,782.89
Total OTO Revenue	74,782.89
Total Income	74,782.89
Gross Profit	74,782.89
Expense	
Services	
Trans Consulting Services	93,680.86
Total Services	93,680.86
Total Expense	93,680.86
Net Ordinary Income	-18,897.97
Net Income	-18,897.97

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

	<u>Jul - Sep 25</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense				
Income				
OTO Revenue				
Carbon Reduction Program Funds	74,782.89	290,882.00	-216,099.11	25.7%
Total OTO Revenue	74,782.89	290,882.00	-216,099.11	25.7%
Total Income	74,782.89	290,882.00	-216,099.11	25.7%
Gross Profit	74,782.89	290,882.00	-216,099.11	25.7%
Expense				
Services				
Trans Consulting Services	93,680.86	346,023.54	-252,342.68	27.1%
Total Services	93,680.86	346,023.54	-252,342.68	27.1%
Total Expense	93,680.86	346,023.54	-252,342.68	27.1%
Net Ordinary Income	-18,897.97	-55,141.54	36,243.57	34.3%
Net Income	-18,897.97	-55,141.54	36,243.57	34.3%

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM I.C.3.***Destination 2045* Amendment Number 11****Ozarks Transportation Organization
(Springfield, MO Area MPO)****AGENDA DESCRIPTION:****New Project**

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

- A111 – ROW Purchase for Future Projects in Springfield (New)

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on October 15, 2025, the Technical Planning Committee recommended the Board of Directors approve Amendment 11 to *Destination 2045*.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment Eleven to *Destination 2045*.”

OR

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

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

97: Non-Transit Constrained Project List

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

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

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

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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	\$125,009,026
48	N/A	MoDOT Scoping	Annual Program	2025	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2026	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2027	\$51,500
48	N/A	MoDOT Scoping	Annual Program	2028	\$53,045
48	N/A	MoDOT Scoping	Annual Program	2029	\$54,636
48	N/A	MoDOT Scoping	Annual Program	2030	\$56,275
48	N/A	MoDOT Scoping	Annual Program	2031	\$57,964
48	N/A	MoDOT Scoping	Annual Program	2032-2037	\$399,851
48	N/A	MoDOT Scoping	Annual Program	2038-2045	\$702,827
49	N/A	MoDOT Rail	Annual Program	2026	\$200,000
49	N/A	MoDOT Rail	Annual Program	2027	\$206,000
49	N/A	MoDOT Rail	Annual Program	2028	\$212,180
49	N/A	MoDOT Rail	Annual Program	2029	\$218,545
49	N/A	MoDOT Rail	Annual Program	2030	\$225,102
49	N/A	MoDOT Rail	Annual Program	2031	\$231,855
49	N/A	MoDOT Rail	Annual Program	2032-2037	\$1,544,724
49	N/A	MoDOT Rail	Annual Program	2038-2045	\$2,535,669
A31	N/A	Various EV Chargers	EV Charger Program for about 60 Charging Ports	2024	\$937,500
A111	N/A	Springfield ROW Program	ROW Purchase for Future Projects	2026	\$5,000,000
57	3rd/Oak	Ozark 3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	\$2,604,581
247	Azalea	Battlefield Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	\$875,500
1	Chestnut	MoDOT Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	\$5,064,462
212	Chestnut	MoDOT Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	\$3,559,229
2	Division	MoDOT Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	\$16,016,529
99	Division	Springfield Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	\$15,844,532
45	EW Arterial	Greene East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	\$26,249,311

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
114	Glenstone	MoDOT Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	\$950,078
183	I-244	MoDOT Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	\$1,229,874
4	I-44	MoDOT I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2026	\$42,140,000
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$57,850,000
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
121	I-44	MoDOT I-44 Capacity Improvements	Capacity Improvements from US 65 to Rte 125	2026	\$93,950,000
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, III, & IV	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2026	\$53,720,000
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
69	McCracken	<i>Ozark</i> McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	<i>Willard</i> Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	<i>Willard</i> Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484
8	Mulroy Road	<i>Other</i> Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
A101	Nicholas and Tracker	<i>Christian</i> Nicholas and Tracker	Intersection Improvements	2026	\$1,305,000
A102	North 21st/22nd	<i>Ozark</i> US 65 Western Outer Road Improvements through Ozark	Intersection and Roadway Improvements	2026	\$1,500,000
14	Route 125	<i>MoDOT</i> Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	<i>MoDOT</i> Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	<i>MoDOT</i> S. 125/OO Signalization	Signalization	2028	\$1,194,052
173	Route 125/OO	<i>MoDOT</i> N. 125/OO Intersection Improvements	Intersection Improvements	2025	\$6,556,362
15	Route 13	<i>MoDOT</i> Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	<i>MoDOT</i> Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	<i>MoDOT</i> Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	<i>MoDOT</i> Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	<i>MoDOT</i> Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	<i>MoDOT</i> Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	<i>MoDOT</i> Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772
139	Route 160	<i>MoDOT</i> Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	<i>MoDOT</i> Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	2028	\$4,406,000
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	2025	\$3,278,181
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
A103	Weaver	Battlefield Weaver Road Improvements	Roadway improvements between FF and Cloverdale	2028	\$2,000,000
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
TOTAL COST					(\$2,054,925,226)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,178,714,911
Remaining Funding					\$182,722,964
*Prior year funding identified in FY 2022-2025 TIP					

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
74	10th	Ozark 10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	Battlefield New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	Springfield Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	Springfield Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000
46	EW Arterial	Greene East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
47	EW Arterial	Greene East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	Greene East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	Greene E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	Greene Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	Greene Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	Greene Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	Greene Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	MoDOT Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	Ozark Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000
73	Fremont	Ozark Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	MoDOT Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	Republic Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	Willard Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
116	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000
117	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
168	I-44/125	MoDOT I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	MoDOT Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	Greene Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	Ozark McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	Ozark Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
210	Route P	MoDOT Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000
79	Route W	MoDOT Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	Greene Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$634,747,070

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM I.C.4.

Amendment Number Two 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 Two to the FY 2026-2029 Transportation Improvement Program.

1. ***New* Route 160 Pavement Replacement (GR2601)**
MoDOT has requested to add a project for scoping pavement improvements on US 160 for a total programmed amount of \$154,000.
2. ***Revised* I-44 Safety Project (MO2521)**
MoDOT has requested additional adjustments and the inclusion of Joplin and Springfield contributions to the I-44 Safety Project for a new total programmed amount of \$512,592,960.
3. ***New* Scoping for Safety Improvements on Route MM (RP2603)**
MoDOT has requested to add a scoping project for safety improvements on Route MM for a total programmed amount of \$170,000.
4. ***Removed* I-44 Aesthetics (SP2606)**
This project has been combined into MO2521 – I-44 Safety Project.
5. ***New* Corridor Improvements on Hwy 13 (SP2607)**
MoDOT has requested to add a scoping project for corridor improvements on Highway 13 for a total programmed amount of \$600,000.
6. ***New* Campbell Avenue – Westview/Primrose Streets to Republic Road (SP2608)**
Springfield has requested to add a project to buy ROW for future improvements on Campbell Avenue for a total programmed amount of \$450,000.
7. ***New* Kansas Avenue – Walnut Lawn to Maplewood (SP2609)**
Springfield has requested to add a project to buy ROW for future improvements on Kansas Avenue for a total programmed amount of \$500,000.
8. ***New* 2026 STBG Resurfacing – Various Routes (SP2610)**
Springfield has requested to add a project for resurfacing various routes in Springfield for a total programmed amount of \$3,000,000.
9. ***New* Regional Transportation Planning (SP2611)**
OTO is requesting to add a project for regional transportation planning, in partnership with Springfield's Safe Streets and Roads for All Supplemental Planning Grant, for a total programmed amount of \$125,000.
10. ***New* US 60/65 Study (OT2601)**
OTO is requesting to add a project for a US 60/65 Access and Operational Study for a total programmed amount of \$1,000,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on October 15, 2025, the Technical Planning Committee recommended the Board of Directors approve Amendment 2 to the FY 2026-2029 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 2 to the FY 2026-2029 Transportation Improvement Program.”

OR

“Move to approve Amendment 2 to the FY 2026-2029 Transportation Improvement Program, with these changes...”

GR2601-26A2 - ROUTE 160 PAVEMENT REPLACEMENT

Plan Revision 26A2	Section Sponsored by MoDOT	Project Type Scoping	Lead Agency MoDOT
County Greene County	Municipality Unincorporated Greene County	Status Programmed	Total Cost \$154,000
MoDOT ID SU0373	Federal ID -	Project From 0.4 mile west of I-44	Project To I-44

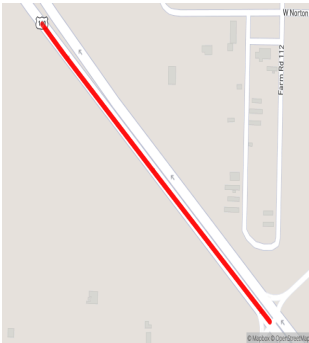
Project Considerations
-

Project Description
Scoping for pavement improvement on Route 160 from 0.4 mile west of I-44 to I-44.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$20,000	\$10,000	\$400	\$400	-	\$30,800
Engineering	STBG (FHWA)	-	\$80,000	\$40,000	\$1,600	\$1,600	-	\$123,200
Total Engineering		-	\$100,000	\$50,000	\$2,000	\$2,000	-	\$154,000
Total Programmed		-	\$100,000	\$50,000	\$2,000	\$2,000	-	\$154,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$123,200
TOTAL PROJECT COST	Stays the same \$154,000



MO2521-26A2 - I-44 SAFETY PROJECT

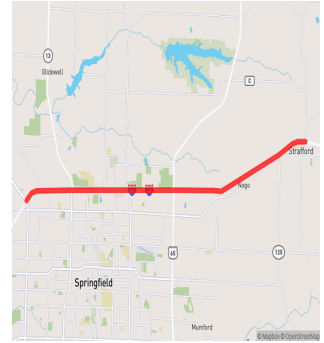
Plan Revision 26A2	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield, Strafford	Status Programmed	Total Cost \$512,592,960
MoDOT ID ST0089	Federal ID -	Project From Joplin	Project To Conway

Project Considerations
-

Project Description
Safety, capacity and pavement at various locations from Joplin to Conway.

Funding Source Notes
Non-Federal Funding Source: SFY 2025 Special General Revenue Funds; local funds from City of Joplin (totaling \$3,910,000) and City of Springfield (totaling \$101,992).

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$417,555	-	-	-	-	\$417,555
Engineering	MoDOT	\$631,000	\$35,570,000	-	-	-	-	\$36,201,000
Engineering	STBG-U (FHWA)	-	\$30,220	-	-	-	-	\$30,220
Total Engineering		\$631,000	\$36,017,775	-	-	-	-	\$36,648,775
ROW	MoDOT	-	\$4,600	-	-	-	-	\$4,600
ROW	NHPP (FHWA)	-	\$18,400	-	-	-	-	\$18,400
Total ROW		-	\$23,000	-	-	-	-	\$23,000
Construction	Local	-	\$3,594,437	-	-	-	-	\$3,594,437
Construction	MoDOT	-	\$371,004,300	-	-	-	-	\$371,004,300
Construction	NHPP (FHWA)	-	\$94,112,800	-	-	-	-	\$94,112,800
Construction	SAFETY (FHWA)	-	\$6,831,900	-	-	-	-	\$6,831,900
Construction	STBG-U (FHWA)	-	\$377,748	-	-	-	-	\$377,748
Total Construction		-	\$475,921,185	-	-	-	-	\$475,921,185
Total Prior Costs		\$631,000	-	-	-	-	-	\$631,000
Total Programmed		\$631,000	\$511,961,960	-	-	-	-	\$512,592,960



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	ID changed from "MO2521-26A1" to "MO2521-26A2" Plan Revision Name changed from "26A1" to "26A2" Funding Source Notes changed from "Non-Federal Funding Source: SFY 2025 Special General Revenue Funds" to "Non-Federal Funding Source: SFY 2025 Special General Revenue Funds; local funds from City of Joplin (totaling \$3,910,000) and City of Springfield (totaling \$101,992)."
FUNDING CHANGES	MoDOT - Decrease funds in FY 2025 in ENG from \$911,000 to \$631,000 NHPP (FHWA) - Decrease funds in FY 2025 in ENG from \$1,234,000 to \$0 MoDOT + Increase funds in FY 2026 in ENG from \$26,639,000 to \$35,570,000 - Decrease funds in FY 2026 in ROW from \$7,800 to \$4,600 - Decrease funds in FY 2026 in CON from \$427,027,400 to \$371,004,300 NHPP (FHWA) - Decrease funds in FY 2026 in ENG from \$7,417,000 to \$0 + Increase funds in FY 2026 in ROW from \$15,200 to \$18,400 + Increase funds in FY 2026 in CON from \$44,921,600 to \$94,112,800 Local + Increase funds in FY 2026 in ENG from \$0 to \$410,000 + Increase funds in FY 2026 in CON from \$0 to \$3,500,000 + Increase funds in FY 2026 in ENG from \$0 to \$7,555 + Increase funds in FY 2026 in CON from \$0 to \$94,437 SAFETY (FHWA) + Increase funds in FY 2026 in CON from \$0 to \$6,831,900 STBG-U (FHWA) + Increase funds in FY 2026 in ENG from \$0 to \$30,220 + Increase funds in FY 2026 in CON from \$0 to \$377,748
FEDERAL PROJECT COST	Increased from \$53,587,800 to \$101,371,068 (89.17%)
TOTAL PROJECT COST	Increased from \$508,173,000 to \$512,592,960 (0.87%)

RP2603-26A2 - SCOPING FOR SAETY IMPROVEMENTS ON ROUTE MM

Plan Revision 26A2	Section Sponsored by MoDOT	Project Type Scoping	Lead Agency MoDOT
County Greene County	Municipality Republic	Status Programmed	Total Cost \$170,000
MoDoT ID SU0370	Federal ID -	Project From From I-44	Project To To Route 360 in Republic

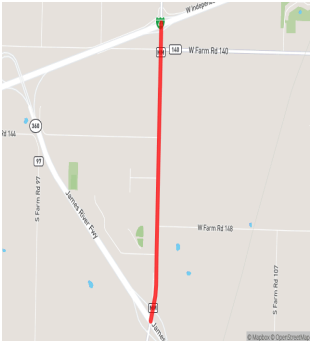
Project Considerations
Bike/Ped Plan

Project Description
Scoping for safety improvements from I-44 to Rte. 360 in Republic.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$5,000	\$12,000	-	-	-	\$17,000
Engineering	SAFETY (FHWA)	-	\$45,000	\$108,000	-	-	-	\$153,000
Total Engineering		-	\$50,000	\$120,000	-	-	-	\$170,000
Total Programmed		-	\$50,000	\$120,000	-	-	-	\$170,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$153,000
TOTAL PROJECT COST	Stays the same \$170,000



SP2606-26 - I-44 AESTHETICS

Plan Revision
26A2

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$500,000

MoDOT ID
-

Federal ID
-

Project From
US 160

Project To
Glenstone

Project Considerations

-

Project Description

Aesthetic improvements as part of MO2521 (to be determined as part of design-build process).

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$100,000	-	-	-	-	\$100,000
Construction	STBG-U (FHWA)	-	\$400,000	-	-	-	-	\$400,000
Total Construction		-	\$500,000	-	-	-	-	\$500,000
Total Programmed		-	\$500,000	-	-	-	-	\$500,000

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "26Adopted" to "26A2"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$500,000

SP2607-26A2 - CORRIDOR IMPROVEMENTS ON HWY 13

Plan Revision 26A2	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$600,000
MoDOT ID SU0371	Federal ID -	Project From Route 413 (Sunshine Street)	Project To Battlefield Road in Springfield.

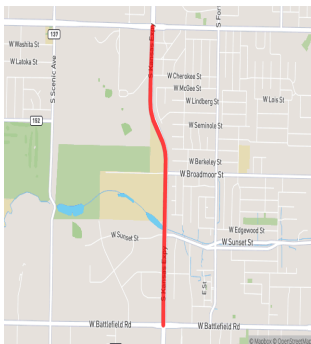
Project Considerations
Bike/Ped Plan

Project Description
Scoping for corridor improvements from Rte. 413 (Sunshine Street) to Battlefield Road in Springfield.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$40,000	\$40,000	\$20,000	\$20,000	-	\$120,000
Engineering	NHPP (FHWA)	-	\$160,000	\$160,000	\$80,000	\$80,000	-	\$480,000
Total Engineering		-	\$200,000	\$200,000	\$100,000	\$100,000	-	\$600,000
Total Programmed		-	\$200,000	\$200,000	\$100,000	\$100,000	-	\$600,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$480,000
TOTAL PROJECT COST	Stays the same \$600,000



SP2608-26A2 - CAMPBELL AVENUE - WESTVIEW/PRIMROSE STREETS TO REPUBLIC ROAD

Plan Revision
26A2

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$450,000

MoDoT ID
-

Federal ID
-

Project From
W Westview Street / W Primrose Street

Project To
W Republic Road

Project Considerations

Bike/Ped Plan

Project Description

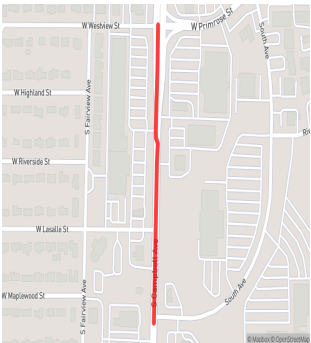
Southbound capacity, pedestrian, and storm-water improvements on S Campbell Avenue from W Westview and W Primrose Streets to W Republic Road.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
ROW	Local	-	\$90,000	-	-	-	-	\$90,000
ROW	STBG-U (FHWA)	-	\$360,000	-	-	-	-	\$360,000
Total ROW		-	\$450,000	-	-	-	-	\$450,000
Total Programmed		-	\$450,000	-	-	-	-	\$450,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$360,000
TOTAL PROJECT COST	Stays the same \$450,000

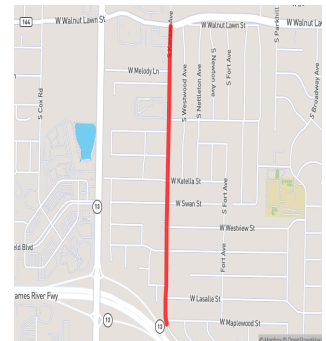


Funding Source Notes

Non-Federal Funding Source

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
ROW	Local	-	\$100,000	-	-	-	-	\$100,000
ROW	STBG-U (FHWA)	-	\$400,000	-	-	-	-	\$400,000
Total ROW		-	\$500,000	-	-	-	-	\$500,000
Total Programmed		-	\$500,000	-	-	-	-	\$500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$500,000



SP2610-26A2 - 2026 STBG RESURFACING - VARIOUS ROUTES

Plan Revision
26A2

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Pavement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,000,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Resurfacing of various arterial and collector streets on the federal-aid system in Springfield.

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$600,000	-	-	-	-	\$600,000
Construction	STBG-U (FHWA)	-	\$2,400,000	-	-	-	-	\$2,400,000
Total Construction		-	\$3,000,000	-	-	-	-	\$3,000,000
Total Programmed		-	\$3,000,000	-	-	-	-	\$3,000,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$2,400,000
TOTAL PROJECT COST	Stays the same \$3,000,000

SP2611-26A2 - REGIONAL TRANSPORTATION PLANNING

Plan Revision
26A2

Section
Sponsored by OTO

Project Type
Planning

Lead Agency
Ozarks Transportation
Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$125,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations

-

Project Description

Regional Transportation Planning, including the Major Thoroughfare Plan and Design Standards, in partnership with the City of Springfield SS4A Transportation Planning project.

Funding Source Notes

Non-Federal Funding Source: City of Springfield; FYI: OTO STBG-U (\$100,000)

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	Local	-	\$25,000	-	-	-	-	\$25,000
Planning	STBG-U (FHWA)	-	\$100,000	-	-	-	-	\$100,000
Total Planning		-	\$125,000	-	-	-	-	\$125,000
Total Programmed		-	\$125,000	-	-	-	-	\$125,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$100,000
TOTAL PROJECT COST	Stays the same \$125,000

OT2601-26A2 - US 60/65 STUDY

Plan Revision
26A2

Section
Sponsored by OTO

Project Type
Scoping

Lead Agency
Ozarks Transportation
Organization

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,000,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations

-

Project Description

US 60/65 Access and Operational Study

Funding Source Notes

Non-Federal Funding Source: City of Springfield, City Utilities, Greene County

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$200,000	-	-	-	-	\$200,000
Engineering	STBG-U (FHWA)	-	\$800,000	-	-	-	-	\$800,000
Total Engineering		-	\$1,000,000	-	-	-	-	\$1,000,000
Total Programmed		-	\$1,000,000	-	-	-	-	\$1,000,000

CURRENT CHANGE REASON

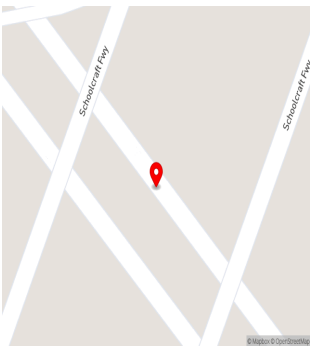
New Project

FEDERAL PROJECT COST

Stays the same \$800,000

TOTAL PROJECT COST

Stays the same \$1,000,000



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	\$324,432	\$330,921	\$3,563,139	\$344,290	\$351,176	\$4,913,958
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	\$7,447,745	\$7,284,226	\$8,063,689	\$7,024,039	\$7,722,024	\$37,541,723
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	\$70,863,780	\$617,994,624	\$77,161,993	\$64,108,380	\$79,411,212	\$909,539,989

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	(\$16,740,420)	(\$3,396,523)	(\$1,149,004)	(\$220,567)	(\$21,506,514)
Other Committed Funds All Jurisdictions	\$57,515,582	\$57,515,582	\$57,515,582	\$57,515,582	\$230,062,328
TOTAL	\$57,945,636	\$71,189,155	\$73,333,787	\$74,156,765	\$276,625,342

	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

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	\$36,000	\$36,000	\$36,000	\$36,000
CRP (FHWA)	\$1,563,899	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$0	\$0	\$0
NHPP (FHWA)	\$103,824,000	\$11,539,200	\$28,474,400	\$35,855,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$10,807,900	\$370,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,256,000	\$40,000	\$1,600	\$1,600
STBG-U (FHWA)	\$19,691,472	\$4,054,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$187,524,748	\$16,175,505	\$32,809,681	\$36,820,066
STATE				
MoDOT	\$418,872,766	\$8,671,000	\$9,217,800	\$9,385,800
MoDOT-AC	\$13,753,203	\$21,718,000	\$7,078,400	\$442,400
MoDOT O&M	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444
State Subtotal	\$439,219,888	\$37,134,579	\$23,196,928	\$16,887,644
LOCAL/OTHER				
Local	\$12,245,699	\$3,396,523	\$1,149,004	\$220,567
Local-AC	\$4,494,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$16,840,420	\$3,396,523	\$1,149,004	\$220,567
Total	\$643,585,056	\$56,706,607	\$57,155,613	\$53,928,277

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$16,840,420	\$3,396,523	\$1,149,004	\$220,567	\$21,606,514
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
TOTAL AVAILABLE FUNDING	\$58,782,653	\$602,758,984	\$58,263,398	\$56,030,605	\$64,715,729	\$840,551,370
Carryover		\$58,782,653	\$17,956,581	\$19,513,372	\$18,388,364	--
Programmed State and Federal Funding		(\$643,585,056)	(\$56,706,607)	(\$57,155,613)	(\$53,928,277)	(\$811,375,554)
TOTAL REMAINING	\$58,782,653	\$17,956,581	\$19,513,372	\$18,388,364	\$29,175,816	\$29,175,816

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM I.C.5.**Administrative Modification 2 to the FY 2026-2029 Transportation Improvement Program****Ozarks Transportation Organization
(Springfield, MO Area MPO)****AGENDA DESCRIPTION:**

There is one item included as part of Administrative Modification 2 to the FY 2026-2029 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

Basis for Administrative Modification - *Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project.*

1. 5310-Traditional Projects Reserve 2024 (MO2305)
Updated project description and local match to provide for the award of three vehicles, for the same total programmed amount of \$283,948.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

8 October 2025

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

Dear Mr. Henderson:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on October 8, 2025. 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



MO2305-26AM2 - 5310-TRADITIONAL PROJECTS RESERVE 2024

Plan Revision 26AM2	Section Transit	Project Type Transit Capital	Lead Agency MoDOT					
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$283,948					
MoDoT ID -	Federal ID -	Project From -	Project To -					
Project Considerations -								
Project Description Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2024 Includes two OATS vehicles - Wide Body Cutaway Floor Plan II High Roof Extended Conversion Van Floor Plan ADA Flip Seat Includes one VSL Springfield Assisted Living vehicle - Medium Roof Extended Conversion Vans (IFB) MODOT-FY25-0027-SL Aluminum Floor Central States Bus Sales Ford T-350 Transit X2C 2025								
Funding Source Notes Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding, including OATS and VSL Springfield Assisted Living LLC								
PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	\$227,158	-	-	-	-	\$227,158
Capital	Local	-	\$56,790	-	-	-	-	\$56,790
Total Capital		-	\$283,948	-	-	-	-	\$283,948
Total Programmed		-	\$283,948	-	-	-	-	\$283,948

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project
PROJECT CHANGES	Description changed from "Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2024" to "Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2024" Includes two OATS vehicles - Wide Body Cutaway Floor Plan II High Roof Extended Conversion Van Floor Plan ADA Flip Seat Includes one VSL Springfield Assisted Living vehicle - Medium Roof Extended Conversion Vans (IFB) MODOT-FY25-0027-SL Aluminum Floor Central States Bus Sales Ford T-350 Transit X2C 2025" ID changed from "MO2305-22" to "MO2305-26AM2" Plan Revision Name changed from "26Adopted" to "26AM2" Performance Measure changed from "Environmental Sustainability" to "Transit Asset Management" Funding Source Notes changed from "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding" to "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding, including OATS and VSL Springfield Assisted Living LLC"
FUNDING CHANGES	5310-Capital (FTA) - Decrease funds in FY 2026 in CAP from \$227,158 to \$8,502 + Increase funds in FY 2026 in CAP from \$0 to \$61,656 + Increase funds in FY 2026 in CAP from \$0 to \$157,000 Local - Decrease funds in FY 2026 in CAP from \$56,790 to \$1,976 + Increase funds in FY 2026 in CAP from \$0 to \$15,414 + Increase funds in FY 2026 in CAP from \$0 to \$39,400
FEDERAL PROJECT COST	Stays the same \$227,158
TOTAL PROJECT COST	Stays the same \$283,948

TAB 2

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM II.A.**Federal Funds Balance Report – September 30, 2025****Ozarks Transportation Organization
(Springfield, MO Area MPO)****AGENDA DESCRIPTION:**

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

The OTO Federal Funds Balance Report, ending September 30, 2025, shows funding and programming projections through FY 2028. It is imperative that future balances and programmed projects are monitored to stay ahead of the OTO annual allocations, as MoDOT is now requiring 100 percent of the OTO annual allocation be obligated each year.

A status update for FY 2026 is also included.

BOARD OF DIRECTORS ACTION REQUESTED:

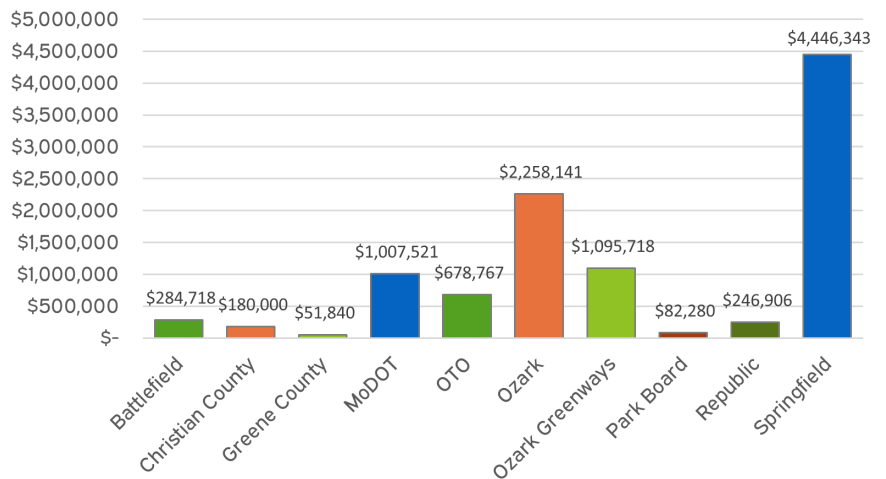
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2026 Project Tracking

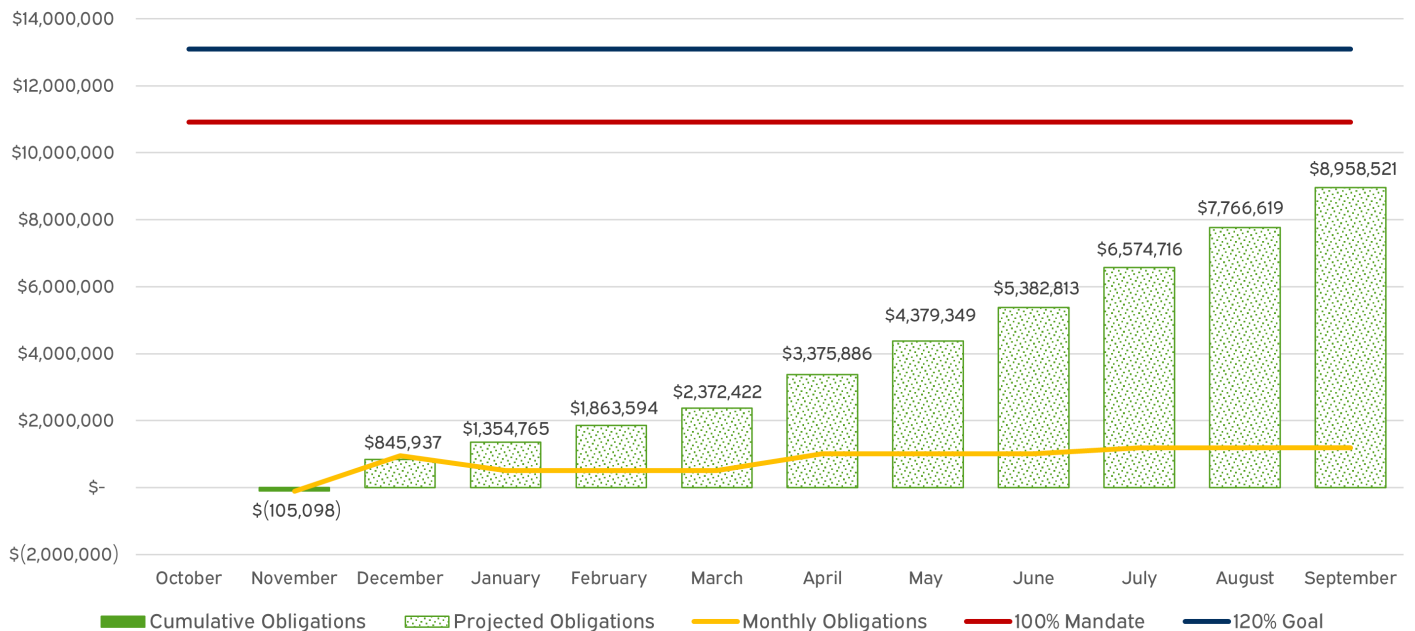
WATCH THIS SPACE!
THERMOMETER COMING SOON!

FY 26 Beginning Balance	\$11,781,920
120% Target (tentative)	\$13,087,408
100% Mandate (tentative)	\$10,906,173
YTD Obligations	-\$105,098
Amount Needed to 100% Mandate	\$11,011,271
Remaining Critical Obligations	\$9,300,178
Amount Likely to Lapse	\$1,711,093

Remaining FY26 Critical & At-Risk Obligations
by Lead Agency



FY26 Federal Funding Obligations



Ending Balance (All Funding Sources)	All Accounts 9/30/2025	Allocations in FY 2026	Programmed in FY 2026	Balance Subject to Lapse
Transportation Alternatives Program (TAP)	(\$186,945.91)	\$1,670,368.32	(\$1,374,886.43)	\$108,535.98
Carbon Reduction Program (CRP)	\$60,175.82	\$984,404.00	(\$1,218,679.28)	(\$174,099.46)
OTO Operations	\$114,789.17	\$281,419.00	(\$441,828.58)	(\$45,620.41)
Christian County	\$975,971.94	\$432,176.26	(\$180,000.00)	\$1,228,148.20
Greene County	(\$5,476,521.23)	\$1,795,993.20	(\$1,288,513.13)	(\$4,969,041.16)
City of Battlefield	\$814,397.26	\$139,127.19	\$0.00	\$953,524.45
City of Nixa	\$129,505.41	\$540,179.88	\$0.00	\$669,685.29
City of Ozark	\$1,545,249.38	\$494,354.07	(\$1,111,232.00)	\$928,371.45
City of Republic	\$1,671,102.19	\$435,498.15	\$0.00	\$2,106,600.34
City of Springfield	\$1,359,712.39	\$3,929,374.87	(\$3,768,139.87)	\$1,520,947.39
City of Strafford	(\$54,875.46)	\$55,929.35	\$0.00	\$1,053.89
City of Willard	\$320,865.46	\$147,349.03	\$0.00	\$468,214.49
TOTAL	\$1,273,426.42	\$10,906,173.32	(\$9,383,279.29)	\$2,796,320.45

Balance Report

FY 2026 Status

76

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
PENDING OBLIGATIONS			
5901830 South Ck Fremont/Glenstone	Springfield	(160,000.00)	(54,901.81)
5901839 South Creek at Glenstone	Springfield	(6,135.73)	(61,037.54)
PLANNED CRITICAL OBLIGATIONS			
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(345,755.54)
CC2504 - Tracker/Nicholas	Christian County	(180,000.00)	(525,755.54)
5901832 EV Chargers - Greene	Greene County	(51,840.00)	(577,595.54)
MO2521 I-44 Aesthetics/Safety	MoDOT	(408,000.00)	(985,595.54)
SP2509 Division RR	MoDOT	(300,000.00)	(1,285,595.54)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(1,420,431.54)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(1,817,779.54)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(2,099,198.54)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(2,354,117.54)
9900905 N. 21st and N. 22nd	Ozark	(1,111,232.00)	(3,465,349.54)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(4,357,339.14)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(5,029,592.74)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(5,111,872.74)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(5,523,079.88)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(6,035,079.88)
SP2608 Campbell Ave ROW	Springfield	(360,000.00)	(6,395,079.88)
SP2609 Kansas Ave ROW	Springfield	(400,000.00)	(6,795,079.88)
SP2610 Springfield Resurfacing	Springfield	(2,400,000.00)	(9,195,079.88)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		1,830.21	(9,193,249.67)
00FY824 OTO Operations/Planning		140,170.20	(9,053,079.47)
7441012 Kearney/Packer		69,522.96	(8,983,556.51)
9901827 ChadwickFlyr Jackson/Clay		41.57	(8,983,514.94)
5944805 Jackson Street Resurfacing		24,993.47	(8,958,521.47)
AT-RISK TO OBLIGATE			
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(352,000.00)
EN2604 Wilson's Creek Republic Rd Trail	Ozark Greenways	(423,464.80)	(775,464.80)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(1,022,371.20)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(1,187,056.20)



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Sept. 2025

FUNDS BALANCE REPORT

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Summary

The OTO region ended Federal Fiscal Year 2025 with a federal funds balance of \$1.3 million. This entire balance was comprised mostly of Surface Transportation Block Grant funding. OTO has worked to ensure projects planning to use this funding in FY 2026 are moving forward.

If all projects proceed as programmed through FY 2028, the total OTO balance, for all funding programs, is estimated at \$10.6 million. In any given year, the State of Missouri and the Transportation Management Areas (including OTO), must maximize the obligations made by September 30th. If the combined obligations do not meet minimum thresholds, Missouri's funding can be reallocated to other states.

Federal Suballocated Funding Programs

The federal surface transportation authorization legislation, IIJA (Infrastructure Investment and Jobs Act), reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2026. The IIJA is a continuation of prior surface transportation authorization legislation including FAST, MAP-21, SAFETEA-LU, TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

Through the IIJA, OTO is suballocated Surface Transportation Block Grant Program (STBG). The STBG funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has been suballocated through two omnibus appropriations bills. New in IIJA is the Carbon Reduction Program (CRP). This report monitors the funding balance and obligations made by OTO member jurisdictions for this funding. OTO has been receiving sub-allocated funding since 2003.

Eligible Entities for OTO Suballocated Surface Transportation Funds

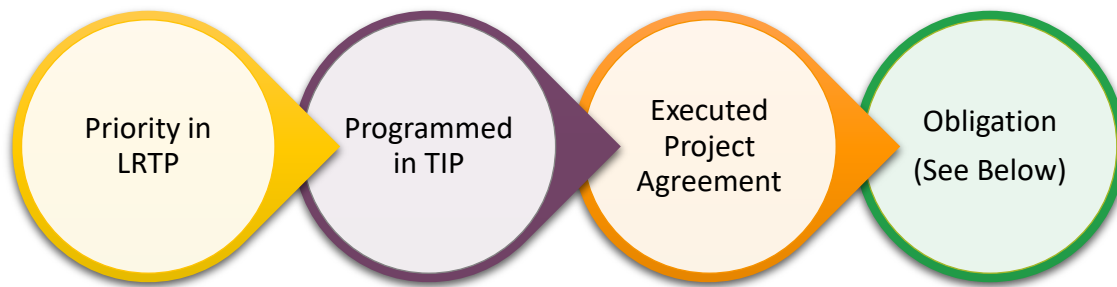
- All cities and counties within OTO's metropolitan planning boundary, as well as OTO
- All transportation corporations within OTO's metropolitan planning boundary
- Missouri Department of Transportation
- All public transit agencies within OTO's metropolitan planning boundary

An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. This is a key step in financing and obligated funds are deemed "used" even though no cash is transferred.

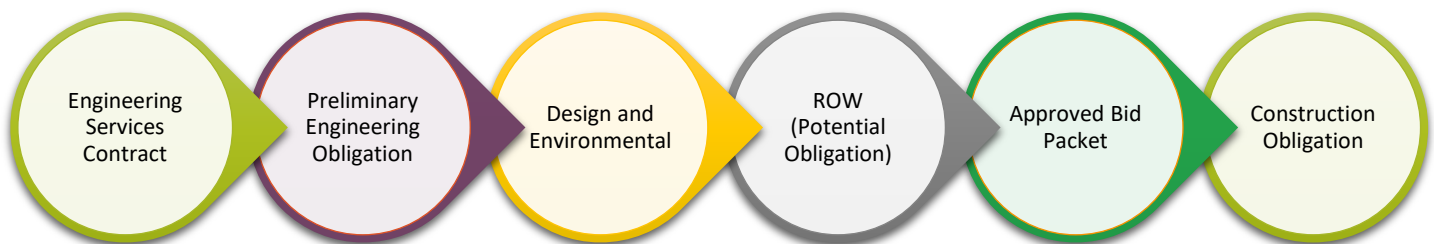
Obligating a Project

Obligations occur at various milestones throughout the project life cycle and the amount depends on the funding programmed for that particular phase of the project. For example, preliminary engineering funds are obligated after the execution of the engineering services contract. Construction funds are obligated once the bid packet is approved and ready for advertising. All funds not obligated are subject to rescissions and potential fund lapses, actions which may be based on existing policies or future actions by Congress.

Basics of Program Delivery



Stages of Obligation



Reasonable Progress and Program Delivery

Each year that OTO does not fully obligate its allocation of funding, spending power erodes. First, the amount of funding that can be obligated on an annual basis is limited by Congress with each annual appropriation bill. This limitation is regardless of OTO's annual allocation as authorized by the IIJA or any existing balances accumulated from prior years. Secondly, inflation compounds every year, increasing project costs and reducing the value of the funding available in a given future year. It is in OTO's best interest to obligate all funds as soon as possible, also ensuring prompt project delivery.

Reasonable Progress Policy

OTO enforces reasonable progress milestones for each project sponsored by a local public agency. These milestones are established at the time of project award. If these dates are not met, the following will occur:

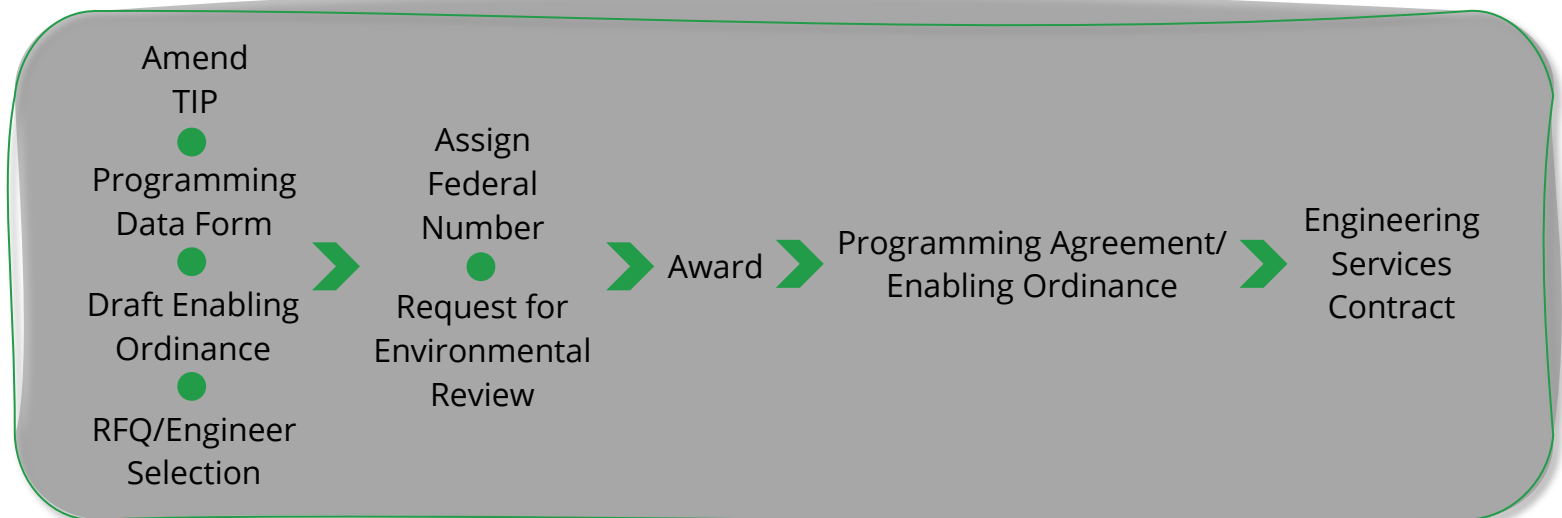
- A first letter of violation will be sent advising of the missed deadline for any phase.
- A second letter of violation will be sent advising of the missed deadline for any additional phase, allowing the project to get back on track within 30 days.
- If the project is not back on track within 30 days, a third letter will advise that funds have been rescinded and reallocated to another project. If federal funds were spent on any part of the project, they will be required to be repaid.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior to or after a reasonable progress violation. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

Furthermore, to encourage moving projects through the process, OTO has outlined project management fees in the bylaws, supporting the project manager position at OTO. Communities will be charged \$1,000 annually for each project programmed in the TIP. Completing projects within the year they are programmed will prevent paying multiple years for the same project.

Program Delivery

Projects can stay on schedule through active management and milestone tracking. Many steps in the project delivery process can happen concurrently and even ahead of official award:



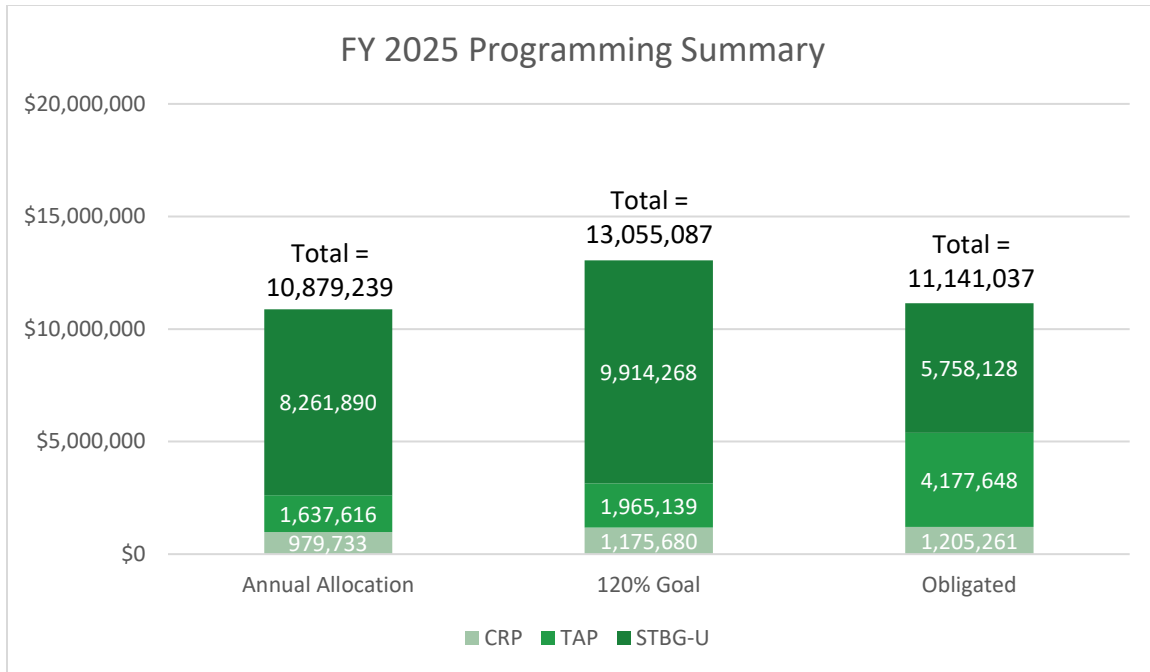
Program Balances

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are 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. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations.

The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside) and the new Carbon Reduction Program (CRP).

Programming Goals

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 120 percent of allocated funds are obligated each year, and a requirement for 100 percent obligation. As described earlier, the amount of funding that can be obligated during the year is limited by Congress. The Federal Highway Administration manages this amount at a national level. Each state is required to report those projects that will be obligated before the end of the federal fiscal year. Should states be unable to utilize all available obligation authority, the remaining amounts are aggregated and redistributed to those states who can obligate beyond the initial limitation set by Congress. This is called the August Redistribution. Effort is required by all project sponsors in Missouri to take advantage of August Redistribution.



Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled “Lapse Potential,” includes only obligations and STIP-programmed cost shares, along with allocations through FY 2025. The second scenario, labeled “Funds Available for Programming,” includes everything from the first scenario, plus all projects with STBG-Urban programmed or planned to be programmed in the FY 2026-2029 TIP, through FY 2028.

Accounts	Ending Balance 9/30/2025
Transportation Alternatives Program (TAP) (Includes HIP)	(\$186,945.91)
<i>TAP Only</i>	(\$353,071.32)
<i>STBG-U HIP Flexed to TAP</i>	\$0.00
<i>CRRSAA Funds Flexed to TAP</i>	\$166,125.41
Carbon Reduction Program (CRP)	\$60,175.82
Total STBG-Urban	\$1,400,196.51
<i>STBG-Urban</i>	\$1,104,380.08
<i>OTO STBG Payback</i>	\$295,816.43
TOTAL	\$1,273,426.42

Ending Balance (All Funding Sources)	All Accounts 9/30/2025	Allocations through FY 2028	Programmed through 2028	Remaining Balance
Transportation Alternatives Program (TAP)	(\$186,945.91)	\$5,120,514.08	(\$3,270,350.43)	\$1,663,217.74
Carbon Reduction Program (CRP)	\$60,175.82	\$3,012,670.00	(\$1,642,144.28)	\$1,430,701.54
OTO Operations	\$114,789.17	\$887,176.00	(\$957,604.72)	\$44,360.45
Christian County	\$975,971.94	\$1,321,226.62	(\$1,044,000.00)	\$1,253,198.56
Greene County	(\$5,476,521.23)	\$5,490,616.37	(\$1,288,513.13)	(\$1,274,417.99)
City of Battlefield	\$814,397.26	\$425,332.37	(\$1,712,640.00)	(\$472,910.37)
City of Nixa	\$129,505.41	\$1,651,409.63	\$0.00	\$1,780,915.04
City of Ozark	\$1,545,249.38	\$1,511,313.38	(\$1,111,232.00)	\$1,945,330.76
City of Republic	\$1,671,102.19	\$1,331,382.13	(\$2,632,000.00)	\$370,484.32
City of Springfield	\$1,359,712.39	\$12,012,679.09	(\$10,432,139.87)	\$2,940,251.61
City of Strafford	(\$54,875.46)	\$170,984.26	\$0.00	\$116,108.80
City of Willard	\$320,865.46	\$450,467.73	\$0.00	\$771,333.19
TOTAL	\$1,273,426.42	\$33,385,771.67	(\$24,090,624.43)	\$10,568,573.66

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2025 Ending Balance	FY 2025 Required Obligation Amount	120% Obligation Goal
Transportation Alternatives Program (TAP) (Includes HIP)	(186,945.91)	1,637,616.00	1,965,139.20
TAP Only	(353,071.32)		
STBG-U HIP Flexed to TAP	0.00		
CRRSAA Funds Flexed to TAP	166,125.41		
Carbon Reduction Program (CRP)	60,175.82	979,733.27	1,175,679.92
Total STBG-Urban	1,400,196.51	8,261,890.09	9,914,268.11
STBG-Urban	1,104,380.08		
OTO STBG Payback	295,816.43		
	1,273,426.42	10,879,239.36	13,055,087.23
Total Balance All Accounts (10/1/2002-9/30/2025)			
Allocations	155,578,063.06		
Obligations	(154,304,636.64)		
	1,273,426.42		

Ending Balance (All Funding Sources) 9/30/2025	All Accounts	Allocations and Programmed Projects through FY 2028	Remaining Balance through FY 2028
Transportation Alternatives Program (TAP)	(186,945.91)	1,850,163.65	1,663,217.74
Carbon Reduction Program (CRP)	60,175.82	1,370,525.72	1,430,701.54
OTO Operations	114,789.17	(70,428.72)	44,360.45
Christian County	975,971.94	277,226.62	1,253,198.56
Greene County	(5,476,521.23)	4,202,103.24	(1,274,417.99)
City of Battlefield	814,397.26	(1,287,307.63)	(472,910.37)
City of Nixa	129,505.41	1,651,409.63	1,780,915.04
City of Ozark	1,545,249.38	400,081.38	1,945,330.76
City of Republic	1,671,102.19	(1,300,617.87)	370,484.32
City of Springfield	1,359,712.39	1,580,539.22	2,940,251.61
City of Strafford	(54,875.46)	170,984.26	116,108.80
City of Willard	320,865.46	450,467.73	771,333.19
	1,273,426.42	9,295,147.24	10,568,573.66

MoDOT Cost Shares	Total	Obligated	Balance
S602093 MM I-44 to 360	2,296,000.00	0.00	2,296,000.00
MO2701 FY 2027 TMC Staff	512,000.00	0.00	512,000.00
FY 2028 TMC Staff	528,000.00	0.00	528,000.00
FY 2029 TMC Staff	536,000.00	0.00	536,000.00
	3,872,000.00	0.00	3,872,000.00

Transportation Alternatives Program Balance

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Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2022 TAP Balance</i>	<i>TAP</i>	<i>6,048,359.45</i>	<i>6,048,359.45</i>
FY 2023 TAP Allocation	TAP	1,566,741.00	7,615,100.45
9901822 Ozark West Elementary SW	TAP	4,208.19	7,619,308.64
9901822 Ozark West Elementary SW	TAP	23.88	7,619,332.52
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,295,206.61
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,035,005.61
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	7,028,959.35
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,733,392.03
5901822 Chadwick Flyer Phase III	CRRSAA	(863,750.00)	5,869,642.03
5901815 Springfield Harvard	STBG-U	15,261.00	5,884,903.03
5901811 Springfield Greenwood	STBG-U	10,146.70	5,895,049.73
5901812 Springfield Galloway Recon	STBG-U	5,101.32	5,900,151.05
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	5,845,844.05
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	5,787,127.76
5901822 Chadwick Flyer Phase III	STBG-U	(84,516.80)	5,702,610.96
9901817 Battlefield Third St Sidewalk	TAP	(2,588.60)	5,700,022.36
S605022 Wilson's Creek Blvd Trail	STBG-U	(245,494.96)	5,454,527.40
S605022 Wilson's Creek Blvd Trail	STBG-U	(23,973.95)	5,430,553.45
S605022 Wilson's Creek Blvd Trail	STBG-U	(5,405.81)	5,425,147.64
S605022 Wilson's Creek Blvd Trail	STBG-U	(13,829.74)	5,411,317.90
S605022 Wilson's Creek Blvd Trail	CRRSAA	(1,246,730.00)	4,164,587.90
S605022 Wilson's Creek Blvd Trail	STBG-U	240,505.26	4,405,093.16
S605022 Wilson's Creek Blvd Trail	STBG-U	(0.02)	4,405,093.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(13,088.60)	4,392,004.54
FY 2022 TAP Funds Lapse	TAP	(63,675.63)	4,328,328.91
<i>9/30/2023 Balance</i>			<i>4,328,328.91</i>
FY 2024 TAP Allocation	TAP	1,603,906.00	5,932,234.91
9901849 Chadwick Flyer Overpass	TAP	(230,687.54)	5,701,547.37
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.45)	5,662,458.92
9901860 Nixa Multi-Use Path	TAP	(102,057.00)	5,560,401.92
5901827 Jordan Creek Trail Smith Park	TAP	(14,800.77)	5,545,601.15
9901858 Route OO East Sidewalks	TAP	(20,782.65)	5,524,818.50
9901859 Trail of Tears Connector	TAP	(38,132.61)	5,486,685.89
5901829 Mt. Vernon/Miller Sidewalks	TAP	(124,798.92)	5,361,886.97
6900813 Shuyler Creek Trail	TAP	(1,264,015.09)	4,097,871.88
6900813 Shuyler Creek Trail	STBG-Urban	(177,737.97)	3,920,133.91
9901837 Chadwick Flyer Phase II	STBG-Urban	200,994.41	4,121,128.32
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)	4,115,201.12
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)	3,442,502.76
9901851 Chadwick Flyer Spur to OHS	TAP	(190,280.55)	3,252,222.21
9901849 Chadwick Flyer Overpass	TAP	(807,895.97)	2,444,326.24
0442344 I-44 Sidewalk Cost Share	TAP	(302,006.00)	2,142,320.24
<i>9/30/2024 Balance</i>			<i>2,142,320.24</i>
		2,142,320.24	2,142,320.24
Remaining Balance TAP Funds (9/30/2024)			1,571,384.86
FY 2025 TAP Allocation			1,637,616.00
FY 2025 TAP Obligations			(3,562,072.18)
Remaining Balance TAP Funds (3/31/2025)			(353,071.32)
FY 2025 TIFIA Set-Aside Suballocated	116,473.00		0.00
FY 2025 TIFIA Set-Aside MoDOT	94,293.00		0.00
Additional FMIS vs. OL	163,545.33		
Remaining Balance TAP Funds			(353,071.32)
Remaining Balance Omnibus Funds (9/30/2025)			0.00
Remaining Balance CRRSAA Funds (9/30/2025)	Converted to STBG-U on 6/1/2023		166,125.41
New Balance			(186,945.91)

Transportation Alternatives Program Balance

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Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2024 TAP Balance	TAP	2,142,320.24	2,142,320.24
FY 2025 TAP Allocation*	TAP	1,637,616.00	3,779,936.24
9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)	3,769,536.24
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)	3,308,119.75
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)	3,280,119.75
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)	3,250,199.48
S603067 East Sunshine SW ADA	TAP	(626,000.00)	2,624,199.48
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)	2,585,111.48
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)	1,916,855.22
0652084 East Sunshine SW ADA	TAP	178,689.86	2,095,545.08
5901827 Jordan Creek Trail Smith Park	TAP	(79,725.61)	2,015,819.47
9901867 Lost Hill Park Bridge ENG	TAP	(24,720.00)	1,991,099.47
0442344 I-44 Kansas to Glenstone	TAP	9,947.46	2,001,046.93
5901829 Mt. Vernon/Miller Sidewalks	TAP	(628,387.79)	1,372,659.14
9901858 Route OO East Sidewalks	TAP	(175,223.35)	1,197,435.79
5901827 Jordan Creek Trail Smith Park	TAP	25,236.01	1,222,671.80
5901826 LeCompte Trail	TAP	(383,160.00)	839,511.80
9901883 WC Trail and FF Phase 2	TAP	(163,679.03)	675,832.77
9901863 Ozark Downtown Sidewalks	TAP	(226,165.00)	449,667.77
9901881 US 160 Trail Underpass	TAP	(98,178.65)	351,489.12
5901822 Chadwick Flyer Phase III	STBG-U	189,843.63	541,332.75
FY 2025 TIFIA Set-Aside Suballocated	Y045	116,473.00	657,805.75
FY 2025 TIFIA Set-Aside MoDOT	Y046	94,293.00	752,098.75
S602092 MM Shared Use Path/Underpass	Y045	(66,845.67)	685,253.08
S602092 MM Shared Use Path/Underpass	Y046	(116,473.00)	568,780.08
S602092 MM Shared Use Path/Underpass	TAP	(163,545.33)	405,234.75
9901860 Nixa Multi-Use Path	Y045	(27,447.33)	377,787.42
9901860 Nixa Multi-Use Path	STBG-U	(564,733.33)	(186,945.91)
9/30/2025 Balance			(186,945.91)
FY 2026 TAP Allocation*	TAP	1,670,368.32	1,483,422.41
5901826 LeCompte Trail	Deobligation	127,240.00	1,610,662.41
5901829 Mt. Vernon/Miller Sidewalks	TAP	(22,141.81)	1,588,520.60
9901867 Lost Hill Park Bridge CON	TAP Programmed	(82,280.00)	1,506,240.60
5901827 Jordan Creek Trail Smith Park	Planned Deobligation	25,235.61	1,531,476.21
5901827 Jordan Creek Trail Smith Park	Planned Deobligation	14,800.77	1,546,276.98
5901829 Mt. Vernon/Miller Sidewalks	Planned Deobligation	155,892.00	1,702,168.98
S604083 South Sidewalks 6th-14th	TAP Programmed CS	(134,836.00)	1,567,332.98
9901859 Trail of Tears Connector	TAP Programmed	(284,718.00)	1,282,614.98
5901834 Posenke Gap	TAP Programmed-AC	(672,254.00)	610,360.98
EN2610 Hines Street Ped Project	TAP Programmed-AC	(80,780.59)	529,580.39
EN2610 Hines Street Ped Project	STBG-U Programmed-AC	(166,125.41)	363,454.98
9901875 Chadwick Flyer Jackson Connector	TAP Programmed-AC	(254,919.00)	108,535.98
9/30/2026 Balance			108,535.98
FY 2027 TAP Allocation	TAP	1,703,775.69	1,812,311.67
EN2607 Finley River Western Exp Ph 1	TAP Programmed-AC	(891,990.00)	920,321.67
5901840 Grand Street Trail Ph 1	TAP Programmed-AC	(1,003,474.00)	(83,152.33)
9/30/2027 Balance			(83,152.33)
FY 2028 TAP Allocation*	TAP	1,746,370.08	1,663,217.74
9/30/2028 Balance			
*Estimate		1,663,217.74	1,663,217.74
Funds Available to be Programmed through 2028			1,663,217.74

Carbon Reduction Program Balance

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Carbon Reduction Program (CRP)

Lapse Potential

Name	Account	Amount	Balance
FY 2022 CRP Allocation	CRP	887,021.52	887,021.52
OL Difference		(19,188.63)	867,832.89
<i>9/30/2022 Balance</i>			<i>867,832.89</i>
FY 2023 CRP Allocation*	CRP	810,592.43	1,678,425.32
OL Difference		129,805.58	1,808,230.90
<i>9/30/2023 Balance</i>			<i>1,808,230.90</i>
FY 2024 CRP Allocation	CRP	951,665.83	2,759,896.73
9901862 Chadwick Phase V	CRP	(42,705.03)	2,717,191.70
5901828 Sherman Parkway Link	CRP	(58,722.86)	2,658,468.84
9901864 Finley River Trail Extension	CRP	(79,508.46)	2,578,960.38
5901830 South Ck Fremont/Glenstone	CRP	(96,641.00)	2,482,319.38
5901831 Grand Street Design	CRP	(240,000.00)	2,242,319.38
5901834 South Creek - Posenke	CRP	(128,303.00)	2,114,016.38
5901836 Fassnight - Skate Park to Fort	CRP	(135,030.00)	1,978,986.38
S604064 Strafford West SW CS	CRP	(219,600.00)	1,759,386.38
5936804 Ward - National to Fremont	CRP	(34,551.00)	1,724,835.38
5901832 EV Chargers	CRP	(592,800.00)	1,132,035.38
5901837 Fassnight on E. Bennett	CRP	(351,761.09)	780,274.29
9901875 Chadwick Jackson Connector	CRP	(9,470.86)	770,803.43
9901876 Kali Springs	CRP	(34,766.68)	736,036.75
9901877 Blue Stem Phase 1	CRP	(57,811.23)	678,225.52
9901862 Chadwick Phase V	CRP	(392,521.53)	285,703.99
<i>9/30/2024 Balance</i>			<i>285,703.99</i>
		285,703.99	285,703.99
Remaining Balance All Funds (9/30/2024)			285,703.99

Carbon Reduction Program Balance

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Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2024 CRP Balance</i>	<i>CRP</i>	<i>285,703.99</i>	<i>285,703.99</i>
FY 2025 CRP Allocation*	CRP	965,102.00	1,250,805.99
OL Difference		14,631.27	1,265,437.26
9901878 Finley River Trail West	CRP	(89,714.00)	1,175,723.26
9901862 Chadwick Phase V	CRP	34,682.77	1,210,406.03
5901832 EV Chargers	CRP	592,800.00	1,803,206.03
5901834 South Creek - Posenke	CRP	(4,346.55)	1,798,859.48
5901836 Fassnight - Skate Park to Fort	CRP	(36,421.83)	1,762,437.65
9901878 Finley River Trail West	CRP	(1,701.69)	1,760,735.96
5901837 Fassnight on E. Bennett	CRP	(2,159.20)	1,758,576.76
5936804 Ward - National to Fremont	CRP	(41,799.00)	1,716,777.76
5901839 South Crk at Glenstone	CRP	(66,603.82)	1,650,173.94
5901834 South Creek ESC	CRP	(23,319.45)	1,626,854.49
9901884 Route 66 Trail Phase 3	CRP	(215,271.40)	1,411,583.09
9901864 Finley River Trail Extension	CRP	(439,183.43)	972,399.66
5901830 South Ck Fremont/Glenstone	CRP	(644,270.00)	328,129.66
5901839 South Crk at Glenstone	CRP	(250,555.73)	77,573.93
9901864 Finley River Trail Extension	CRP	(17,398.11)	60,175.82
<i>9/30/2025 Balance</i>			<i>60,175.82</i>
FY 2026 CRP Allocation*	CRP	984,404.00	1,044,579.82
5901839 South Crk at Glenstone	CRP Programmed	(6,135.73)	1,038,444.09
5901832 EV Chargers-Greene	CRP Programmed	(51,840.00)	986,604.09
5901828 Sherman Parkway Link	CRP Programmed	(411,207.14)	575,396.95
RAISE Grant Reserve	CRP Unprogrammed	(352,148.41)	223,248.54
5936804 Ward Branch National to Fremont	CRP Programmed	(397,348.00)	(174,099.46)
<i>9/30/2026 Balance</i>			<i>(174,099.46)</i>
FY 2027 CRP Allocation*	CRP	1,004,092.08	829,992.62
EN2604 Wilson's Creek Republic Rd Trail	CRP Programmed	(423,465.00)	406,527.62
<i>9/30/2027 Balance</i>			<i>406,527.62</i>
FY 2028 CRP Allocation*	CRP	1,024,173.92	1,430,701.54
<i>9/30/2028 Balance</i>			
*Estimate		1,430,701.54	1,430,701.54
Funds Available to be Programmed through 2028			1,430,701.54

Combined STBG-U Balance

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STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>22,707,152.73</i>	<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	30,007,872.85
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,692,102.85
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	29,623,272.85
Obligations	STBG-Urban	(27,403,873.09)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
<i>9/30/2021 Balance</i>			<i>2,062,599.76</i>
FY 2022 Allocation	STBG-Urban	7,274,284.83	9,336,884.59
Obligations	STBG-Urban	1,487,362.34	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
<i>9/30/2022 Balance</i>			<i>10,679,859.42</i>
FY 2023 Allocation	STBG-Urban	7,882,537.96	18,562,397.38
Obligations	STBG-Urban	(19,975,438.88)	(1,413,041.50)
OTO Operations	STBG-Urban	(279,202.42)	(1,692,243.92)
<i>9/30/2023 Balance</i>			<i>(1,692,243.92)</i>
FY 2024 Allocation	STBG-Urban	7,976,988.74	6,284,744.82
Obligations	STBG-Urban	(7,133,054.07)	(848,309.25)
OTO Operations	STBG-Urban	(255,256.00)	(1,103,565.25)
<i>9/30/2024 Balance</i>			<i>(1,103,565.25)</i>
FY 2025 Allocation	STBG-Urban	8,261,890.09	7,158,324.84
Obligations	STBG-Urban	(5,552,468.80)	1,605,856.04
OTO Operations	STBG-Urban	(205,659.53)	1,400,196.51
<i>9/30/2025 Balance</i>			<i>1,400,196.51</i>
*Estimate		1,400,196.51	1,400,196.51

Remaining Balance All Funds (9/30/2025) 1,400,196.51

MoDOT STIP Programmed Cost Shares	
S605047 Weaver Road Improvements	(1,712,640.00)
S602093 MM I-44 to 360	(2,296,000.00)
MO2701 FY 2027 TMC Staff	(512,000.00)
FY 2028 TMC Staff	(528,000.00)
FY 2029 TMC Staff	(536,000.00)

Combined STBG-U Balance

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STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2025 Balance	STBG-Urban	1,400,196.51	1,400,196.51
FY 2026 Allocation*	STBG-Urban	8,251,401.00	9,651,597.51
Programmed:		(6,789,713.58)	2,861,883.93
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,419.00)	
00FY824 FY 2024 UPWP	Planned Deobligation	139,590.42	
Regional Transportation Planning	Programmed	(100,000.00)	
US 60/65 Study	Programmed	(200,000.00)	
9901885 Tracker/Nicholas	Programmed STBG-Urban	(100,000.00)	
9901885 Tracker/Nicholas	Programmed STBG-Urban	(80,000.00)	
9900905 N. 21st and N. 22nd	Programmed STBG-Urban	(1,111,232.00)	
5901830 South Ck Fremont/Glenstone	Programmed STBG-Urban	(160,000.00)	
MO2521 I-44 Safety Project	Programmed STBG-Urban	(407,968.00)	
SP2509 Scoping YY Interchange Imp.	Programmed STBG-Urban	(300,000.00)	
SP2608 Campbell ROW	Programmed STBG-Urban	(360,000.00)	
SP2609 Kansas Ave. ROW	Programmed STBG-Urban	(400,000.00)	
SP2610 STBG Resurfacing	Programmed STBG-Urban	(2,400,000.00)	
5900853 Main Bridge over Jordan ROW	Programmed STBG-Urban	(352,000.00)	
S603067 E. Sunshine SW	Pending Future Amendment	(164,685.00)	
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(512,000.00)	
9/30/2026 Balance			2,861,883.93
FY 2027 Allocation*	STBG-Urban	8,416,429.02	11,278,312.95
Programmed:		(8,330,760.14)	2,947,552.81
OT1901-19A5 (UPWP FY 2028)	Programmed	(295,491.00)	
00FY825 FY 2025 UPWP	Planned Deobligation	89,980.86	
9901885 Tracker/Nicholas	Programmed STBG-Urban	(864,000.00)	
S605047 Weaver Road Improvements	Programmed STBG-Urban	(101,250.00)	
RP2503 Hines and ZZ	Programmed	(336,000.00)	
S602093 MM I-44 to 360	Programmed Cost Share	(2,296,000.00)	
5900853 Main Bridge over Jordan	Programmed STBG-Urban	(4,000,000.00)	
FY 2028 TMC Staff	Programmed Cost Share	(528,000.00)	
9/30/2027 Balance			2,947,552.81
FY 2028 Allocation*	STBG-Urban	8,584,757.60	11,532,310.41
Programmed:		(4,057,656.00)	7,474,654.41
OT1901-19A5 (UPWP FY 2029)	Programmed	(310,266.00)	
S605047 Weaver Road Improvements	Programmed STBG-Urban	(1,611,390.00)	
SP2501 Grand Street Safety Imp.	Programmed STBG-Urban	(1,600,000.00)	
FY 2029 TMC Staff	Programmed Cost Share	(536,000.00)	
9/30/2028 Balance			7,474,654.41
*Estimate		7,474,654.41	7,474,654.41

Funds Available to be Programmed through 2028

7,474,654.41

Funds Balance by Jurisdiction

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OTO

Funds Obligated

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	200,000.00	200,000.00
00FY820 FY 2020 UPWP	STBG-Urban	(200,000.00)	0.00
00FY820 Expended	STBG-Urban	163,990.00	
9/30/2019 Balance			0.00
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	100,000.00	100,000.00
00FY821 FY 2021 UPWP	STBG-Urban	(100,000.00)	0.00
00FY821 Expended	STBG-Urban	99,654.51	
9/30/2020 Balance			0.00
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	236,800.00	236,800.00
00FY822 FY 2022 UPWP	STBG-Urban	(156,800.00)	80,000.00
00FY822 Expended	STBG-Urban	142,119.42	
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
9901835 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
00FY823 Expended	STBG-Urban	169,165.53	
9/30/2022 Balance			88,469.42
FY 2023 Allocation (for 2024 UPWP)	STBG-Urban	243,101.00	331,570.42
00FY823 FY 2023 UPWP	STBG-Urban	(50,782.00)	280,788.42
00FY822 FY 2022 UPWP	STBG-Urban	14,680.58	295,469.00
00FY824 FY 2024 UPWP	STBG-Urban	(243,101.00)	52,368.00
00FY824 Expended	STBG-Urban	103,510.58	
9/30/2023 Balance			52,368.00
FY 2024 Allocation (for 2025 UPWP)	STBG-Urban	255,256.05	307,624.05
9901835 North 13 Corridor Study	STBG-Urban	61.65	307,685.70
00FY825 FY 2025 UPWP	STBG-Urban	(255,256.00)	52,429.70
00FY825 Expended	STBG-Urban	165,275.14	
			52,429.70
		52,429.70	52,429.70

Funds Balance by Jurisdiction

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OTO

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		<i>52,429.70</i>	<i>52,429.70</i>
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	268,019.00	320,448.70
00FY823 FY 2023 UPWP	STBG-Urban	62,359.47	382,808.17
00FY826 FY 2026 UPWP	STBG-Urban	(268,019.00)	114,789.17
<i>9/30/2025 Balance</i>			<i>114,789.17</i>
FY 2026 Allocation* (for 2027 UPWP)	STBG-Urban	281,419.00	396,208.17
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,419.00)	114,789.17
00FY824 FY 2024 UPWP	Planned Deobligation	139,590.42	254,379.59
Regional Transportation Planning	Programmed	(100,000.00)	154,379.59
US 60/65 Study	Programmed	(200,000.00)	(45,620.41)
<i>9/30/2026 Balance</i>			<i>(45,620.41)</i>
FY 2027 Allocation* (for 2028 UPWP)	STBG-Urban	295,491.00	249,870.59
OT1901-19A5 (UPWP FY 2028)	Programmed	(295,491.00)	(45,620.41)
00FY825 FY 2025 UPWP	Planned Deobligation	89,980.86	44,360.45
<i>9/30/2027 Balance</i>			<i>44,360.45</i>
FY 2028 Allocation* (for 2028 UPWP)	STBG-Urban	310,266.00	354,626.45
OT1901-19A5 (UPWP FY 2029)	Programmed	(310,266.00)	44,360.45
<i>9/30/2028 Balance</i>			<i>44,360.45</i>
*Estimate		44,360.45	44,360.45

Funds Balance by Jurisdiction

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Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	STBG-Urban	145,840.38	145,840.38
FY 2021 Allocation	STBG-Urban	349,595.62	495,436.00
<i>9/30/2021 Balance</i>			495,436.00
FY 2022 Allocation	STBG-Urban	381,897.17	877,333.17
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	485,333.17
<i>9/30/2022 Balance</i>			485,333.17
FY 2023 Allocation	STBG-Urban	414,252.29	899,585.46
9901830 Nelson Mill Bridge	STBG-Urban	(400,800.00)	498,785.46
<i>9/30/2023 Balance</i>			498,785.46
FY 2024 Allocation	STBG-Urban	418,714.82	917,500.28
9901849 Chadwick Flyer US65 X-ing	Transfer to Ozark	(375,000.00)	542,500.28
<i>9/30/2024 Balance</i>			542,500.28
FY 2025 Allocation	STBG-Urban	433,471.66	975,971.94
<i>9/30/2025 Balance</i>			975,971.94
		975,971.94	975,971.94
Remaining Balance All Funds (9/30/2025)			975,971.94

Funds Balance by Jurisdiction

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Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		975,971.94	975,971.94
FY 2026 Allocation*	STBG-Urban	432,176.26	1,408,148.20
9901885 Tracker/Nicholas	Programmed STBG-Urban	(100,000.00)	1,308,148.20
9901885 Tracker/Nicholas	Programmed STBG-Urban	(80,000.00)	1,228,148.20
<i>9/30/2026 Balance</i>			1,228,148.20
FY 2027 Allocation*	STBG-Urban	440,361.92	1,668,510.12
9901885 Tracker/Nicholas	Programmed STBG-Urban	(864,000.00)	804,510.12
<i>9/30/2027 Balance</i>			804,510.12
FY 2028 Allocation*	STBG-Urban	448,688.44	1,253,198.56
<i>9/30/2028 Balance</i>			1,253,198.56
*Estimate		1,253,198.56	1,253,198.56

Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)	1,253,198.56
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Funds Balance by Jurisdiction

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Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2022 Balance</i>		<i>266,709.81</i>	<i>266,709.81</i>
FY 2023 Allocation	STBG-Urban	1,721,506.63	1,988,216.44
5909802 Kansas Extension	STBG-Urban	(12,968.61)	1,975,247.83
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	1,749,341.33
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	1,685,476.03
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	1,403,558.59
9901826 FR 169 Bridge	STBG-Urban	3,936.80	1,407,495.39
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(40,193.00)	1,367,302.39
5909802 Kansas Extension	STBG-Urban	(6,575,516.11)	(5,208,213.72)
5909802 Kansas Extension	STBG-Urban	(3,686,085.19)	(8,894,298.91)
5909802 Kansas Extension	STBG-Urban	(2,303,580.57)	(11,197,879.48)
<i>9/30/2023 Balance</i>			<i>(11,197,879.48)</i>
FY 2024 Allocation	STBG-Urban	1,740,051.54	(9,457,827.94)
9901835 North 13 Corridor Study	STBG-Urban	61.65	(9,457,766.29)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,457,766.28)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,457,766.27)
5909802 Kansas Extension	STBG-Urban	2,138,827.85	(7,318,938.42)
5909802 Kansas Extension	STBG-Urban	(0.01)	(7,318,938.43)
5909802 Kansas Extension	STBG-Urban	41,040.72	(7,277,897.71)
<i>9/30/2024 Balance</i>			<i>(7,277,897.71)</i>
FY 2025 Allocation	STBG-Urban	1,801,376.48	(5,476,521.23)
<i>9/30/2025 Balance</i>			<i>(5,476,521.23)</i>
		(5,476,521.23)	(5,476,521.23)
Remaining Balance All Funds (9/30/2025)			(5,476,521.23)

Funds Balance by Jurisdiction

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Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		<i>(5,476,521.23)</i>	<i>(5,476,521.23)</i> **
FY 2026 Allocation*	STBG-Urban	1,795,993.20	(3,680,528.03)
Pending Transfer to Spfd for KS	Pending	<i>(1,288,513.13)</i>	(4,969,041.16)
<i>9/30/2026 Balance</i>			<i>(4,969,041.16)</i>
FY 2027 Allocation*	STBG-Urban	1,830,010.34	(3,139,030.82)
<i>9/30/2027 Balance</i>			<i>(3,139,030.82)</i>
FY 2028 Allocation*	STBG-Urban	1,864,612.83	(1,274,417.99)
<i>9/30/2028 Balance</i>			<i>(1,274,417.99)</i>
*Estimate		<i>(1,274,417.99)</i>	<i>(1,274,417.99)</i>
**Advance Agreement on File			
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			--

Lapse Potential

Remaining Balance All Funds (9/30/2025)	814,397.26
MoDOT STIP Programmed Cost Shares	
S605047 Weaver Road Improvements	(1,712,640.00)

Funds Balance by Jurisdiction

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City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		814,397.26	814,397.26
FY 2026 Allocation*	STBG-Urban	139,127.19	953,524.45
<i>9/30/2026 Balance</i>			953,524.45
FY 2027 Allocation*	STBG-Urban	141,762.34	1,095,286.79
S605047 Weaver Road Improvements	Programmed STBG-Urban	(101,250.00)	994,036.79
<i>9/30/2027 Balance</i>			994,036.79
FY 2028 Allocation*	STBG-Urban	144,442.84	1,138,479.63
S605047 Weaver Road Improvements	Programmed STBG-Urban	(1,611,390.00)	(472,910.37) **
<i>9/30/2028 Balance</i>			(472,910.37)
*Estimate		(472,910.37)	(472,910.37)
**Need Advance Agreement			
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			(472,910.37)

Funds Balance by Jurisdiction

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City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2022 Balance</i>		431,323.14	431,323.14
FY 2023 Allocation	STBG-Urban	517,776.59	949,099.73
9901831 N. Main Street	STBG-Urban	(131,584.31)	817,515.42
9901833 North MH to Cheyenne	STBG-Urban	(13,516.80)	803,998.62
9901833 North MH to Cheyenne	STBG-Urban	6,364.79	810,363.41
<i>9/30/2023 Balance</i>			810,363.41
FY 2024 Allocation	STBG-Urban	523,354.33	1,333,717.74
9901831 N. Main Street	STBG-Urban	(4,209.45)	1,329,508.29
9901831 N. Main Street	STBG-Urban	(113,524.01)	1,215,984.28
S605063 N. Main Street	STBG-Urban	(2,089,336.00)	(873,351.72) **
9901831 N. Main Street	STBG-Urban	(24,621.46)	(897,973.18)
<i>9/30/2024 Balance</i>			(897,973.18)
FY 2025 Allocation	STBG-Urban	541,799.00	(356,174.18)
S605063 N. Main Street	STBG-Urban	485,679.59	129,505.41
<i>9/30/2025 Balance</i>			129,505.41
** Advance Agreement on File		129,505.41	129,505.41
Remaining Balance All Funds (9/30/2025)			129,505.41

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		<i>129,505.41</i>	<i>129,505.41</i>
FY 2026 Allocation*	STBG-Urban	540,179.88	669,685.29
<i>9/30/2026 Balance</i>			<i>669,685.29</i>
FY 2027 Allocation*	STBG-Urban	550,411.19	1,220,096.48
<i>9/30/2027 Balance</i>			<i>1,220,096.48</i>
FY 2028 Allocation*	STBG-Urban	560,818.56	1,780,915.04
<i>9/30/2028 Balance</i>			<i>1,780,915.04</i>
*Estimate		1,780,915.04	1,780,915.04
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			1,780,915.04

Funds Balance by Jurisdiction

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City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STBG-Urban</i>	<i>(86,839.28)</i>	<i>(86,839.28) **</i>
FY 2021 Allocation	STBG-Urban	384,595.25	297,755.97
<i>9/30/2021 Balance</i>			<i>297,755.97</i>
FY 2022 Allocation	STBG-Urban	436,841.26	734,597.23
0141030 South and Third	STBG-Urban	<i>(179,962.84)</i>	554,634.39
<i>9/30/2022 Balance</i>			<i>554,634.39</i>
FY 2023 Allocation	STBG-Urban	473,851.36	1,028,485.75
<i>9/30/2023 Balance</i>			<i>1,028,485.75</i>
FY 2024 Allocation	STBG-Urban	478,955.91	1,507,441.66
9901849 Chadwick Flyer US65 X-ing	Transfer from Christian	375,000.00	1,882,441.66
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	<i>(57,671.89)</i>	1,824,769.77
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	<i>(310,228.83)</i>	1,514,540.94
S605031 CC Cost Share	STBG-Urban	<i>(280,598.84)</i>	1,233,942.10
<i>9/30/2024 Balance</i>			<i>1,233,942.10</i>
FY 2025 Allocation	STBG-Urban	495,835.84	1,729,777.94
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	<i>(208,093.28)</i>	1,521,684.66
0141029 Jackson and NN	STBG-Urban	55,988.58	1,577,673.24
9900905 21st & 22nd St. ENG	STBG-Urban	<i>(32,423.86)</i>	1,545,249.38
<i>9/30/2025 Balance</i>			<i>1,545,249.38</i>
**Advance Agreement on File		1,545,249.38	1,545,249.38
Remaining Balance All Funds (9/30/2025)			1,545,249.38

Funds Balance by Jurisdiction

103

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		1,545,249.38	1,545,249.38
FY 2026 Allocation*	STBG-Urban	494,354.07	2,039,603.45
9900905 N. 21st and N. 22nd	Programmed STBG-Urban	(1,111,232.00)	928,371.45
<i>9/30/2026 Balance</i>			928,371.45
FY 2027 Allocation*	STBG-Urban	503,717.42	1,432,088.87
<i>9/30/2027 Balance</i>			1,432,088.87
FY 2028 Allocation*	STBG-Urban	513,241.89	1,945,330.76
<i>9/30/2028 Balance</i>			1,945,330.76
*Estimate		1,945,330.76	1,945,330.76
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			1,945,330.76

Funds Balance by Jurisdiction

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City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2020 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>(262,388.14)</i>	<i>(262,388.14)</i> **
FY 2021 Allocation	STBG-Urban	318,403.19	56,015.05
S601061 M/Repmo Drive	STBG-Urban	<i>(59,881.47)</i>	<i>(3,866.42)</i>
<i>9/30/2021 Balance</i>			<i>(3,866.42)</i>
FY 2022 Allocation	STBG-Urban	384,832.60	380,966.18
S602093 MM I-44 to 360	STBG-Urban	<i>(302,916.17)</i>	78,050.01
<i>9/30/2022 Balance</i>			<i>78,050.01</i>
FY 2023 Allocation	STBG-Urban	417,436.41	495,486.42
S602093 MM I-44 to 360	STBG-Urban	302,916.17	798,402.59
<i>9/30/2023 Balance</i>			<i>798,402.59</i>
FY 2024 Allocation	STBG-Urban	421,933.23	1,220,335.82
S601061 M/Repmo Drive	STBG-Urban	13,962.87	1,234,298.69
<i>9/30/2024 Balance</i>			<i>1,234,298.69</i>
FY 2025 Allocation	STBG-Urban	436,803.50	1,671,102.19
<i>9/30/2025 Balance</i>			<i>1,671,102.19</i>
**Advance Agreement on File		1,671,102.19	1,671,102.19

Remaining Balance All Funds 9/30/2025)

1,671,102.19

MoDOT STIP Programmed Cost Shares

S602093 MM I-44 to 360

(2,296,000.00)

Funds Balance by Jurisdiction

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City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		1,671,102.19	1,671,102.19
FY 2026 Allocation*	STBG-Urban	435,498.15	2,106,600.34
<i>9/30/2026 Balance</i>			2,106,600.34
FY 2027 Allocation*	STBG-Urban	443,746.73	2,550,347.07
RP2503 Hines and ZZ	Programmed	(336,000.00)	2,214,347.07
S602093 MM I-44 to 360	Programmed Cost Share	(2,296,000.00)	(81,652.93) **
<i>9/30/2027 Balance</i>			(81,652.93)
FY 2028 Allocation*	STBG-Urban	452,137.25	370,484.32
<i>9/30/2028 Balance</i>			370,484.32
*Estimate		370,484.32	370,484.32
**Advance Agreement on File			
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			370,484.32

Funds Balance by Jurisdiction

106

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2023 Balance</i>		4,801,137.47	4,801,137.47
FY 2024 Allocation	STBG-Urban	3,806,982.55	8,608,120.02
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	8,634,798.59
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	8,624,643.83
9901835 North 13 Corridor Study	STBG-Urban	61.65	8,624,705.48
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	8,627,055.63
5900851 Pavement Resurfacing	STBG-Urban	(3,548,353.60)	5,078,702.03
5905812 FY 2025 TMC Staff	STBG-Urban	(480,000.00)	4,598,702.03
0442344 I-44 Kansas to Glenstone	STBG-Urban	(1,837,111.56)	2,761,590.47
<i>9/30/2024 Balance</i>			2,761,590.47
FY 2025 Allocation	STBG-Urban	3,941,152.71	6,702,743.18
5900851 Pavement Resurfacing	STBG-Urban	476,268.40	7,179,011.58
5910811 TMC Salaries 2024	STBG-Urban	(23,461.33)	7,155,550.25
5916808 ADA Sun., Nat'l, B.field	STBG-Urban	(158,369.50)	6,997,180.75
0442344 I-44 Kansas to Glenstone	STBG-Urban	50,000.01	7,047,180.76
S604089 Melville over I-44	STBG-Urban	(409,721.11)	6,637,459.65
S603067 E. Sunshine SW	STBG-Urban	(125,200.00)	6,512,259.65
5900852 ADA Improvements	STBG-Urban	(1,144,400.00)	5,367,859.65
5901824 TMC Signal Replacements	STBG-Urban	(1,074,771.00)	4,293,088.65
S603067 E. Sunshine SW	STBG-Urban	125,200.00	4,418,288.65
0442344 I-44 Kansas to Glenstone	STBG-Urban	351,773.21	4,770,061.86
1602076 Kearney and West Bypass	STBG-Urban	26,449.00	4,796,510.86
1602076 Kearney and West Bypass	STBG-Urban	(49,295.35)	4,747,215.51
5901819 Walnut St. Bridge	STBG-Urban	231,572.08	4,978,787.59
5900852 ADA Improvements	STBG-Urban	609,928.80	5,588,716.39
5916808 ADA Sun., Nat'l, B.field	STBG-Urban	(786.06)	5,587,930.33
MO2604 FY 2026 TMC Staff	STBG-Urban	(504,000.00)	5,083,930.33
S604089 Melville over I-44	STBG-Urban	(21,767.61)	5,062,162.72
5901838 MLK Jr. Bridge	STBG-Urban	(935,284.00)	4,126,878.72
5919806 Grant Avenue Viaduct	STBG-Urban	(2,022,338.86)	2,104,539.86
5901841 Fassnight Nat'l to Glenstone	STBG-Urban	(348,871.00)	1,755,668.86
5901842 Eng Various Intersections	STBG-Urban	(395,956.47)	1,359,712.39
<i>9/30/2025 Balance</i>			1,359,712.39
		1,359,712.39	1,359,712.39
Remaining Balance All Funds (9/30/2025)			1,359,712.39
MoDOT STIP Programmed Cost Shares			
MO2701 FY 2027 TMC Staff			(512,000.00)
FY 2028 TMC Staff			(528,000.00)
FY 2029 TMC Staff			(536,000.00)

Funds Balance by Jurisdiction

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City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2025 Balance</i>		1,359,712.39	1,359,712.39
FY 2026 Allocation*	STBG-Urban	3,929,374.87	5,289,087.26
5901830 South Ck Fremont/Glenstone	Programmed STBG-Urban	(160,000.00)	5,129,087.26
MO2521 I-44 Safety Project	Programmed STBG-Urban	(407,968.00)	4,721,119.26
SP2509 Scoping YY Interchange Imp.	Programmed STBG-Urban	(300,000.00)	4,421,119.26
SP2608 Campbell ROW	Programmed STBG-Urban	(360,000.00)	4,061,119.26
SP2609 Kansas Ave. ROW	Programmed STBG-Urban	(400,000.00)	3,661,119.26
SP2610 STBG Resurfacing	Programmed STBG-Urban	(2,400,000.00)	1,261,119.26
5900853 Main Bridge over Jordan ROW	Programmed STBG-Urban	(352,000.00)	909,119.26
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(512,000.00)	397,119.26
S603067 E. Sunshine SW	Pending Future Amendment	(164,685.00)	232,434.26
Pending Transfer from Greene for KS	Pending	1,288,513.13	1,520,947.39
<i>9/30/2026 Balance</i>			1,520,947.39
FY 2027 Allocation*	STBG-Urban	4,003,799.48	5,524,746.87
5900853 Main Bridge over Jordan	Programmed STBG-Urban	(4,000,000.00)	1,524,746.87
FY 2028 TMC Staff	Programmed Cost Share	(528,000.00)	996,746.87
<i>9/30/2027 Balance</i>			996,746.87
FY 2028 Allocation*	STBG-Urban	4,079,504.74	5,076,251.61
SP2501 Grand Street Safety Imp.	Programmed STBG-Urban	(1,600,000.00)	3,476,251.61
FY 2029 TMC Staff	Programmed Cost Share	(536,000.00)	2,940,251.61
<i>9/30/2028 Balance</i>			2,940,251.61
* Estimate		2,940,251.61	2,940,251.61
Available to be Programmed through 2028 (w/ 1 Year Advance Agreement)			2,940,251.61

Funds Balance by Jurisdiction

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City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>191,500.56</i>	<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,896.42	242,396.98
<i>9/30/2021 Balance</i>			<i>242,396.98</i>
FY 2022 Allocation	STBG-Urban	49,422.58	291,819.56
<i>9/30/2022 Balance</i>			<i>291,819.56</i>
FY 2023 Allocation	STBG-Urban	53,609.75	345,429.31
<i>9/30/2023 Balance</i>			<i>345,429.31</i>
FY 2024 Allocation	STBG-Urban	54,187.27	399,616.58
<i>9/30/2024 Balance</i>			<i>399,616.58</i>
FY 2025 Allocation	STBG-Urban	56,097.00	455,713.58
S604064 Strafford West SW CS	STBG-Urban	(29,227.04)	426,486.54
9901838 N. Old Orchard	STBG-Urban	(481,362.00)	(54,875.46) **
<i>9/30/2025 Balance</i>			<i>(54,875.46)</i>
**Advance Agreement on File		(54,875.46)	(54,875.46)
Remaining Balance All Funds (9/30/2025)			(54,875.46)

Funds Balance by Jurisdiction

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City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance	
<i>FY 2025 Balance</i>		<i>(54,875.46)</i>	<i>(54,875.46)</i>	**
FY 2026 Allocation*	STBG-Urban	55,929.35	1,053.89	
<i>9/30/2026 Balance</i>			<i>1,053.89</i>	
FY 2027 Allocation*	STBG-Urban	56,988.68	58,042.57	
<i>9/30/2027 Balance</i>			<i>58,042.57</i>	
FY 2028 Allocation*	STBG-Urban	58,066.23	116,108.80	
<i>9/30/2028 Balance</i>			<i>116,108.80</i>	
*Estimate		116,108.80	116,108.80	
**Advance Agreement on File				
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			116,108.80	

Funds Balance by Jurisdiction

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City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>		<i>(49,914.01)</i>	<i>(49,914.01)</i> **
FY 2021 Allocation	STBG-Urban	114,149.58	64,235.57
<i>9/30/2021 Balance</i>			<i>64,235.57</i>
FY 2022 Allocation	STBG-Urban	130,206.54	194,442.11
<i>9/30/2022 Balance</i>			<i>194,442.11</i>
FY 2023 Allocation	STBG-Urban	141,237.91	335,680.02
5944803 Miller Road Widening	STBG-Urban	36,263.52	371,943.54
<i>9/30/2023 Balance</i>			<i>371,943.54</i>
FY 2024 Allocation	STBG-Urban	142,759.39	514,702.93
5944805 Jackson Street Resurfacing	STBG-Urban	<i>(14,415.60)</i>	500,287.33
5944805 Jackson Street Resurfacing	STBG-Urban	<i>(342,897.40)</i>	157,389.93
5944805 Jackson Street Resurfacing	STBG-Urban	15,684.84	173,074.77
<i>9/30/2024 Balance</i>			<i>173,074.77</i>
FY 2025 Allocation	STBG-Urban	147,790.69	320,865.46
<i>9/30/2025 Balance</i>			<i>320,865.46</i>
**Advance Agreement on File		320,865.46	320,865.46
Remaining Balance All Funds (9/30/2025)			320,865.46

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2025 Balance		320,865.46	320,865.46
FY 2026 Allocation*	STBG-Urban	147,349.03	468,214.49
9/30/2026 Balance			468,214.49
FY 2027 Allocation*	STBG-Urban	150,139.90	618,354.39
9/30/2027 Balance			618,354.39
FY 2028 Allocation*	STBG-Urban	152,978.80	771,333.19
9/30/2028 Balance			771,333.19
*Estimate		771,333.19	771,333.19
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			771,333.19

Funding Allocation

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	FY 2003-2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	67,948,511.38	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83	7,882,537.96	7,976,988.74	8,261,890.09
STP/BG-Urban Distribution									
OTO Operations	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00	243,101.00	255,256.05	268,019.00
Rideshare	N/A	N/A	10,000.00	10,000.00	0.00	0.00	0.00	0.00	
Christian County	3,654,848.53	335,454.60	343,250.56	375,669.67	349,595.62	381,897.17	414,252.29	418,714.82	433,471.66
Greene County	15,086,748.03	1,427,700.93	1,460,880.66	1,598,857.01	1,487,885.35	1,587,048.60	1,721,506.63	1,740,051.54	1,801,376.48
City of Battlefield	948,434.21	115,749.14	118,439.16	129,625.42	120,628.52	122,941.23	133,357.06	134,793.65	139,544.21
City of Nixa	3,774,130.45	393,970.08	403,125.94	441,200.13	410,577.81	477,335.72	517,776.59	523,354.33	541,799.00
City of Ozark	3,330,113.82	369,038.51	377,614.96	413,279.70	384,595.25	436,841.26	473,851.36	478,955.91	495,835.84
City of Republic	1,547,543.11	305,523.90	312,624.26	342,150.81	318,403.19	384,832.60	417,436.41	421,933.23	436,803.50
City of Springfield	38,690,793.57	3,303,336.94	3,380,106.40	3,699,348.59	3,442,588.38	3,472,234.13	3,766,408.96	3,806,982.55	3,941,152.71
City of Strafford	287,916.25	48,837.68	49,972.66	54,692.45	50,896.42	49,422.58	53,609.75	54,187.27	56,097.00
City of Willard	627,983.41	109,532.27	112,077.80	122,663.25	114,149.58	130,206.54	141,237.91	142,759.39	147,790.69
	67,948,511.38	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83	7,882,537.96	7,976,988.74	8,261,890.09
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Funding Allocation

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OTO Population Distribution

Jurisdiction	2000 Population in MPO Area	Population in Urbanized Area	% of MPO Population	% of Urbanized Area Population	2010 Population in MPO Area	% of MPO Population	2020 Population in MPO Area	% of MPO Population
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%	18,607	5.42%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%	77,325	22.53%
City of Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%	5,990	1.75%
City of Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%	23,257	6.78%
City of Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%	21,284	6.20%
City of Republic	8,461	-	3.29%	-	14,751	4.77%	18,750	5.46%
City of Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%	169,176	49.30%
City of Strafford	1,834	-	0.71%	-	2,358	0.76%	2,408	0.70%
City of Willard	3,179	-	1.23%	-	5,288	1.71%	6,344	1.85%
	257,510	244,036	100.00%	100.00%	309,457	100.00%	343,141	100.00%

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	<=2018 Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations	FY 2021 OTO Operations	FY 2022 OTO Operations	FY 2023 OTO Operations	FY 2024 OTO Operations	FY 2025 OTO Operations
Springfield Area Small Urban	(184,224.00)	14.67		For FY 2020	For FY 2021	For FY 2022	For FY 2023	For FY 2024	For FY 2025	For FY 2026
STBG-Urban			(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)	(255,256.00)	(268,019.00)
Distribution										
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(12,394.11)	(12,554.57)	(13,182.27)	(13,841.38)	(14,533.47)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(52,749.57)	(52,172.93)	(54,781.52)	(57,520.60)	(60,396.66)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(4,276.61)	(4,041.59)	(4,243.67)	(4,455.85)	(4,678.65)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(14,556.10)	(15,692.02)	(16,476.61)	(17,300.43)	(18,165.47)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(13,634.94)	(14,360.80)	(15,078.83)	(15,832.76)	(16,624.41)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)	(12,651.06)	(13,283.60)	(13,947.77)	(14,645.17)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(122,049.09)	(114,146.87)	(119,854.09)	(125,846.78)	(132,139.21)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)	(1,624.73)	(1,705.96)	(1,791.26)	(1,880.82)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)	(4,280.43)	(4,494.45)	(4,719.17)	(4,955.14)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)	(255,256.00)	(268,019.00)

Notes:

FY 2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population

FY 2011 STP-Urban funds distributed based on percentage of 2000 MPO Population

FY 2012-FY2021 STP/BG-Urban funds distribution based on percentage of 2010 MPO Population

FY 2022 STBG-Urban funds distribution based on percentage of 2020 MPO Population

Republic Small Urban FY 04-10 not included in overall distribution

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 2017 and beyond

Rideshare Discontinued FY 2021 and beyond

All Allocations

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	Type	Date	Account	Amount	Balance
FY 2003 Allocation					
	Deposit	10/01/2002	City of Republic	25,177.78	25,177.78
Total FY 2003 Allocation				25,177.78	25,177.78
FY 2003/2004 Allocation					
	Deposit	10/01/2003	Christian County	348,765.16	348,765.16
	Deposit	10/01/2003	Greene County	1,399,042.73	1,747,807.89
	Deposit	10/01/2003	City of Battlefield	63,402.45	1,811,210.34
	Deposit	10/01/2003	City of Nixa	315,253.93	2,126,464.27
	Deposit	10/01/2003	City of Ozark	257,927.98	2,384,392.25
	Deposit	10/01/2003	City of Springfield	3,925,754.34	6,310,146.59
Total FY 2003/2004 Allocation				6,310,146.59	6,310,146.59
FY 2004 Allocation					
	Deposit	10/01/2003	City of Republic	33,077.66	33,077.66
Total FY 2004 Allocation				33,077.66	33,077.66
FY 2004 BRM Allocation					
	Deposit	10/01/2003	Bridge (BRM)	210,242.66	210,242.66
Total FY 2004 BRM Allocation				210,242.66	210,242.66
FY 2005 Allocation					
	Deposit	10/01/2004	Christian County	210,184.62	210,184.62
	Deposit	10/01/2004	Greene County	843,138.29	1,053,322.91
	Deposit	10/01/2004	City of Battlefield	38,209.72	1,091,532.63
	Deposit	10/01/2004	City of Nixa	189,988.95	1,281,521.58
	Deposit	10/01/2004	City of Ozark	155,441.25	1,436,962.83
	Deposit	10/01/2004	City of Springfield	2,365,870.41	3,802,833.24
	Deposit	10/01/2004	City of Republic	33,077.66	3,835,910.90
Total FY 2005 Allocation				3,835,910.90	3,835,910.90
FY 2005 BRM Allocation					
	Deposit	10/01/2004	Bridge (BRM)	203,613.48	203,613.48
Total FY 2005 BRM Allocation				203,613.48	203,613.48
FY 2006 Allocation					
	Deposit	10/01/2005	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2006	Christian County	186,862.21	219,939.87
	Deposit	10/01/2006	Greene County	749,582.31	969,522.18
	Deposit	10/01/2006	City of Battlefield	33,969.91	1,003,492.09
	Deposit	10/01/2006	City of Nixa	168,907.47	1,172,399.56
	Deposit	10/01/2006	City of Ozark	138,193.24	1,310,592.80
	Deposit	10/01/2006	City of Springfield	2,103,349.64	3,413,942.44
Total FY 2006 Allocation				3,413,942.44	3,413,942.44

All Allocations

	Type	Date	Account	Amount	Balance
FY 2006 BRM Allocation					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				265,090.64	265,090.64
FY 2007 Allocation					
	Deposit	10/01/2006	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2007	Christian County	205,358.35	238,436.01
	Deposit	10/01/2007	Greene County	823,778.07	1,062,214.08
	Deposit	10/01/2007	City of Battlefield	37,332.34	1,099,546.42
	Deposit	10/01/2007	City of Nixa	185,626.40	1,285,172.82
	Deposit	10/01/2007	City of Ozark	151,872.00	1,437,044.82
	Deposit	10/01/2007	City of Springfield	2,311,545.07	3,748,589.89
Total FY 2007 Allocation				3,748,589.89	3,748,589.89
FY 2007 BRM Allocation					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				255,748.00	255,748.00
FY 2008 Allocation					
	Deposit	10/01/2007	Christian County	219,817.75	219,817.75
	Deposit	10/01/2007	Greene County	881,780.76	1,101,598.51
	Deposit	10/01/2007	City of Battlefield	39,960.94	1,141,559.45
	Deposit	10/01/2007	City of Nixa	198,696.47	1,340,255.92
	Deposit	10/01/2007	City of Ozark	162,565.39	1,502,821.31
	Deposit	10/01/2007	City of Springfield	2,474,302.31	3,977,123.62
	Deposit	10/01/2007	City of Republic	33,077.66	4,010,201.28
Total FY 2008 Allocation				4,010,201.28	4,010,201.28
FY 2008 BRM Allocation					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				297,860.03	297,860.03
FY 2009 Allocation					
	Deposit	10/01/2008	Christian County	225,611.20	225,611.20
	Deposit	10/01/2008	Greene County	905,020.70	1,130,631.90
	Deposit	10/01/2008	City of Battlefield	41,014.13	1,171,646.03
	Deposit	10/01/2008	City of Nixa	203,933.25	1,375,579.28
	Deposit	10/01/2008	City of Ozark	166,849.92	1,542,429.20
	Deposit	10/01/2008	City of Springfield	2,539,514.25	4,081,943.45
	Deposit	10/01/2008	City of Republic	33,077.66	4,115,021.11
Total FY 2009 Allocation				4,115,021.11	4,115,021.11

All Allocations

	Type	Date	Account	Amount	Balance
FY 2009 BRM Allocation					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				299,406.62	299,406.62
FY 2010 Allocation					
	Deposit	10/01/2009	Christian County	263,786.21	263,786.21
	Deposit	10/01/2009	Greene County	1,058,156.57	1,321,942.78
	Deposit	10/01/2009	City of Battlefield	47,954.01	1,369,896.79
	Deposit	10/01/2009	City of Nixa	238,440.19	1,608,336.98
	Deposit	10/01/2009	City of Ozark	195,082.09	1,803,419.07
	Deposit	10/01/2009	City of Springfield	2,969,217.93	4,772,637.00
	Deposit	10/01/2009	City of Republic	33,077.66	4,805,714.66
Total FY 2010 Allocation				4,805,714.66	4,805,714.66
FY 2010 BRM Allocation					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				341,753.00	341,753.00
FY 2011 Allocation					
	Deposit	10/01/2010	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2010	Christian County	255,649.77	288,727.43
	Deposit	10/01/2010	Greene County	1,025,518.01	1,314,245.44
	Deposit	10/01/2010	City of Battlefield	46,474.89	1,360,720.33
	Deposit	10/01/2010	City of Nixa	231,085.56	1,591,805.89
	Deposit	10/01/2010	City of Ozark	189,064.84	1,780,870.73
	Deposit	10/01/2010	City of Republic	127,291.02	1,908,161.75
	Deposit	10/01/2010	City of Springfield	2,877,633.17	4,785,794.92
	Deposit	10/01/2010	City of Strafford	34,761.39	4,820,556.31
	Deposit	10/01/2010	City of Willard	60,254.35	4,880,810.66
Total FY 2011 Allocation				4,880,810.66	4,880,810.66
FY 2011 BRM Allocation					
	Deposit	10/01/2010	Bridge (BRM)	326,535.00	326,535.00
Total FY 2011 BRM Allocation				326,535.00	326,535.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
FY 2013 TAP Allocation					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	602,196.69
Total FY 2013 TAP Allocation				602,196.69	602,196.69

All Allocations

	Type	Date	Account	Amount	Balance
FY 2014 Allocation					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	295,187.56	328,265.22
	Deposit	10/01/2013	Greene County	1,256,387.95	1,584,653.17
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.26
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.36
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.87
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.26
	Deposit	10/01/2013	City of Springfield	2,907,003.30	5,500,793.56
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.36
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.21
Total FY 2014 Allocation				5,640,149.21	5,640,149.21
FY 2014 BRM Allocation					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
FY 2014 TAP Allocation					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
FY 2015 Allocation					
	Deposit	10/01/2014	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2014	Christian County	287,071.50	320,149.16
	Deposit	10/01/2014	Greene County	1,221,844.09	1,541,993.25
	Deposit	10/01/2014	City of Battlefield	99,081.85	1,641,075.10
	Deposit	10/01/2014	City of Nixa	337,161.90	1,978,237.00
	Deposit	10/01/2014	City of Ozark	315,856.64	2,294,093.64
	Deposit	10/01/2014	City of Republic	228,381.45	2,522,475.09
	Deposit	10/01/2014	City of Springfield	2,827,076.46	5,349,551.55
	Deposit	10/01/2014	City of Strafford	41,795.17	5,391,346.72
	Deposit	10/01/2014	City of Willard	93,728.95	5,485,075.67
Total FY 2015 Allocation				5,485,075.67	5,485,075.67
FY 2015 BRM Allocation					
	Deposit	10/01/2014	Bridge (BRM)	342,850.16	342,850.16
Total FY 2015 BRM Allocation				342,850.16	342,850.16
FY 2015 TAP Allocation					
	Deposit	10/01/2014	Enhancements (TAP)	397,253.54	397,253.54
Total FY 2015 TAP Allocation				397,253.54	397,253.54

All Allocations

	Type	Date	Account	Amount	Balance
FY 2016 Allocation					
	Deposit	10/01/2015	City of Republic	31,112.85	31,112.85
	Deposit	10/01/2015	Christian County	314,854.34	345,967.19
	Deposit	10/01/2015	Greene County	1,340,094.39	1,686,061.58
	Deposit	10/01/2015	City of Battlefield	108,671.01	1,794,732.59
	Deposit	10/01/2015	City of Nixa	369,792.49	2,164,525.08
	Deposit	10/01/2015	City of Ozark	346,425.31	2,510,950.39
	Deposit	10/01/2015	City of Republic	255,650.32	2,766,600.71
	Deposit	10/01/2015	City of Springfield	3,100,681.46	5,867,282.17
	Deposit	10/01/2015	City of Strafford	45,840.12	5,913,122.29
	Deposit	10/01/2015	City of Willard	102,800.06	6,015,922.35
Total FY 2016 Allocation				6,015,922.35	6,015,922.35
FY 2016 BRM Allocation					
	Deposit	10/01/2015	Bridge (BRM)	269,417.23	269,417.23
Total FY 2016 BRM Allocation				269,417.23	269,417.23
FY 2016 TAP Allocation					
	Deposit	10/01/2015	Enhancements (TAP)	425,853.11	425,853.11
Total FY 2016 TAP Allocation				425,853.11	425,853.11
FY 2017 Allocation					
	Deposit	10/01/2016	City of Republic	0.00	0.00
	Deposit	10/01/2016	Christian County	317,405.64	317,405.64
	Deposit	10/01/2016	Greene County	1,350,884.23	1,668,289.87
	Deposit	10/01/2016	City of Battlefield	109,521.32	1,777,811.19
	Deposit	10/01/2016	City of Nixa	372,772.73	2,150,583.92
	Deposit	10/01/2016	City of Ozark	349,182.59	2,499,766.51
	Deposit	10/01/2016	City of Republic	289,085.34	2,788,851.85
	Deposit	10/01/2016	City of Springfield	3,125,602.62	5,914,454.47
	Deposit	10/01/2016	City of Strafford	46,209.99	5,960,664.46
	Deposit	10/01/2016	City of Willard	103,638.95	6,064,303.41
Total FY 2017 Allocation				6,064,303.41	6,064,303.41
FY 2017 TAP Allocation					
	Deposit	10/01/2016	Enhancements (TAP)	415,677.56	415,677.56
Total FY 2017 TAP Allocation				415,677.56	415,677.56

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	Christian County	343,250.56	553,250.56
	Deposit	10/01/2018	Greene County	1,460,880.66	2,014,131.22
	Deposit	10/01/2018	City of Battlefield	118,439.16	2,132,570.38
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.32
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.28
	Deposit	10/01/2018	City of Republic	312,624.26	3,225,935.54
	Deposit	10/01/2018	City of Springfield	3,380,106.40	6,606,041.94
	Deposit	10/01/2018	City of Strafford	49,972.66	6,656,014.60
	Deposit	10/01/2018	City of Willard	112,077.80	6,768,092.40
Total FY 2019 Allocation				6,768,092.40	6,768,092.40
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	435,146.37	435,146.37
Total FY 2019 TAP Allocation				435,146.37	435,146.37

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	100,000.00	100,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	110,000.00
	Deposit	10/01/2019	Christian County	375,669.67	485,669.67
	Deposit	10/01/2019	Greene County	1,598,857.01	2,084,526.68
	Deposit	10/01/2019	City of Battlefield	129,625.42	2,214,152.10
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.23
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.93
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.74
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.33
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.78
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.03
Total FY 2020 Allocation				7,287,487.03	7,287,487.03
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	0.00	236,800.00
	Deposit	10/01/2020	Christian County	349,595.62	586,395.62
	Deposit	10/01/2020	Greene County	1,487,885.35	2,074,280.97
	Deposit	10/01/2020	City of Battlefield	120,628.52	2,194,909.49
	Deposit	10/01/2020	City of Nixa	410,577.81	2,605,487.30
	Deposit	10/01/2020	City of Ozark	384,595.25	2,990,082.55
	Deposit	10/01/2020	City of Republic	318,403.19	3,308,485.74
	Deposit	10/01/2020	City of Springfield	3,442,588.38	6,751,074.12
	Deposit	10/01/2020	City of Strafford	50,896.42	6,801,970.54
	Deposit	10/01/2020	City of Willard	114,149.58	6,916,120.12
Total FY 2021 Allocation				6,916,120.12	6,916,120.12
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				430,497.00	430,497.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	0.00	231,525.00
	Deposit	10/01/2021	Christian County	381,897.17	613,422.17
	Deposit	10/01/2021	Greene County	1,587,048.60	2,200,470.77
	Deposit	10/01/2021	City of Battlefield	122,941.23	2,323,412.00
	Deposit	10/01/2021	City of Nixa	477,335.72	2,800,747.72
	Deposit	10/01/2021	City of Ozark	436,841.26	3,237,588.98
	Deposit	10/01/2021	City of Republic	384,832.60	3,622,421.58
	Deposit	10/01/2021	City of Springfield	3,472,234.13	7,094,655.71
	Deposit	10/01/2021	City of Strafford	49,422.58	7,144,078.29
	Deposit	10/01/2021	City of Willard	130,206.54	7,274,284.83
Total FY 2022 Allocation				7,274,284.83	7,274,284.83
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
	Lapse	10/01/2022	Enhancements (TAP)	-63,675.63	1,407,532.02
Total FY 2022 TAP Allocation				1,407,532.02	1,407,532.02
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	867,832.89	867,832.89
Total FY 2022 CRP Allocation				867,832.89	867,832.89
FY 2023 Allocation					
	Deposit	10/01/2022	OTO Operations	243,101.00	243,101.00
	Deposit	10/01/2022	Rideshare	0.00	243,101.00
	Deposit	10/01/2022	Christian County	414,252.29	657,353.29
	Deposit	10/01/2022	Greene County	1,721,506.63	2,378,859.92
	Deposit	10/01/2022	City of Battlefield	133,357.06	2,512,216.98
	Deposit	10/01/2022	City of Nixa	517,776.59	3,029,993.57
	Deposit	10/01/2022	City of Ozark	473,851.36	3,503,844.93
	Deposit	10/01/2022	City of Republic	417,436.41	3,921,281.34
	Deposit	10/01/2022	City of Springfield	3,766,408.96	7,687,690.30
	Deposit	10/01/2022	City of Strafford	53,609.75	7,741,300.05
	Deposit	10/01/2022	City of Willard	141,237.91	7,882,537.96
Total FY 2023 Allocation				7,882,537.96	7,882,537.96

All Allocations

	Type	Date	Account	Amount	Balance
FY 2023 TAP Allocation					
	Deposit	10/01/2022	Enhancements (TAP)	1,566,741.00	1,566,741.00
Total FY 2023 TAP Allocation				1,566,741.00	1,566,741.00
FY 2023 CRP Allocation					
	Deposit	10/01/2022	CO2 Reduction (CRP)	940,398.01	940,398.01
Total FY 2023 CRP Allocation				940,398.01	940,398.01
FY 2024 Allocation					
	Deposit	10/01/2023	OTO Operations	255,256.05	255,256.05
	Deposit	10/01/2023	Christian County	418,714.82	673,970.87
	Deposit	10/01/2023	Greene County	1,740,051.54	2,414,022.41
	Deposit	10/01/2023	City of Battlefield	134,793.65	2,548,816.06
	Deposit	10/01/2023	City of Nixa	523,354.33	3,072,170.39
	Deposit	10/01/2023	City of Ozark	478,955.91	3,551,126.30
	Deposit	10/01/2023	City of Republic	421,933.23	3,973,059.53
	Deposit	10/01/2023	City of Springfield	3,806,982.55	7,780,042.08
	Deposit	10/01/2023	City of Strafford	54,187.27	7,834,229.35
	Deposit	10/01/2023	City of Willard	142,759.39	7,976,988.74
Total FY 2024 Allocation				7,976,988.74	7,976,988.74
FY 2024 TAP Allocation					
	Deposit	10/01/2023	Enhancements (TAP)	1,603,906.00	1,603,906.00
Total FY 2024 TAP Allocation				1,603,906.00	1,603,906.00
FY 2024 CRP Allocation					
	Deposit	10/01/2023	CO2 Reduction (CRP)	951,665.83	951,665.83
Total FY 2024 CRP Allocation				951,665.83	951,665.83
FY 2025 Allocation					
	Deposit	10/01/2024	OTO Operations	268,019.00	268,019.00
	Deposit	10/01/2024	Christian County	433,471.66	701,490.66
	Deposit	10/01/2024	Greene County	1,801,376.48	2,502,867.14
	Deposit	10/01/2024	City of Battlefield	139,544.21	2,642,411.35
	Deposit	10/01/2024	City of Nixa	541,799.00	3,184,210.35
	Deposit	10/01/2024	City of Ozark	495,835.84	3,680,046.19
	Deposit	10/01/2024	City of Republic	436,803.50	4,116,849.69
	Deposit	10/01/2024	City of Springfield	3,941,152.71	8,058,002.40
	Deposit	10/01/2024	City of Strafford	56,097.00	8,114,099.40
	Deposit	10/01/2024	City of Willard	147,790.69	8,261,890.09
Total FY 2025 Allocation				8,261,890.09	8,261,890.09

All Allocations

	Type	Date	Account	Amount	Balance
FY 2025 TAP Allocation					
	Deposit	10/01/2024	Enhancements (TAP)	1,637,616.00	1,637,616.00
	Deposit	01/04/2025	Enhancements (TAP)	210,766.00	1,848,382.00
Total FY 2025 TAP Allocation				1,848,382.00	1,848,382.00
FY 2025 CRP Allocation					
	Deposit	10/01/2024	CO2 Reduction (CRP)	979,733.27	979,733.27
Total FY 2025 CRP Allocation				979,733.27	979,733.27
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				155,578,063.06	

All Obligations by Project

	Date	Jurisdiction	Amount
00FY820 OTO Operations/Planning			
Closed	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			<u><u>(163,990.00)</u></u>
00FY821 OTO Operations/Planning			
Closed	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			<u><u>(99,654.51)</u></u>
00FY822 OTO Operations/Planning			
Closed	06/28/2021	OTO Operations	(156,800.00)
	05/12/2023	OTO Operations	14,680.58
			<u><u>(142,119.42)</u></u>
00FY823 OTO Operations/Planning			
Closed	06/14/2022	OTO Operations	(180,743.00)
	11/10/2022	OTO Operations	(50,782.00)
	11/01/2024	OTO Operations	8,647.98
	11/01/2024	OTO Operations	53,711.49
			<u><u>(169,165.53)</u></u>
00FY824 OTO Operations/Planning			
Active	06/23/2023	OTO Operations	(243,101.00)
			<u><u>(243,101.00)</u></u>
00FY825 OTO Operations/Planning			
Active	06/26/2024	OTO Operations	(255,256.00)
			<u><u>(255,256.00)</u></u>
00FY826 OTO Operations/Planning			
Active	06/17/2025	OTO Operations	(268,019.00)
			<u><u>(268,019.00)</u></u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u><u>(978,000.00)</u></u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u><u>(354,887.54)</u></u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u><u>(799,517.00)</u></u>
0132091 KS ADA Upgrades			
Active	08/22/2023	City of Springfield	(718,571.00)
			<u><u>(718,571.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0132092 Kansas/Walnut Lawn			
Active	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
	06/01/2023		(731,915.71)
	06/01/2023		(573,750.00)
	07/21/2023		(49,305.04)
			<u><u>(1,503,770.75)</u></u>
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
	07/19/2023	City of Springfield	(902,460.65)
	07/19/2023	City of Springfield	(102,682.55)
	08/22/2023	City of Springfield	(0.01)
			<u><u>(1,092,743.21)</u></u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u><u>(244,800.00)</u></u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u><u>(165,587.00)</u></u>
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u><u>(1,048,107.83)</u></u>
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			<u><u>(168,821.20)</u></u>
0141029 Jackson and NN			
Closed	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
	02/06/2025	City of Ozark	55,988.58
			<u><u>(1,230,531.51)</u></u>
0141030 South and Third			
Closed	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			<u><u>(1,525,146.69)</u></u>
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			<u><u>(130,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u>(1,110,295.00)</u>
0442344 I-44 Kansas to Glenstone			
Active	09/24/2024	City of Springfield	(1,837,111.56)
	09/24/2024	Enhancements (TAP)	(302,006.00)
	12/10/2024	City of Springfield	50,000.01
	04/09/2025	City of Springfield	351,773.21
	04/09/2025	Enhancements (TAP)	9,947.46
			<u>(1,727,396.88)</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u>(3,949,229.96)</u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u>(100,000.00)</u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u>(758,009.07)</u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u>0.00</u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u>(1,800,000.00)</u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u>(223,050.00)</u>
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u>(2,300,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u><u>(432,597.22)</u></u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u><u>(4,541,168.92)</u></u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u><u>(1,450,562.09)</u></u>
0652079 Eastgate Relocation			
Closed	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
	09/09/2020	City of Springfield	8,920.16
	03/26/2021	City of Springfield	178.21
			<u><u>(146,718.63)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u>(6,223,258.28)</u>
0652087 Chestnut RR			
Active	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u>(3,482,241.03)</u>
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			<u>(1,347,640.11)</u>
0652099 Chestnut RR Utilities			
Closed	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
	10/17/2023	City of Springfield	26,678.57
			<u>(1,081,356.82)</u>
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			<u>(315,434.00)</u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u>(21,000.00)</u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u>(357,398.72)</u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u>(538,233.28)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601063 Tracker/Northview/160			
Closed	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
	09/05/2022	City of Nixa	38,934.39
			<u><u>(707,129.72)</u></u>
1601071 160 and South			
Closed	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			<u><u>(528,809.29)</u></u>
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
	12/23/2024	City of Springfield	(49,295.35)
	12/23/2024	City of Springfield	26,449.00
			<u><u>(988,526.95)</u></u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u><u>(3,995,539.57)</u></u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u><u>(214,977.98)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u><u>(184,209.33)</u></u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u><u>(24,992.27)</u></u>
5900849 FR 135/102 Mill/Fill/ADA			
Closed	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
	12/21/2021	Greene County	50,494.60
	06/17/2022	Greene County	(59,491.12)
	05/26/2023	Greene County	(40,193.00)
	11/28/2023	Greene County	0.01
	11/28/2023	Greene County	0.01
			<u><u>(558,284.12)</u></u>
5900850 TMS Improvements			
Active	09/12/2023	City of Springfield	(2,450,000.00)
			<u><u>(2,450,000.00)</u></u>
5900851 SGF Pavement Resurfacing			
Active	06/06/2024	City of Springfield	(3,548,353.60)
	10/24/2024	City of Springfield	476,268.40
			<u><u>(3,072,085.20)</u></u>
5900852 ADA Improvements			
Active	02/05/2025	City of Springfield	(1,144,400.00)
	06/05/2025	City of Springfield	609,928.80
			<u><u>(534,471.20)</u></u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u><u>(250,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901806 S. Dry Sac Trail Parks			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u>(192,680.00)</u>
5901807 Mt. Vernon Bridge			
Closed	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u>(1,001,068.99)</u>
5901809 FY 2019 TMC Staff			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u>(316,923.00)</u>
5901810 Republic Road Widening			
Active	03/18/2019	City of Springfield	(80,000.00)
	05/17/2021	City of Springfield	(1,023,962.80)
	05/17/2021	City of Springfield	33,912.00
	03/29/2022	City of Springfield	161,828.02
	08/01/2022	City of Springfield	(242,532.40)
			<u>(1,150,755.18)</u>
5901811 Springfield Greenwood			
Closed	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
	11/28/2022	Enhancements (TAP)	10,146.70
			<u>(140,294.82)</u>
5901812 Galloway Reco			
Closed	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
	11/18/2022	Enhancements (TAP)	5,101.32
			<u>(108,002.68)</u>
5901814 Luster/Fassnight			
Active	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
	01/09/2023	Enhancements (TAP)	(6,046.26)
			<u>(145,457.46)</u>
5901815 SGF Harvard Sidewalks			
Closed	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
	11/28/2022	Enhancements (TAP)	15,261.00
			<u>(63,687.40)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901817 Fassnight Clay Brookside			
Active	06/09/2022	Enhancements (TAP)	(216,461.00)
	09/01/2022	Enhancements (TAP)	(1,000.00)
			<u><u>(217,461.00)</u></u>
5901818 Signal Improvements			
Closed	10/20/2020	City of Springfield	(640,000.00)
	05/26/2023	City of Springfield	22,044.23
			<u><u>(617,955.77)</u></u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
	05/01/2025	City of Springfield	231,572.08
			<u><u>(8,427.92)</u></u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u><u>(620,000.00)</u></u>
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
	03/14/2023	Enhancements (TAP)	(295,567.32)
	03/14/2023	Enhancements (CRRSAA)	(863,750.00)
	05/16/2023	Enhancements (TAP)	(84,516.80)
	07/29/2025	Enhancements (CRRSAA)	189,843.63
			<u><u>(1,125,410.43)</u></u>
5901823 FR 175 Bridge			
Active	11/16/2022	Greene County (HIP)	(63,865.30)
	11/16/2022	Greene County (HIP)	(281,917.44)
	11/16/2022	Greene County	(225,906.50)
			<u><u>(571,689.24)</u></u>
5901824 TMC Signal Replacements			
Active	04/17/2023	City of Springfield	(125,229.00)
	02/20/2025	City of Springfield	(1,074,771.00)
			<u><u>(1,200,000.00)</u></u>
5901826 LeCompte Trail			
Active	07/16/2025	Enhancements (TAP)	(383,160.00)
			<u><u>(383,160.00)</u></u>
5901827 Jordan Creek Smith Park			
Active	01/09/2024	Enhancements (TAP)	(14,800.77)
	03/13/2025	Enhancements (TAP)	(79,725.61)
	07/08/2025	Enhancements (TAP)	25,236.01
			<u><u>(69,290.37)</u></u>
5901828 Sherman Parkway Link			
Active	03/18/2024	CO2 Reduction (CRP)	(58,722.86)
			<u><u>(58,722.86)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
5901829 Mt. Vernon and Miller SWs			
Active	05/15/2024	Enhancements (TAP)	(124,798.92)
	12/17/2024	Enhancements (TAP)	(28,000.00)
	05/01/2025	Enhancements (TAP)	(445,997.55)
	05/01/2025	Enhancements (TAP)	(126,726.28)
	05/01/2025	Enhancements (TAP)	(55,663.96)
			<u><u>(781,186.71)</u></u>
5901830 South Creek to Glenstone			
Active	05/15/2024	CO2 Reduction (CRP)	(96,641.00)
	08/05/2025	CO2 Reduction (CRP)	(644,270.00)
			<u><u>(740,911.00)</u></u>
5901831 Grand Street Trail			
Active	09/10/2024	CO2 Reduction (CRP)	(240,000.00)
			<u><u>(240,000.00)</u></u>
5901832 OTO EV Chargers			
Withdrawn	09/13/2024	CO2 Reduction (CRP)	(592,800.00)
	03/11/2025	CO2 Reduction (CRP)	592,800.00
			<u><u>0.00</u></u>
5901834 South Creek - Posenke			
Active	09/10/2024	CO2 Reduction (CRP)	(128,303.00)
	03/20/2025	CO2 Reduction (CRP)	(4,346.55)
	07/23/2025	CO2 Reduction (CRP)	(23,319.45)
			<u><u>(155,969.00)</u></u>
5901836 Fasnigh-SkatePark/Fort			
Active	09/13/2024	CO2 Reduction (CRP)	(135,030.00)
	03/20/2025	CO2 Reduction (CRP)	(36,421.83)
			<u><u>(171,451.83)</u></u>
5901837 Fasnigh on E. Bennett			
Active	09/16/2024	CO2 Reduction (CRP)	(351,761.09)
	04/09/2025	CO2 Reduction (CRP)	(2,159.20)
			<u><u>(353,920.29)</u></u>
5901838 MLK Jr Bridge			
Active	08/14/2025	City of Springfield	(935,284.00)
			<u><u>(935,284.00)</u></u>
5901839 South Creek at Glenstone			
Active	05/01/2025	CO2 Reduction (CRP)	(66,603.82)
	08/05/2025	CO2 Reduction (CRP)	(250,555.73)
			<u><u>(317,159.55)</u></u>
5901841 Fasnigh Nat'l to Glen.			
Active	09/08/2025	City of Springfield	(348,871.00)
			<u><u>(348,871.00)</u></u>
5901842 SGF Eng Var Intersections			
Active	09/08/2025	City of Springfield	(395,956.47)
			<u><u>(395,956.47)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5903803 Jefferson Footbridge			
Withdrawn	09/14/2021	City of Springfield	(2,000,000.00)
	03/17/2022	City of Springfield	2,000,000.00
			<u><u>0.00</u></u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>
5905809 TMC Salaries 2021			
Closed	06/26/2020	City of Springfield	(332,000.00)
	05/17/2022	City of Springfield	20,697.34
			<u><u>(311,302.66)</u></u>
5905811 TMC Salaries 2023			
Closed	11/10/2022	City of Springfield	(360,000.00)
	08/28/2023	City of Springfield	(16,000.00)
	11/28/2023	City of Springfield	2,350.15
			<u><u>(373,649.85)</u></u>
5901812 TMC Salaries 2025			
Active	08/29/2024	City of Springfield	(480,000.00)
			<u><u>(480,000.00)</u></u>
5901813 TMC Salaries 2026			
Active	06/16/2025	City of Springfield	(504,000.00)
			<u><u>(504,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5907801 Campbell/Weaver			
Closed	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>
5909802 KS Extension			
Active	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	Greene County	(1,448,152.50)
	01/30/2020	Greene County	(348,000.00)
	04/27/2020	Greene County	348,000.00
	08/28/2020	Greene County	(3,657,888.00)
	09/16/2021	Greene County	(345,782.74)
	09/16/2021	Greene County	(12,012,725.14)
	09/16/2021	Greene County	(2,323,355.04)
	09/16/2021	Greene County	(352,977.68)
	09/16/2021	Greene County	(41,436.78)
	09/16/2021	Greene County	(1,625,285.00)
	09/16/2021	Greene County	(471,885.00)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
	12/06/2021	Greene County	63,865.30
	09/09/2022	Greene County	(72,878.43)
	11/10/2022	Greene County	(12,968.61)
	09/15/2023	Greene County	(6,575,516.11)
	09/15/2023	Greene County	(3,686,085.19)
	09/15/2023	Greene County	(2,303,580.57)
	12/01/2023	Greene County	2,138,827.85
	12/02/2023	Greene County	41,040.72
	12/03/2023	Greene County	(0.01)
			<u><u>(29,108,195.60)</u></u>
5910811 TMC Salaries 2024			
Active	06/16/2023	City of Springfield	(358,400.00)
	11/12/2024	City of Springfield	(23,461.33)
			<u><u>(381,861.33)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5916807 Overlay Improvements			
Closed	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
	05/05/2023	City of Springfield	26,830.88
			<u>(2,993,347.12)</u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
	05/16/2023	City of Springfield	(329,463.00)
	09/01/2023	City of Springfield	(162,856.16)
	11/22/2024	City of Springfield	(158,369.50)
	06/05/2025	City of Springfield	(786.06)
			<u>(946,476.32)</u>
5919806 Grant Avenue Viaduct			
Active	08/14/2025	City of Springfield	(2,022,338.86)
			<u>(2,022,338.86)</u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u>(237,391.82)</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u>23,883.07</u>

All Obligations by Project

	Date	Jurisdiction	Amount
5936804 Ward-National to Fremont			
Active	09/13/2024	CO2 Reduction (CRP)	(34,551.00)
	04/09/2025	CO2 Reduction (CRP)	(41,799.00)
			<u><u>(76,350.00)</u></u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u><u>(266,854.57)</u></u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u><u>(251,031.34)</u></u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u><u>(187,782.10)</u></u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u><u>(295,361.40)</u></u>
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			<u><u>(320,268.54)</u></u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
Closed	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
	01/30/2023	City of Willard	36,263.52
			<u><u>(888,163.77)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u><u>(207,438.60)</u></u>
5944805 Jackson Street Resurfacing			
Active	03/06/2024	City of Willard	(14,415.60)
	07/16/2024	City of Willard	(342,897.40)
	09/10/2024	City of Willard	15,684.84
			<u><u>(341,628.16)</u></u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></u>
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u><u>(250,000.00)</u></u>
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u><u>(1,911,623.75)</u></u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
	01/06/2023	Enhancements (TAP)	(324,125.91)
	07/26/2024	Enhancements (TAP)	(1,264,015.09)
	07/26/2024	Enhancements (TAP)	(177,737.97)
			<u><u>(1,944,848.00)</u></u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900824 Third Street/14			
Closed	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u><u>(1,078,283.68)</u></u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
9900845 Strafford Schools SW 2014			
Closed	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u><u>(123,766.80)</u></u>
9900846 Scenic Sidewalks			
Closed	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			<u><u>(63,903.70)</u></u>
9900854 CC Realignment			
Withdrawn	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			<u><u>0.00</u></u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u><u>(78,135.08)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u><u>(38,029.66)</u></u>
9900859 Main Street			
Withdrawn	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			<u><u>0.00</u></u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u><u>(205,706.70)</u></u>
9900861 Northview Road			
Withdrawn	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			<u><u>0.00</u></u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u><u>(1,998.24)</u></u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u><u>(795.68)</u></u>
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u><u>(296,590.47)</u></u>
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u><u>(130,011.44)</u></u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
9900905 N. 21st and N 22nd			
Active	09/10/2025	City of Ozark	(32,423.86)
			<u><u>(32,423.86)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u>(978,676.98)</u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2015	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u>(190,670.54)</u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u>(196,697.22)</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u>(117,203.90)</u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
9901814 FF SW Weaver to Rose			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			<u>(428,352.74)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u><u>(312,653.87)</u></u>
9901816 Pine and McCabe Sidewalks			
Closed	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			<u><u>(236,957.22)</u></u>
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
	04/28/2022	Enhancements (TAP)	(265,666.40)
	07/06/2022	Enhancements (TAP)	61,386.49
	05/26/2023	Enhancements (TAP)	(2,588.60)
			<u><u>(234,868.51)</u></u>
9901818 Nicholas SW Ph 1 & 2			
Closed	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
	05/31/2022	Enhancements (TAP)	14.50
	05/31/2022	Enhancements (TAP)	6,463.52
			<u><u>(350,821.84)</u></u>
9901820 Ozark N. Fremont SW			
Closed	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			<u><u>(205,560.00)</u></u>
9901821 Ozark South Elem SW			
Closed	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
	06/15/2021	Enhancements (TAP)	(7,075.63)
			<u><u>(152,670.00)</u></u>
9901822 Ozark West Elem SW			
Closed	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
	12/19/2022	Enhancements (TAP)	23.88
	01/06/2023	Enhancements (TAP)	4,208.19
			<u><u>(230,951.54)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901826 FR 169 Bridge			
Closed	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
	12/07/2022	Greene County	3,936.80
			<u>(396,410.40)</u>
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
	08/09/2022	Enhancements (TAP)	(46,281.62)
	11/02/2022	Enhancements (TAP)	(54,307.00)
	09/15/2023	Enhancements (TAP)	(13,088.60)
	12/19/2023	Enhancements (TAP)	(5,927.20)
			<u>(833,380.36)</u>
9901828 Trail of Tears SmrSet			
Closed	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
	06/16/2023	City of Battlefield	(32,786.61)
	11/28/2023	City of Battlefield	18,939.37
			<u>(213,066.32)</u>
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u>(100,000.00)</u>
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
	08/22/2023	Christian County	(400,800.00)
			<u>(792,800.00)</u>
9901831 N. Main Street			
Active	11/02/2022	City of Nixa	(131,584.31)
	10/30/2023	City of Nixa	(4,209.45)
	02/14/2024	City of Nixa	(113,524.01)
	09/18/2024	City of Nixa	(24,621.46)
			<u>(273,939.23)</u>
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			<u>(1,530,550.00)</u>
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
	05/26/2023	City of Nixa	(13,516.80)
	06/16/2023	City of Nixa	6,364.79
			<u>(437,506.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901835 I-44/13 Study			
Closed	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	Greene County	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
	11/28/2023	City of Springfield	61.65
	11/29/2023	Greene County	61.65
	11/30/2023	OTO Operations	61.65
			<u><u>(235,819.24)</u></u>
9901837 Chadwick Ph II			
Active	11/10/2022	Enhancements (TAP)	(58,716.29)
	03/18/2024	Enhancements (TAP)	(672,698.36)
	06/07/2024	Enhancements (TAP)	200,994.41
	01/29/2025	Enhancements (TAP)	(29,920.27)
			<u><u>(560,340.51)</u></u>
9901838 N. Old Orchard			
Active	09/12/2025	City of Strafford	(481,362.00)
			<u><u>(481,362.00)</u></u>
9901849 Chadwick Flyer 65 Overpass			
Active	10/27/2023	Enhancements (TAP)	(230,687.54)
	10/27/2023	City of Ozark	(57,671.89)
	09/18/2024	City of Ozark	(310,228.83)
	09/18/2024	Enhancements (TAP)	(807,895.97)
	10/30/2024	Enhancements (TAP)	(461,416.49)
	10/30/2024	City of Ozark	(208,093.28)
	02/11/2025	Enhancements (TAP)	(668,256.26)
			<u><u>(2,744,250.26)</u></u>
9901850 Trail Planning Services			
Active	02/08/2023	Enhancements (TAP)	(260,201.00)
			<u><u>(260,201.00)</u></u>
9901851 Chadwick Spur			
Active	11/02/2023	Enhancements (TAP)	(39,088.45)
	09/13/2024	Enhancements (TAP)	(190,280.55)
	02/05/2025	Enhancements (TAP)	(39,088.00)
			<u><u>(268,457.00)</u></u>
9901858 Strafford East SW			
Active	02/14/2024	Enhancements (TAP)	(20,782.65)
	05/05/2025	Enhancements (TAP)	(175,223.35)
			<u><u>(196,006.00)</u></u>
9901859 Battlefield ToT Extension			
Active	02/14/2024	Enhancements (TAP)	(38,132.61)
			<u><u>(38,132.61)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901860 Cheyenne Multi-Use Path			
Active	01/03/2024	Enhancements (TAP)	(102,057.00)
	09/12/2025	Enhancements (CRRSAA)	(564,733.33)
	09/12/2025	Enhancements (TAP)	(27,447.33)
			<u><u>(694,237.66)</u></u>
9901862 Chadwick Phase V			
Active	04/01/2024	CO2 Reduction (CRP)	(42,705.03)
	09/18/2024	CO2 Reduction (CRP)	(392,521.53)
	02/05/2025	CO2 Reduction (CRP)	34,682.77
			<u><u>(400,543.79)</u></u>
9901863 Ozark Downtown Sidewalks			
Active	07/14/2025	Enhancements (TAP)	(27,793.93)
	07/14/2025	Enhancements (TAP)	(43,684.11)
	07/14/2025	Enhancements (TAP)	(154,686.96)
			<u><u>(226,165.00)</u></u>
9901864 Finley River Trail Ext.			
Active	08/07/2024	CO2 Reduction (CRP)	(79,508.46)
	08/27/2025	CO2 Reduction (CRP)	(439,183.43)
	09/12/2025	CO2 Reduction (CRP)	(17,398.11)
			<u><u>(536,090.00)</u></u>
9901867 Lost Hill Park Bridge ENG			
Active	10/24/2024	Enhancements (TAP)	(10,400.00)
	04/09/2025	Enhancements (TAP)	(24,720.00)
			<u><u>(35,120.00)</u></u>
9901875 Chadwick Jackson Connect			
Active	09/16/2024	CO2 Reduction (CRP)	(9,470.86)
			<u><u>(9,470.86)</u></u>
9901876 Kali Springs			
Active	09/16/2024	CO2 Reduction (CRP)	(34,766.68)
			<u><u>(34,766.68)</u></u>
9901877 Blue Stem Phase 1			
Active	09/16/2024	CO2 Reduction (CRP)	(57,811.23)
			<u><u>(57,811.23)</u></u>
9901878 Finley River Trail West			
Active	11/22/2024	CO2 Reduction (CRP)	(89,714.00)
	04/01/2025	CO2 Reduction (CRP)	(1,701.69)
			<u><u>(91,415.69)</u></u>
9901881 160 Underpass			
Active	07/29/2025	Enhancements (TAP)	(10,078.67)
	07/29/2025	Enhancements (TAP)	(56,362.04)
	07/29/2025	Enhancements (TAP)	(31,737.94)
			<u><u>(98,178.65)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
9901883 WC Trail and FF Phase 2			
Active	07/16/2025	Enhancements (TAP)	(25,236.01)
	07/16/2025	Enhancements (TAP)	(74,134.36)
	07/16/2025	Enhancements (TAP)	(8,572.79)
	07/16/2025	Enhancements (TAP)	(55,735.87)
			<u>(163,679.03)</u>
9901884 Route 66 Trail Phase 3			
Active	08/05/2025	CO2 Reduction (CRP)	(215,271.40)
			<u>(215,271.40)</u>
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</u>
S601061 M/Repmo Drive			
Closed	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
	10/29/2019	City of Republic	(59,881.47)
	04/02/2024	City of Republic	13,962.87
			<u>(945,163.26)</u>
S601065 14 SW Cedar Hts to Ellen			
Closed	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u>(272,513.12)</u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
	07/21/2023	City of Springfield	262,614.97
	11/21/2023	City of Springfield	(10,154.76)
			<u>(1,624,651.52)</u>
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</u>
S602092 MM Relocation			
Active	09/12/2025	Enhancements (TAP)	(66,845.67)
	09/12/2025	Enhancements (TAP)	(116,473.00)
	09/12/2025	Enhancements (TAP)	(163,545.33)
			<u>(346,864.00)</u>
S602093 MM from I-44 to 360			
Active	09/08/2022	City of Republic	(302,916.17)
	11/16/2022	City of Republic	302,916.17
			<u>0.00</u>
S603067 East Sunshine SW ADA			
Active	02/04/2025	Enhancements (TAP)	(626,000.00)
	02/04/2025	City of Springfield	(125,200.00)
	03/13/2025	City of Springfield	125,200.00
	03/13/2025	Enhancements (TAP)	178,689.86
			<u>(447,310.14)</u>
S603084 TMC Staff 2022			
Closed	06/01/2021	City of Springfield	(360,000.00)
	04/07/2023	City of Springfield	12,943.32
			<u>(347,056.68)</u>
S604064 Strafford West SW CS			
Active	09/13/2024	CO2 Reduction (CRP)	(219,600.00)
	04/09/2025	City of Strafford	(29,227.04)
			<u>(248,827.04)</u>
S604089 Melville over I-44			
Active	01/30/2025	City of Springfield	(409,721.11)
	07/16/2025	City of Springfield	(21,767.61)
			<u>(431,488.72)</u>

All Obligations by Project

	Date	Jurisdiction	Amount
S605022 Wilson's Creek Blvd Trail			
Active	05/30/2023	Enhancements (TAP)	(245,494.96)
	05/30/2023	Enhancements (TAP)	(23,973.95)
	05/30/2023	Enhancements (TAP)	(5,405.81)
	05/30/2023	Enhancements (TAP)	(13,829.74)
	05/30/2023	Enhancements (TAP)	(1,246,730.00)
	07/28/2023	Enhancements (TAP)	(0.02)
	07/28/2023	Enhancements (TAP)	240,505.26
			(1,294,929.22)
S605031 CC Cost Share Development			
Active	09/23/2024	City of Ozark	(280,598.84)
			(280,598.84)
S605047 Battlefield Weaver Scoping			
Active	02/29/2024	City of Battlefield	(80,000.00)
	08/12/2024	City of Battlefield	(197,600.00)
			(277,600.00)
S605063 Main, CC to Tracker			
Active	09/16/2024	City of Nixa	(2,089,336.00)
	05/20/2025	City of Nixa	485,679.59
			(1,603,656.41)
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			(2,700,000.00)
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			(198,465.00)
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			(30,868.56)
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			(0.43)
TOTAL OBLIGATIONS			(154,304,636.64)

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 3

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM II.B.

2027-2031 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2026, MoDOT is expected to develop funding estimates for use in the 2027-2031 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects will be considered in order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District (November)
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP (February)
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT (March/April)
4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program (July)
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects (July)
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on October 15, 2025, the Technical Planning Committee recommended the Board of Directors approve the presented list of priorities for consideration by MoDOT for inclusion in the FY 2027-2031 Statewide Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the presented list of priorities for consideration by MoDOT for inclusion in the 2027-2031 Statewide Transportation Improvement Program.”

OR

“Move to approve the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2027-2031 Statewide Transportation Improvement Program.”

Priority	Roadway	Project Description
1	Rte MM	MO 360 to I-44
2	MO 13 (Kansas Expwy)	Intersection/access mgmt Chestnut to 44 (at Division, Atlantic, College, Walnut and Chestnut Expy and N of Kearney to Golden Plaza \$9 M)
3	US 60	Intersection Improvements from P to MM including intersection at P and Bailey
4	US 160	Capacity Improvements from south of Plainview (FR 157) to AA
5	US 160	Six-Lane from AA to CC
6	US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine
7	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
8	Rte CC	Widening from Fremont to 22nd Street- Ozark (\$15M)
9	60/65	Route 60/Route 65 interchange operational and corridor access improvements
10	I-44 & US 65	Phase II interchange improvements at Rte. 65
11	MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary
12	US 160	Safety and Capacity 14 to OTO Southern Boundary
13	US 160	4 lane to Pembroke/Rosedale
14	US 60	Capacity Improvements from new Bailey Intesection to Republic Rd
	Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
	Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
	US 60	ITS from 65 to 125
	US 160/Chestnut Expwy	Intersection improvements
	Rte MM/MO 360	Bridge Widening at MO 360 interchange
	Chestnut Expwy	Kansas to National (City of Springfield)
	US 60	Capacity improvements from Republic Rd to Relocated MM intersection
	US 60 & FR 189	New Interchange
	RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
	US 160/Division	Intersection improvements
	Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing
	Glenstone & Luster	(Public Comment)
	Rte J	Additional WB lane between Farmer Branch & 17th
	Rte J/NN	2 thru lanes EB/WB at intersection
	Rte FF	Capacity Improvements through Battlefield
	Rte YY & Le Compte Rd	Intersection improvements
	Rte YY	Widening from US 65 to LeCompte
	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
	Rte D	Capacity improvements from SGF limit to Hwy 125
	US 160/Nichols	Intersection improvements
	Rte 14	Capacity and Safety Improvements 14th Street to W
	US 60	Capacity improvements Rte FF to MO 360
	US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
	Rte 14/Rte W	Intersection Improvements
REGIONAL	I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)

Priority	Roadway	Project Description
	MO 13 & FR 94	Add J-turn at FR 94.
	Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
	US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
	Rte 14	3rd Street in Ozark
	US 60	Upgrade to freeway from Routes NN/J to west of Route 125
	MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
	MO 413	Six Lane - JRF to West Bypass
	US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
	Rte MM	Capacity and Safety Improvements 360 to Haile St
	Rte MM/Sawyer	Intersection Improvements
	US 160/FR 123	Intersection Improvements
	US 65	Longview Interchange
	Rte FF & 3rd	Battlefield
	I-44	Future Overpass by Exotic Animal Paradise
	Rte OO	Center turn lane from Rte 125 N to Rte 125 S
	Rte OO & Washington	Signalization and safety improvements - Strafford
	Rte 125/OO South	Intersection Improvements
	Rte P	Center turn lane from US 60 to Lombardy
	I-44 & Rte MM	Phase II interchange improvements at Route MM
	Rte 174/Main St	Intersection Improvements
	Rte B	Capacity improvements from 266 to I-44
	US 60/National Ave	Interchange/Operational improvements
	Rte CC	Capacity and Safety Improvements Main to Cheyenne
	Rte CC Extension	Extend Rte CC to 160 - Nixa
	Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266
	Rte P/Miller Ave	Intersection Improvements
	Rte 14/Oak	Intersection Improvements
	Rte 125/Rte D	intersection improvements
	Rte 14/Fremont	Intersection improvements
	US 60	Capacity and Safety Improvements west of Republic
	Rte EE	Shoulders on Division - Haseltine to West Bypass Greene County Mark Webb
	Rte EE	Safety improvements I-44 to Airport Blvd
	Rte AB	Railroad grade separation
	US 65/Division	Interchange - Bridge Replacement may be needed by 2037 plus RR grade separation
	US 60	JRF- Capacity Improvements Kansas to West Bypass
	I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)
	US 160/Battlefield	Intersection improvements at Battlefield Road
	RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160
	Rte 125/DD	(City of Strafford)
	Rte 125/Evergreen	Intersection improvements and relocation of outer road (Evergreen)

Priority	Roadway	Project Description
	US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
	Hwy 125	Roadway improvements from N. of I-44 to Rte DD - Strafford
	Rte 14/Church	(City of Ozark) - including pedestrian improvements
	Rte 744 & Mulroy	Intersection improvements
	Rte AB & Rte EE	Intersection improvements
	US 60	JRF- Capacity Improvements Kansas to West Bypass
	Rte 14	Nicholas to OTO Western Limits
	Rte 14	NN to 3rd Bridge widening
	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
	Rte 14 & 32nd	(Public Comment)
	Rte O (Willard)	(Public Comment)
	Hwy 14 & 18th St	Outer Rd intersection improvements - Ozark
	Plainview & FR 141	(Public Comment)
	Rte 174	Capacity Improvements Main to 60
	Rte 266	Capacity & Safety improvements Rte B to Rte AB
	Rte M/FR 101	Operational improvements
	Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
	Rte ZZ/FR 174	Signal/Roundabout
	Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic
	US 65/Rte AA	Intersection Improvements
	Rte AB & Hwy 160	Intersection improvements with pedestrian underpass
	Rte M	Capacity Improvements ZZ to FF
	US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
	US 65	6-lane 65 from F to EE
	Rte N & FR 168	Four way stop/Flashing light
	Rte 125 N. of JJ	Improve curve delineation
	Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
	Rte 174/Boston Ave	Intersection Improvements
	Rte EE & Willard S. Elementary	(Public Comment)
	Rte NN	Capacity and Safety Improvements Weaver to Jackson
	Rte NN	Realign curve south of Route 60
	Rte YY	Intersection improvements at FR 193
	I-44	Widen to six lanes from MO 360 to Rte MM
	MO 360	ITS Improvements from I-44 to 60
	Rte 125/YY	Intersection Improvements
	Rte 125/FR 132	Intersection Improvements
	Hwy 125 & FR 186	Intersection improvements
	Rte 125	Safety Improvements FR 84 to OTO North Boundary
	Rte 125/FR 84	Intersection Improvements
	Rte AB	Safety Improvements from Rte 160 to EE

Priority	Roadway	Project Description
	Rte NN/FR 194	Intersection improvements
	Rte AB & FR 94	Widen and straighten S curve at FR 94 Willard
	Hwy 125	Roadway improvements from DD to FR 84 - Strafford
	Rte 14	Capacity and Safety Improvements W to JJ
	Rte NN to Sunset	Bike lanes & sidewalks
	Hwy 14 & Rte JJ	Roundabout - Ozark
	US 160	Widening from Jackson to Hwy 123
	FR 115 & FR 140	Roundabout Greene County
	Rte AA & Nicolas Rd	Intersection Improvement
	Rte AA/Owen Rd	Intersection Safety Improvements
	Rte AB & FR 84	(Public Comment/City of Willard)
	Rte ZZ	Extension from new intersection at US 60 to Rte M
	Rte NN	Capacity and Safety Improvements J to Pheasant
	Rte NN/Melton	Intersection improvements
	Rte NN/Sunset	Intersection improvements
	Tracker & Nicholas	Intersection improvements
	Hughes Rd	Connect FR 103 from Beverly to US 160 Willard
	Hunt Rd	Widening roadway Willard
	Rte YY	Widening from LeCompte to FR 193
	US 65/Gasconade Interchange	

TAB 4

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM II.C.

Funding Agreement

Missouri General Revenue Appropriation for Hwy MM

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization (OTO), City of Republic, and MoDOT have been working towards funding a project to widen Highway MM between I-44 and MO 360. MoDOT and City of Republic entered into a Cost Share Agreement for the Highway MM project contingent on the \$6 million General Revenue Appropriation being approved. The State of Missouri FY2026 General Revenue Budget contained a line-item appropriation in the amount of \$6 million for the Highway MM Cost Share designated to the Ozarks Transportation Organization.

Governor Kehoe signed the budget in June 2025 but designated 32 expenditures as restricted. The \$6 million Highway MM appropriation was restricted pending release later in the fiscal year dependent on budgeted revenues hitting revenue projections. It is anticipated that the line-item appropriation could be released in January 2026.

The OTO has been working with the Missouri Department of Economic Development which oversees the \$6 million appropriation. OTO has filled out required paperwork and will enter into an agreement with the DED to transfer the \$6 million directly from the DED to MoDOT for use on the Cost Share Project. MoDOT is handling the project administration through the Cost Share Agreement with the City of Republic.

The OTO would like to have all agreements in place should the funds be released in January. This will ensure that the funds can be utilized in the fiscal year in which they were appropriated.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes one of the following motions:

“Move the Board of Directors approve the included resolution and authorize the Executive Director to enter into a funding agreement with the Missouri Department of Economic Development to transfer the \$6 million General Revenue Line-Item Appropriation directly to MoDOT for the Highway MM Cost Share Project.

OR

“Move the Board of Directors direct the Executive Director to...”

Resolution # 2025-8

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

November 20, 2025

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

WHEREAS, the Ozarks Transportation Organization has received General Revenue Line-Item appropriation from the State of Missouri for the Highway MM Cost Share project;

WHEREAS, the Board has appointed certain authorized representatives (the "Authorized Representatives") to act on its behalf to enter into agreements; and

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

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize Sara Fields, Executive Director, to negotiate and execute an agreement with the Missouri Department of Economic Development to transfer the \$6 million line-item appropriation to the Missouri Department of Transportation for the Highway MM Cost Share project.

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

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

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

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

Dated: _____

Executive Director Ozarks Transportation Organization

Chair Ozarks Transportation Organization Board of Directors



Missouri Department of
Economic Development

House Bill 7 Funding Agreement
Fiscal Year 2026

This agreement ("Agreement") is entered into by and between the Department of Economic Development, an executive branch agency of the State of Missouri ("DED"), and Recipient (together with DED a "Party" or collectively the "Parties").

1. IDENTIFYING INFORMATION

A field with an asterisk (*) is a defined term in this Agreement.

RECIPIENT* Ozarks Transportation Organization	RECIPIENT'S PARENT (if applicable) Not applicable
STATE OF ORGANIZATION Missouri	TYPE OF ENTITY Nonprofit corporation
MAXIMUM FUNDING AMOUNT* \$6,000,000	EFFECTIVE DATE OF AWARD July 1, 2025
PERIOD OF PERFORMANCE* July 1, 2025 to June 30, 2026 FY26 FUND DISTRIBUTION REQUEST DEADLINE: June 10, 2026	FUNDING SOURCE AND GENERAL DESCRIPTION § 7.006, For an organization committed to providing a safe and efficient transportation for the purpose of maintenance, repair and upgrades to Route MM
NOTICE TO RECIPIENT* Ozarks Transportation Organization Attn: Sara Fields, Executive Director 2208 W Chesterfield Blvd. Suite 101 Springfield, MO 65810 Phone: 417/865-3042 Email: sfields@ozarkstransportation.org	NOTICE TO DED* Department of Economic Development Attn: Jeff Sutterer Director of New Programs Federal Initiatives Mail: PO Box 1157 Jefferson City, MO 65102 Physical: 301 W. High Street, Suite 720 Jefferson City, MO 65101 Phone: 573/522-0338 Email: Jeff.Sutterer@ded.mo.gov

2. RECITALS

- 2.1. The Missouri General Assembly appropriated \$10,000,00, for DED "For an organization committed to providing a safe and efficient transportation system located in any county with more than two hundred sixty thousand but fewer than three hundred thousand inhabitants for the purpose of maintenance, repair, and upgrades to Route MM at the intersections of U.S. Highway 60 and I-44, as well as the length of Route MM between said intersections" from the "General Revenue Fund" for State Fiscal Year 2026 (July 1, 2025 – June 30, 2026, "FY26") (House Bill 7, § 7.006). The Governor vetoed \$4,000,00 of this amount and restricted the remaining \$6,000,00.
- 2.2. On or about _____ (date) the Governor released the restricted funds in the amount of \$6,000,000. (the "Appropriation").
- 2.3. The Recipient is the nonprofit corporation described in the Appropriation in that:
 - (a) Greene County is the only county described in the Appropriation in that per the 2020 U.S. Census, it has a population of 298,915 inhabitants, and no other county falls within that population range.
 - (b) Recipient is a nonprofit corporation located in Greene County, Missouri.
 - (c) Recipient's organizational priorities include improved congestion and enhanced safety, while creating economic growth, which reflects the description in the Appropriation. <https://www.ozarkstransportation.org/what-we-do/legislative-priorities>
 - (d) Recipient has also been identified to DED as the nonprofit organization described in the Appropriation.
- 2.4. The City of Republic, Missouri (the "City") applied for and received a cost share allocation from the Cost Share Program for the purpose of implementing transportation improvements to Route MM (Brookline Boulevard) by widening the portion of that roadway beginning at the I-44 interchange and extending to the Route 360 (James River Freeway) interchange (the "Project").
- 2.5. In 2022, the City entered into Cost Share Program agreement with the Missouri Highways and Transportation Commission ("MHTC") for MHTC to provide engineering, right-of-way acquisition, construction and project administration of the Project. A copy of the Cost Share Program Agreement is Attachment ____ to this Agreement.
- 2.6. Costs of the Project have increased since 2022.
- 2.7. Recipient has entered into an agreement with the MHTC to provide funds for the Project. A copy of Recipient's agreement with MHTC is Attachment ____ to this Agreement (the "MHTC Agreement").
- 2.8. In the MHTC Agreement, Recipient designates MHTC as the financial administrator of the Appropriation to facilitate efficient transfer of funds to the Cost Share Program for the Project.
- 2.9. The Parties wish to set forth their mutual expectations and obligations with respect to the Appropriation for Recipient, and agree as follows:

3. DEFINITIONS

- 3.1. As used in this Agreement, capitalized terms have the meanings set forth in the introductory clause, sections 1 (terms followed by an asterisk), 2, and 4 of this Agreement, and as follows:

- (a) "Cost Share Program" means the Governor's Transportation Cost-Share Program as described at this website <https://www.modot.org/governors-transportation-cost-share-program>
- (b) "General Revenue Funds" mean the financial assistance Recipient may receive from DED under this Agreement, which must not exceed the Maximum Funding Amount in Section 1 of this Agreement.
- (c) "Request for Fund Distribution" means a form provided by DED to be completed by Recipient and submitted to DED requesting the General Revenue Funds as otherwise set forth in this Agreement.
- (d) "RSMo" means the Revised Statutes of Missouri.

4. RECIPIENT'S REPRESENTATIONS AND OBLIGATIONS

- 4.1. Recipient represents that State funds are needed for the Project.
- 4.2. Recipient represents that the General Revenue Funds will be used for the Project, to include the following:
 - (a) Construction, repair and upgrades to Highway MM at the intersections of Route 360 and I-44, as well as the length of Highway between said intersections, to accommodate approximately 31,600 vehicles per day;
 - (b) Property acquisition;
 - (c) Right-of-way engineering;
 - (d) Contingency; and,
 - (e) Administration.
- 4.3. Recipient and MHTC shall use General Revenue Funds from the Appropriation for incurred expenses specific to the Project as set forth in this Agreement, and solely for the purpose set forth in the Appropriation.
- 4.4. Recipient's Budget, detailing the proposed use by MHTC of the General Revenue Funds, is Attachment ___ to this Agreement.
- 4.5. Recipient shall follow its own procurement rule(s) and policies with respect to purchases of supplies, equipment, and services under this Agreement.

5. PAYMENT OF FUNDS

- 5.1. Upon signing and delivery of this Agreement by both Parties, Recipient shall submit a Request for Fund Distribution for Tranche 1 to DED.
- 5.2. Upon receipt of the Request for Fund Distribution for the \$6,000,000 in General Revenue Funds from Recipient, DED shall disburse the General Revenue Funds to MHTC as the designated financial administrator for Recipient.
- 5.3. DED is not liable for any of Recipient's obligations, expenditures, or commitments in any amount in excess of the Maximum Funding Amount in Section 1 of this Agreement.

6. REPORTING

- 6.1. Recipient shall ensure that MHTC will submit to Recipient and DED itemized monthly financial transactions specific to the General Revenue Funds until all such funds have been fully expended, by including such a provision in the MHTC Agreement.
- 6.2. Recipient shall provide DED with quarterly progress reports (March 31, June 30, September 30, and December 31) on a form provided by DED, to include the following:
 - (a) Project completion status;
 - (b) Anticipated Project completion date;

- (c) Description of activities during the quarter;
- (d) Accounting of expenditures (to date); and,
- (e) Expected Project outcomes at completion.

6.3. Recipient shall provide DED with a final report no later than sixty (60) days after the Project is complete, which shall include the final status of expenditures and identify actual Project outcomes. The final report shall include:

- (a) Documentation that 100% of the General Revenue Funds were used for the Project;
- (b) A detailed accounting of Project expenditures, including amounts allocated for; and
- (c) Project outcomes from call for projects contracts.

7. RECORD RETENTION AND ACCESS

- 7.1. Recipient agrees to make available to DED, during normal business hours and at a mutually agreeable time, all books of account, reports and records relating to this Agreement for the duration of this Agreement and retain them for a minimum period of one (1) year beyond the earlier of the date the Project is completed or the end of the Period of Performance.
- 7.2. Recipient must give the State, DED, the Missouri State Auditor, and their authorized representatives, access to any records (electronic and otherwise) of Recipient and/or MHTC related to this Agreement for the purposes of inspections, audits, or other investigations. Recipient must also give timely and reasonable access to its personnel for the purposes of interview and discussion related to such records.
- 7.3. Recipient shall ensure that MHTC will also follow §§ 7.1 and 7.2 and pass these requirements along to MHTC through the MHTC Agreement.

8. TERMINATION

- 8.1. This Agreement shall terminate automatically ninety (90) days from the end of the Period of Performance or an earlier termination of this Agreement, pursuant to Section 10 of this Agreement.
- 8.2. Upon termination, sections 1 (information table), 2 (recitals), 3 (definitions), 6 (reporting), 9 (return of unused funds), and 10 (default and remedies) of this Agreement shall survive and continue in force.

9. RETURN OF UNUSED FUNDS

- 9.1. General Revenue Funds that are not expended as provided in this Agreement by the earlier of the end of the Period of Performance, or the date the Project is completed, shall be returned to DED within sixty (60) days.
- 9.2. Recipient shall ensure that MHTC will return unused General Revenue Funds to DED as required in § 9.1 by including such a requirement in the MHTC Agreement.

10. DEFAULT AND REMEDIES

- 10.1. Recipient's knowing misrepresentation of a material fact to DED in this Agreement, a Request for Fund Distribution, or in any communication or document in connection with this Agreement, is a default event, in which case DED may cancel this Agreement, and Recipient shall have no right or claim to the Appropriation and shall forfeit and repay the General Revenue Funds received by Recipient under this Agreement.

- (a) For the purposes of this Section 10.1 of this Agreement, "knowing" means Recipient's shareholders, directors, officers, and other employees know or should have known, after reasonable investigation.
- 10.2. Recipient's failure to comply with the terms of this Agreement, or failure to make sufficient progress to the endangerment of performance, are default events, in which case DED may take one or more of the following actions:
 - (a) Temporarily withholding General Revenue Funds, pending the correction of the deficiency;
 - (b) The disallowance of costs and the establishment of an accounts receivable;
 - (c) Wholly or partially suspending or terminating this Agreement; and,
 - (d) Such other remedies as may be legally available.

11. STANDARD TERMS

- 11.1. **Federal Laws and Regulations.** This Agreement may be subject to the laws and regulations of the United States. Recipient must comply with all applicable requirements of all Federal laws, regulations, executive orders, and policies governing the Program in addition to those specifically stated in this Agreement.
- 11.2. **State Laws and Regulations.** This Agreement is subject to the laws and regulations of the State of Missouri. Recipient must comply with all applicable requirements of all Missouri laws, regulations, executive orders, and policies governing the Project in addition to those specifically stated in this Agreement.
 - (a) **Anti-Israel Boycott Certification.** If this Agreement has a total potential value of \$100,000 or more, and if either Party is a company with ten (10) or more employees, then such Party certifies that it, and any company affiliated with it, does not boycott Israel, and will not boycott Israel during the term of this Agreement. In this paragraph, the terms "company" and "boycott Israel" shall have the meanings described in Section 34.600 RSMo.
- 11.3. **Recipient Status.** Recipient is an independent contractor and shall not represent itself or Recipient's employees to be employees of DED.
- 11.4. **Authorized Employees – Missouri Law.** Pursuant to § 285.530.1 RSMo, Recipient must not knowingly employ, hire for employment, or continue to employ an unauthorized alien to perform work within the State of Missouri.
 - (a) Recipient submitted an Affidavit Pursuant to § 285.530 RSMo and Recipient's Employment Eligibility Verification Program ("E-Verify") Memorandum of Understanding to DED.
 - (b) Recipient hereby reaffirms its enrollment and participation in E-Verify with respect to the employees working in connection with this Agreement.
- 11.5. **Funds Availability.** Recipient understands and agrees that appropriated funds may be reduced unilaterally by the State through withholdings made pursuant to the Missouri Constitution, Article IV, § 27. Therefore, this Agreement shall not be binding upon DED for any period in which funds have not been appropriated or approved, and DED shall not be liable for any damages or costs, including attorney's fees, associated with cancellation caused by such unavailability of funds.
- 11.6. **Notices.** All instructions, notices, consents, demands, or other communications required or contemplated by this Agreement shall be in writing and addressed as set forth in Notice to Recipient and Notice to DED in Section 1 of this Agreement.

- (a) Notwithstanding Section 11.7 of this Agreement to the contrary, DED and Recipient may from time to time designate, unilaterally and by written notice given under this Section 11.6 to the other, additional or substitute contact information.
 - (b) All instructions, notices, consents, demands, or other communications shall be considered effectively given upon receipt or recipient confirmation of receipt, whichever occurs first.
- 11.7. **Amendments.** This Agreement may be amended, supplemented, reduced, or superseded only by a writing executed by the Parties.
- 11.8. **Interpretation.** In this Agreement, unless the context otherwise reasonably requires:
- (a) Headings are for reference purposes only and shall not alter the interpretation of this Agreement;
 - (b) Words importing the singular may include the plural and vice versa, as reasonably required by context;
 - (c) References to any document include references to such document as amended, novated, supplemented, varied, or replaced from time to time;
 - (d) References to a statute, regulation, federal notice, or executive order means such statute, regulation, federal notice, or executive order as amended from time to time; and,
 - (e) References to a party to this Agreement includes that Party's legal successors (including but not limited to executors and administrators) and permitted assigns.
- 11.9. **Governing Law.** The validity, interpretation, construction, and performance of this Agreement shall be governed by the laws of the State of Missouri.
- 11.10. **Consent to Jurisdiction.** Any legal action or proceeding with respect to this Agreement shall be brought in the courts of the State of Missouri in Cole County, Missouri, and by signing and delivering this Agreement to DED, Recipient hereby voluntarily and irrevocably accepts, generally and unconditionally, to the personal jurisdiction of the aforesaid courts.
- 11.11. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties and their respective authorized successors and assigns.
- 11.12. **No Third-Party Beneficiaries.** This Agreement does not contemplate any third-party beneficiaries except for City, nor shall it be construed to create any legal right nor authorize a cause of action by any person who is not a Party.
- 11.13. **Severability.** If any provision of this Agreement is found to be invalid or unenforceable, the validity and enforceability of the remaining provisions shall not be affected.
- 11.14. **Legal Capacity.** The signatories to this Agreement on behalf of the Parties represent that they have full capacity and authorization to sign this Agreement and bind their respective Parties.
- 11.15. **No Violation of other Contracts.** The signing, delivery, and performance of this Agreement by Recipient will not violate, conflict with, require consent under, or result in any breach or default under the provisions of any material contract or agreement to which Recipient is a party.
- 11.16. **Licenses, Permits, and Approvals.** Recipient has obtained, or is capable of obtaining, all material licenses, authorizations, approvals, consents, or permits required by applicable laws to conduct its business generally and to perform its obligations under this Agreement.

- 11.17. **Counterparts.** This Agreement may be signed by the Parties in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.
- 11.18. **Electronic Signatures.** The Parties agree that electronic signatures, whether digital or encrypted, of the Parties are intended to authenticate this writing and have the same force and effect as a wet signature. Delivery of a copy of this Agreement or any other document contemplated by this Agreement bearing a wet or electronic signature by electronic mail in "portable document format" (".pdf") form, or by any other electronic means intended to preserve the original graphic and pictorial appearance of a document, will have the same effect as physical delivery of the paper document bearing a wet or electronic signature.
- 11.19. **Electronic Documents.** Any document generated by the Parties with respect to this Agreement, including this Agreement, may be imaged and stored electronically and introduced as evidence in any proceeding as if original business records. Neither Party will object to the admissibility of such images as evidence in any proceeding on account of having been stored electronically.

12. ENTIRE AGREEMENT

- 12.1. This Agreement constitutes the entire understanding between the Parties with respect to the subject matter of this Agreement and supersedes all other agreements, whether written or oral, between the Parties.

Department of Economic Development

By:

Michelle Hataway, Director

Date signed

Ozarks Transportation Organization

By:

Sara Fields, Executive Director

Date signed

TAB 5

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM II.D.

US-60/US-65 Access and Operational Study

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

AGENDA DESCRIPTION:

Project Background – the OTO is partnering with the City of Springfield, City Utilities of Springfield, Greene County, and MoDOT to conduct a US-60/US-65 Access and Operational Study. The study will include analysis of two US highways (US-60 and US-65) that intersect in the southeast area of Springfield. Including proposed local roads to provide access for future development. These highways provide critical linkages to a large portion of Missouri.

The study will look at alternatives within the study limits to serve existing and future needs with the intent to improve traffic operations, travel time, reliability, economic development and safety. This study will also include a detailed analysis of current and projected traffic in relation to current facility deficiencies, including structural bottlenecks, substandard roadway design, system capacity and reliability during weather events, emergency operations, and environmental constraints.

The OTO intends to enter into a funding agreement to utilize federal Surface Transportation Block Grant (STBG) and Urbanized Surface Transportation Block Grant (STBG-Urban) funds with MoDOT. The OTO also intends to enter into an Intergovernmental Cooperative Agreement (ICA) with the City of Springfield, City Utilities of Springfield, and Greene County to share the cost of the study. The breakdown of proposed contribution is outlined in the Project Funding section below.

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

The full breakout of proposed US-60/US-65 Cost Share by agency is below:

Cost Share Table	
MoDOT Funds (through separate Agreement)	\$ 300,000
OTO Surface Transportation Block Grant – Urban (STBG-U)	\$ 200,000
City of Springfield Surface Transportation Block Grant – Urban (STBG-U)	\$ 300,000
Greene County Local Match	\$ 100,000
City Utilities of Springfield, MO Local Match	\$ 100,000
Total Cost Share Funds	\$1,000,000

1. **Funding Agreement** – The OTO will enter into a Funding Agreement with MoDOT for the federal funds to be utilized on the Study. The Funding Agreement will be up to \$800,000 in federal Surface Transportation Block Grant (STBG) and Urbanized Surface Transportation Block Grant (STBG-U).

2. Intergovernmental Cooperative Agreement (ICA) – The partner agencies (City Utilities of Springfield and Greene County) will be providing the matching funds as outlined in an ICA. In addition, the ICA will designate the transfer of \$300,000 in STBG-U from the City of Springfield to the OTO. This federal funding is \$300,000 of the funds outlined in the Funding Agreement with MoDOT. The proposed draft ICA is included in the agenda packet.

B.) Budget Amendment – The Ozarks Transportation Organization (OTO) maintains an operational budget that is comprised of the various grant budgets. An amendment is proposed to add the US-60/US-65 Access and Operational Study to the OTO Annual Operational Budget Class 630 - STBG Studies for FY2026.

Proposed Budget Amendment Number 3:

Class 630 – STBG Studies

The US-60/US-65 Access and Operational Study is not currently in the OTO's FY2026 Budget.

The following additions are part of the budget amendment.

The following Revenue has been added to Class 630 (STBG Studies):

- MoDOT Project Reimb - \$300,000
- STBG-Urban - \$500,000
- Local Match - \$200,000 (local match will be invoiced to the City Utilities of Springfield, MO and Greene County with executed Intergovernmental Cooperative Agreement (ICA)).

The following Expense has been added:

- Transportation Consultants - \$1,000,000.00

The proposed Budget Amendment is included in the agenda packet.

C.) Engineering Services Contract - Per the OTO's purchasing policy, projects that require engineering services require a Request for Qualifications (RFQ). The OTO will advertise the RFQ in December and will negotiate an engineering services contract with the selected Transportation Engineering Consultant in an amount to not exceed one million dollars. The draft RFQ and draft Engineering Consultant Contract are included in the agenda packet.

The draft engineering contract, ICA, and Funding Agreement are still in review by the partner agencies and will work through their approval processes. The OTO will not sign the ICA or engineering services consultant Contract until the Funding Agreement is in place.

BOARD OF DIRECTORS ACTION REQUESTED:

There are several motions needed to approve the US-60/US-65 Access and Operational Study. That a member of the Board of Directors makes one of the following motions for each section:

A.) Project FundingFunding Agreement

“Move to approve the Executive Director to enter into a Funding Agreement with MoDOT for the US-60/US-65 Access and Operational Study in the amount of up to \$800,000 in federal funds, \$ 1 million total.”

OR

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

Intergovernmental Cooperative Agreement

“Move to approve the Executive Director to enter into an Intergovernmental Cooperative Agreement with the City of Springfield, City Utilities of Springfield, and Greene County for the Cost Share of the US-60/US-65 Access and Operational Study.”

OR

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

B.) Budget Amendment

“Move to approve the FY2026 Operational Budget Amendment #3.”

OR

“Move approve the FY2026 Operational Budget Amendment #3 with the following changes...”

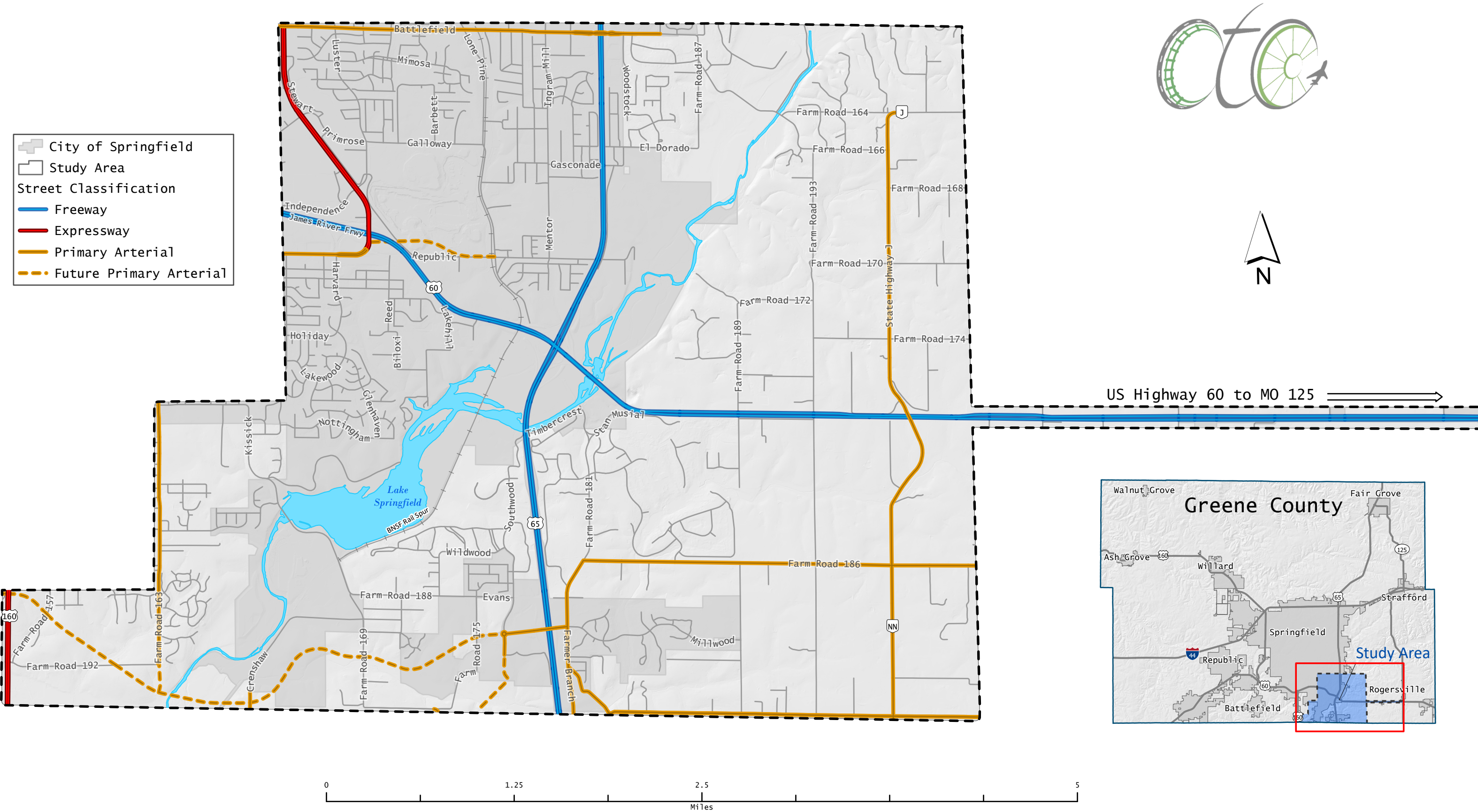
C.) Engineering Services Contract

“Move to approve the included resolution to authorize the Executive Director to solicit engineering services and enter into negotiations with engineering services consultants and execute the contract for consultant services not to exceed one million dollars.”

OR

“Move to approve the engineering services contract negotiations and execution of contract, with these changes...”

US 65 & US 60 Project Study Area



**INTERGOVERNMENTAL COOPERATIVE AGREEMENT
FOR
US-60/US-65 Access and Operational Study**

This Agreement is made and entered into upon its execution by the Ozarks Transportation Organization (hereinafter "MPO"), City of Springfield (hereinafter, "City"), Greene County (hereinafter "County"), and City Utilities of Springfield, MO (hereinafter "Utility"), with the Effective Date corresponding with the last signature to this Agreement. The City, County, and Utility are collectively referred to as "Entities".

WITNESSETH:

WHEREAS, the parties desire to conduct an access and operational study ("Study") to include analysis of two US highways (US-60 and US-65) that intersect in the southeast area of Springfield; and

WHEREAS, the parties desire to study alternatives within the study limits to serve existing and future needs with the intent to improve traffic operations, travel time, reliability, economic development and safety;

WHEREAS the MPO has proposed a partnership with the City, County, and Utility to conduct the Study in an amount not to exceed one million (\$1,000,000); and

WHEREAS the MPO will hire a transportation engineering consultant to study the US-60/US-65 area as outlined in "SCHEDULE A - LOCATION"; and

WHEREAS the MPO has agreed to hire a transportation engineering consultant to perform services outlined in the "SCHEDULE B - SCOPE OF SERVICES"; and

WHEREAS, OTO has agreed to oversee the Study contract utilizing up to eighty percent federal funds and twenty percent (20% local match). The City agrees to contribute Three Hundred Thousand toward the eighty percent federal funds. Twenty percent (20%) of the actual costs are to be provided by the Utility and County in local match.

NOW, THEREFORE, for the considerations herein expressed, it is agreed by and between the City, County, Utility and OTO as follows:

- 1. Selection and Contracting with Consultant.** OTO shall, at its sole cost and expense, select and contract with a qualified transportation engineering consultant ("Consultant") to perform a study to:
 - a. Develop both short-term and long-term alternatives and identify proposed actions for improving operational performance,
 - b. Establish a timeline for improvements of non-flyover ramps at US-60/US-65,
 - c. Meeting future transportation needs regarding future and existing access within the Study area, including potential development driven improvements

- d. Assess overall network connectivity in future scenarios, including evaluation of and recommendations for the complementary arterial and collector roads within the Study area

The findings and recommendations of the consultant, along with all information, data, and reports used to make such findings and recommendations, shall be furnished to the Entities upon receipt by the MPO.

2. Cost Share. The parties agree to cost share this project in the following manner:

- a. **County** shall be responsible for one-half of local match. It is expressly understood that in no event will the total compensation and reimbursement to be paid to OTO under the terms of this Contract exceed the sum of One Hundred Thousand Dollars and No/100s (\$100,000.00). The County's contribution will be composed of local funds.
- b. **Utility** shall be responsible for one-half of local match. It is expressly understood that in no event will the total compensation and reimbursement to be paid to the OTO under the terms of this Contract exceed the sum of One Hundred Thousand Dollars and No/100s (\$100,000.00). The Utility's contribution will be composed of local funds.
- c. **City** shall be responsible for contributing three-eighths of the federal STBG. The City will allocate a portion of its Suballocated Urbanized Surface Transportation Block Grant (STBG-U) funds to be utilized on the Study. It is expressly understood that in no event will the total allocation exceed the sum of Three Hundred Thousand Dollars and No/100s (\$300,000.00).

3. Payment Due.

- a. Upon execution of Engineering Consultant Contract, the MPO will invoice the County and Utility as follows:
 - i. The County and Utility will each be invoiced one-half the local match on the total negotiated engineering services contract up to One Hundred Thousand and No/100s (\$100,000.00).
 - ii. The MPO will furnish the County and Utility with copy of executed contract and invoice.
 - iii. The County and Utility will provide MPO with the local match as invoiced within 45 business days.
- b. Upon execution of Engineering Consultant Contract, OTO will transfer up to Three Hundred Thousand and No/100s (\$300,000.00) of the City's STBG-Urban funds to the MPO.
- c. Upon project completion, the MPO will
 - i. Provide a refund of any unused match.
 - ii. Provide the County and Utility with the unused funds within forty-five business days of engineering services closeout.
 - iii. Provide the City with a transfer of any unused STBG funds.

4. **Entities Responsibilities**

- a. The Entities shall assist with the selection of the Study Consultant; and
- b. The Entities shall participate in regular meetings to ensure project is performed per the proposed scope; and
- c. The Entities shall provide data and staffing support as necessary for the OTO to perform the Study; and
- d. The Entities shall help promote the Study's Public Meetings within their constituents.

5. **Term.** The MPO shall commence selection and contracting with a Consultant as soon as practicable after the execution of this Agreement, unless otherwise directed in writing by one of the Entities.

6. **Liability and Indemnity.** In no event shall the Entities be liable to the Consultant for special, indirect or consequential damages, except those caused by the Entity's gross negligence or willful or wanton misconduct directly and solely resulting in a breach of this contract. The maximum liability of the Entities shall be limited to the amount of money to be paid by the Entity in this Agreement.

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

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

9. **Title VI.** The sub-grantee, contractor, subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.

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

11. Execution. This Agreement may be executed in counterparts, with a separate page for each signature. The MPO shall ensure that each consulting party is provided with a complete copy of the final Agreement.

List of Schedules:

1. SCHEDULE A – LOCATION
2. SCHEDULE B – STUDY SCOPE
3. SCHEDULE C – STUDY COST SHARE EXHIBIT

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**INTERGOVERNMENTAL COOPERATIVE AGREEMENT
FOR
US-60/US-65 Access and Operational Study**

Signatory:

OZARKS TRANSPORTATION ORGANIZATION

By: _____
Sara Fields
Executive Director

Date: _____

Attest:

By: _____
Debbie Parks
Finance Officer/Grants Administrator

Date: _____

**INTERGOVERNMENTAL COOPERATIVE AGREEMENT
FOR
US-60/US-65 Access and Operational Study**

Signatory:

CITY UTILITIES OF SPRINGFIELD, MISSOURI

By: _____
Dwayne Fulk
President CEO

Date: _____

Attest:

By: _____
Kate Hutchison
Executive Assistant

Date: _____

Attest:

By: _____
Drew W Hilpert
Vice President – Chief Legal Officer

Date: _____

**INTERGOVERNMENTAL COOPERATIVE AGREEMENT
FOR
US-60/US-65 Access and Operational Study**

Signatory:

GREENE COUNTY COMMISSION

By: _____
Bob Dixon
Presiding Commissioner

Date: _____

By: _____
Rusty MacLachlan
Commissioner 1st District

Date: _____

By: _____
John C. Russell
Commissioner 2st District

Date: _____

ATTEST:

By: _____
Shane Schoeller
County Clerk

Date: _____

AUDITOR CERTIFICATION:

I certify that the expenditure contemplated by this document is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance of anticipated revenue appropriated for payment of same.

By: _____
Cindy Stein
Greene County Auditor

Date: _____

**INTERGOVERNMENTAL COOPERATIVE AGREEMENT
FOR
US-60/US-65 Access and Operational Study**

Signatory:

CITY OF SPRINGFIELD

By: _____

Date: _____

City Manager or designee

APPROVED AS TO FORM:

By: _____

Date: _____

Anita Cotter

City Clerk

By: _____

Date: _____

David Holtmann

Director of Finance

By: _____

Date: _____

Dan Smith

Director of Public Works

By: _____

Date: _____

Contract Paralegal

APPROVED AS TO FORM:

By: _____

Date: _____

Assistant City Attorney

Ordinance Number: _____

US 65 & US 60 Project Study Area



SCHEDULE B

Study Scope

STATEMENT OF SCOPE. It is expected that the selected firm(s)/consultant(s) will perform the following services:

The scope of services is divided into the tasks shown below:

- Task 1 – Administration/Project Management
- Task 2 – Baseline Conditions
- Task 3 – Alternatives Development and Analysis
- Task 4 – Transitioning to NEPA
- Task 5 – Outreach and Stakeholder Engagement
- Task 6 – Completion of Planning and Environmental Linkage (PEL) Questionnaire

Task 1 – Administration/Project Management

1.1 The Consultant will provide the following:

- Progress reports, invoices and updated schedules
- Coordinate and hold monthly progress meetings with Study Partners (OTO, MoDOT, City of Springfield, Greene County and City Utilities)
- Additional meetings as needed
- Continuous quality assurance and quality control throughout the duration of the study.

The Consultant will provide the following deliverables:

- Agendas, notes and action items from progress meetings
- Public Meeting Materials
- Draft Study
- Comment Log
- Final Study

Task 2 – Baseline Conditions

2.1 Data Collection

The Consultant will collect, assemble and review relevant, best available data for the study area from existing sources, including federal, state, regional and local government entities, and private companies to support the development of the study.

The Consultant will compile available studies, reports, traffic counts, plans, data and review it for applicability to this study. Data collection may include the following:

2.1.1 Traffic & Safety

- Traffic Counts to fill gaps where necessary data is unavailable

- 24-Hour mainline and ramp directional Average Daily Traffic (ADT) counts
- Speed and Volume data
- Historical turning movement and average daily traffic data (Provided by MoDOT)
- Existing traffic models including VISUM and VISSIM Travel Demand Models and/or SYNCHRO models within the study area (Provided by OTO, City and/or MoDOT)
- Travel time data for the AM and PM peak periods from the National Performance Management Resource Data Set (NPMRDS) on mainlines, ramps and crossing arterials. (Provided by MoDOT, processed by Consultant)
- Origin-Destination Volumes and percentages within study area collected using Streetlight's Advanced Analytics
- Existing and proposed land uses in the study area (Provided by City of Springfield and Greene County)
- Existing corridor conditions and lane configurations/assignments based on field observations
- Crash data – collect historical crash data from 2020-2024 on mainlines, ramps and crossing arterials. Gather statewide crash rates for the same time period and roadway types, as well as latest approved crash modification factor (CMF) list. (Provided by MoDOT)

2.1.2 Multimodal:

- Existing and proposed bicycle and pedestrian facilities at interchanges
- Freight data, including truck ODs from StreetLight

2.1.3 Engineering:

- Completed study reports, as-built plans, right of way maps, aerial photography, and mapping of the study area (Provided by MoDOT, OTO and City of Springfield)
- Existing and planned major utilities (Provided by City Utilities)
- Field Reconnaissance – collect additional field data, as needed, as needed, using windshield surveys of accessible areas
- Existing Conditions (Provided by MoDOT)
 - Pavement Inspection Reports
 - Bridge Inspection Reports
 - As-Built Plans
 - Design Exceptions
- Existing ROW Line work and documentation (Provided by MoDOT)
- Existing Topographic survey or LiDAR files (Provided by MoDOT and/or MSDIS Data Portal)
- Plans for Improvements Programmed in the OTO Transportation Improvement Program and Statewide Transportation Improvement Program that impact the area.

2.1.4 Environmental:

Data collected will be limited to existing database searches, data from previously conducted studies and windshield surveys. Field surveys and right of entry will not be obtained.

- Land Use – Existing and planned
- Land Cover - existing and future

- Demographics – census data and local population at an approximate geographic level
- Neighborhoods and Community Resources
- Administrative – schools, places of worship, cemeteries
- Visual and Aesthetic Qualities
- Existing Transportation Facilities
 - Railroads – existing, future and abandoned
- Noise – notable noise sensitive receptors
- Hazardous Waste – contamination and hazardous material sites from publicly available electronic databases
- Threatened and Endangered Species – Missouri Natural Heritage Program data and Missouri Department of Conservation and US Fish & Wildlife Services
- Natural areas and ecosystems
- Parklands/Trails/Recreation/Conservation Areas – local, state and federal parks, trails, wildlife management areas, wilderness areas, and other resources that may qualify for Section 4(f) or 6(f) protections.
- Wetlands/Waters of the US – National Wetland Inventory data and other wetlands data collected at the state, county or municipal level
- Wetland Reserve Program areas
- Floodplains – FEMA flood prone areas and any local data on flood prone areas
- Historic and Archeological resources – known locally or from SHPO database, archeological sites/districts, historic sites/districts and properties listed on the National Register of Historic Places and available city or county databases
- Utilities/Transmission – major existing and proposed electric, water, communication lines
- Power Stations – existing and proposed power stations
- Topographic maps
- Existing mine or quarry locations
- Soils – NRCS Soil Survey geographic database
- Known adverse geologic conditions
- Best Available Aerial Photograph – best available imagery from state or local governments

2.2 Summary Document

The Consultant will prepare a summary document consisting of:

- History of the transportation facilities in the study area
- Alternatives developed in other studies or documents
- Recommend what information from previous documentation can be carried forward

2.3 Existing Conditions Analysis

Using the data collected in Task 2.2, the Consultant will analyze the existing transportation conditions within the study area.

2.3.1 Traffic and Safety

- Analyze existing transportation conditions and traffic operations within the study area and identify deficiencies. Develop baseline freeway and intersection Measures of Effectiveness (MOEs), such as freeway density, speed, and intersection delay.
- Develop Travel Time Reliability measures within the study including 95th percentile travel times, buffer index, and planning time index.
- Identify existing travel demands and OD patterns, generalized capacity/level-of-service, and latent traffic demand within the study area to identify opportunities to assist in the development of alternatives.
- Safety network analysis including crash frequencies, crash severity, crash type, crash rates, critical crash rates and hot spot locations in order to identify crash patterns/trends and potential deficiencies. No additional data validation will be performed, such as relocating crashes based on crash reports.
- Develop a base map with existing features to be used in the identification and analysis of alternatives.
- Perform SAFER analysis

2.3.2 Multimodal

- Show existing and proposed bicycle and pedestrian facilities on a map
- Show existing freight demand and movement

2.3.3 Design Criteria

Provide design criteria outlining the applicable standards that will be utilized to design the improvements. This memorandum shall be submitted for approval prior to the initiation of the alternatives analysis. The approved design criteria will be used as a guide for design, but practical solutions that meet safety requirements and provide value while potentially resulting in future design exceptions will be evaluated.

- Confirm Roadway Classification: Verify the functional roadway classification in the study area and associated design speed
- Establish Design Criteria: Coordinate with MoDOT, OTO and City to establish the design criteria to be used throughout the study area and document in a brief memorandum.

2.3.4 Assess Existing Conditions

Assess existing conditions through field observations and desktop reviews, and document issues related to physical conditions and geometrics within the study area. Assessment will include high-level horizontal and vertical geometry and geometric deficiencies.

2.3.4 Environmental

Develop an environmental constraints map, based on data collected. All data sources must be documented and included in the project record. The constraints map will graphically include, but is not limited to:

- Section 4(f) and 6(f) resources including parks, recreational areas, wildlife refuges and historical sites including historical markers
- Wetlands and streams

- 100-year floodplains
- Waters of the US
- Hazardous materials sites
- Cemeteries
- Utilities
- Oil, gas and water wells
- Land use
- Undeveloped pasture and agricultural lands
- Karst features
- Stormwater Infrastructure

2.4 No-Build Data Projection

The consultant will prepare and submit for approval a methodology for the projection of traffic for the No-Build including the following tasks:

- Develop methodology for the No-Build projection of AM and PM peak period traffic volumes within the study area. Interim design years of 2030, 2035, 2040 and 2045 and the ultimate 2050 design year will use outputs from the OTO and MoDOT models and compare growth to historical trends.
- Develop the projection of No-Build traffic volumes
- Prepare a brief technical memorandum showing the projected corridor volumes with graphics and diagrams.

2.5 No-Build Analysis

Using the projected No-Build data, the consultant will conduct the No-Build Analysis. The No-Build will be compared against the existing conditions analysis to evaluate the performance measures.

2.5.1 Traffic and Safety

- Conduct operational analysis for the No-Build scenarios in the corresponding projection years using the OTO model. Develop freeway and intersection MOEs, such as freeway density, speed, and intersection delay.
- Project future Travel Time Reliability measures within the study area for the No-Build scenarios in the corresponding projection years.
- No-build safety will be evaluated qualitatively in comparison to the existing and build scenarios.

2.5.2 Multimodal

- Conduct an assessment of the future No-Build impacts on bike/ped facilities and freight. The assessment will discuss future demand and the impact on the existing system. Also, gaps in the infrastructure will be discussed.

2.5.3 Engineering

- Conduct an assessment of the future No-Build impacts on engineering elements including bridge and pavement conditions.

2.5.4 Environmental

- Analyze population and employment growth and changes in land use.

2.6 Purpose and Need

The consultant, in coordination with MoDOT, OTO, City and other agencies, will develop the draft Purpose and Need including the following tasks:

- Identify needs of the corridor as analyzed within the existing conditions and No-build analysis reports
- The primary Purpose and Need elements will be focused on operations, safety and reliability. Other elements as goals will include economic development, population growth, public feedback and multimodal needs.

2.7 Baseline Conditions Deliverables

Baseline condition needs will be prioritized into low and high priority categories for the entire study area based on criteria to be approved by the study partners. High and low priority categories will include traffic, safety, environment, engineering, economic development and stakeholder feedback. The high priority areas will be identified and carried forward into Alternatives Development and analyzed at a detailed level of study and low priority areas will be analyzed at a higher level of study.

The consultant will provide the following deliverables:

- Baseline Conditions Report (draft, comment log and final) including
 - Summary of Previous Studies and Project History Report
 - Study Area Map
 - Design Criteria Memorandum
 - Existing Conditions Assessment
 - No-Build Analysis
 - Purpose and Need
 - Environmental Constraints
 - Relevant maps, figures and tables

Task 3 – Alternatives Development and Analysis

3.1 Establish Alternatives Screening Methodology

The Consultant will establish an Alternatives Screening Methodology (ASM) to assist in evaluating the alternative improvements to determine the associated impacts and benefits on area transportation, environment and land use conditions. The ASM will establish performance measures, evaluation criteria and screening process in evaluating the alternative improvements to determine associated impacts and benefits.

The evaluation criteria will address Purpose and Need, and study goals and be grouped into the

following major categories:

- Traffic mobility
- Safety impacts
- Cost considerations
- Environment and land use impacts
- Public Support

An evaluation matrix will be developed and used as tool to provide relative comparison of the impacts and benefits of the various alternatives considered.

The ASM will be reviewed by the study partners before any screening is performed.

3.2 Universe of Alternatives

Based on the information gathered in Task 2 – Baseline Conditions, and the criteria developed in the ASM, the Consultant will develop high level alternatives that satisfy the Purpose and Need of the Study Area.

The Consultant will conduct a workshop meeting with the study partners to discuss and formulate alternatives. The Universe of Alternatives will be compiled for the workshop that includes a high-level description of the alternatives considered, informative maps and other illustrations depicting alternatives.

3.3 Fatal Flaw Evaluation (Level 1 Screening)

The Consultant will conduct fatal flaw evaluations of the Universe of Alternatives based on the Purpose and Need and Study Goals. The measures for screening may be a combination of engineering factors, environmental constraints, corridor limitations, external factors and public input. The fatal flaw evaluation will be compiled into a Level 1 screening matrix and information supporting the reasons why high-level concepts should not be carried forward within the Study.

3.4 Reasonable Alternatives Development

Reasonable Alternatives are the Universe of Alternatives that come out of the Level 1 screening to be considered may include operational improvements, fix bottlenecks, added roadway capacity or other alternatives.

The Consultant will use the results of the Level 1 screening to further develop reasonable alternatives that satisfy the Purpose and Need and supporting project goals and objects, including the following tasks:

- Using the results of the Level 1 Screening, the Consultant will develop reasonable alternatives that satisfy the Purpose and Need and supporting study goals, including development of Sections of Independent Utility (SIUs). Each SIU could have a different number of reasonable alternatives.
- Develop concept level plan layouts, illustrations, typical sections or other approved exhibits
- Develop preliminary typical sections for each alternative

- **Plan Layouts:** Development of plan layouts will be based on high-level horizontal and vertical analysis taking into consideration compliance with design criteria but will not include development of a comprehensive set of horizontal or vertical alignments. A 3D model of the finished surface will not be created. Plan layouts will facilitate determination of the impacts and cost for comparative analysis.
- **Grading/Retaining Wall Limits:** Evaluate each alternative at critical locations assessing potential grading impacts to adjacent properties. The feasibility of retaining walls will be evaluated to minimize the impact to adjacent properties. No horizontal or vertical alignments will be developed.
- **Cost Estimates:** Develop high level concept cost estimates for each alternative.
- **Conceptual Strip Maps:** Develop conceptual strip maps

3.5 Reasonable Alternatives Demand Modeling

Alternatives that add capacity or modify access in the study area may influence the travel demand. The OTO model will be used to quantify and understand the shifts in traffic demand as a result of the reasonable alternatives in both 2040 and 2050.

3.6 Reasonable Alternatives Evaluation (Level 2 Screening)

The consultant will utilize the OTO model to analyze the operations of the Reasonable Alternatives in the 2040 Interim and Ultimate 2050 design years, including development of freeway and intersection MOEs, such as freeway density, speed and intersection delay. Safety will be evaluated using a combination of crash modification factors (CMFs, as available) and qualitative comparison of the existing and no-build alternatives. The Consultant will also calculate estimated changes to travel time reliability for each alternative for comparison to the existing and no-build scenarios.

The Reasonable Alternatives analysis will be chronicled to compare against the Existing, No-Build, and other alternatives. The Consultant will generate high-level construction cost estimates for the Reasonable Alternatives. The Consultant will develop a high-level order of magnitude costs and benefits to compare the Reasonable Alternatives. The Consultant will analyze criteria developed in the ASM.

The Reasonable Alternatives evaluation will include the Level 2 screening matrix and information supporting the reasons why some alternatives should not be carried forward within the PEL study. The Reasonable Alternatives analysis will detail the investigations and analysis conducted and will include the maps and other graphics depicting the Reasonable Alternatives analysis and any deficiencies.

The Consultant will update relevant maps that were developed in previous tasks, including:

- Prepare updated environmental constraints map for the refined alternatives
- Quantify impacts to environmental resources for the individual reasonable alternatives

3.7 Alternatives Development and Analysis Deliverables

- Alternatives Screening Methodology Technical Report (draft, comment log and final)

- Alternatives Development and Analysis Report (draft, comment log and final) including:
 - Universe of Alternatives Workshop Notes
 - Universe of Alternatives
 - Reasonable Alternatives Projection Methodology
 - Reasonable Alternatives Projections
 - Fatal Flaw Evaluation – Level 1 Screening
 - Draft Conceptual Alternative Exhibits
 - Alternatives Evaluation – Level 2 Screening
 - Project Prioritization Phasing
 - Environmental Fatal Flaws Analysis of the Universe of Alternatives
 - Conceptual Alternatives Constraints Map
 - Project Record
 - Cost Estimates for each alternative
 - Safety, Operations and Engineering Report

Task 4 Transitioning to NEPA

4.1 PEL Questionnaire

FHWA has created a questionnaire to assist in determining if the PEL study meets the requirements of 23 CFR §§ 450.212 or 450.318. The Consultant will answer the questionnaire throughout the PEL study and the completed questionnaire will be included in the PEL Study Appendices. The FHWA questionnaire is included as Attachment A

4.2 PEL to NEPA Transition Report

The PEL/NEPA Transition Technical Report will include:

- PEL to NEPA Transition Applicability of the Purpose and Need to the entire Study Area, and potential adjustments that may be made to individual segments
- Identification of logical termini for SIUs and rationale for segments
- Recommended NEPA classifications for each SIU
- Issues not reviewed in the PEL study, why and whether they would be reviewed in later phases
- Mitigation/Permitting to be addressed in later phases
- Funding/Phasing/Prioritization Possibilities
- Which PEL study results or products will be carried forward in later phases
- Additional topics, if necessary, in consultant with Study Partners.

4.3 PEL Study Report

The Consultant will prepare a PEL Study Report that documents the data gathered, analysis conducted, alternatives considered and the agency, stakeholder, and public input received throughout the PEL study. The report will include documentation, informative maps, and other graphics depicting the major milestones. An Executive Summary will also be prepared summarizing the Study findings in a condensed format.

The Appendices produced for the PEL Study Report may be a combination of data and analysis conducted from the other tasks. The appendices anticipated for inclusion in the Study Report are:

- Purpose and Need
- Environmental Constraints
- Public and Agency Coordination
- Alternatives Development and Evaluation
- Potential Environmental Impacts/Permits/Mitigation
- Traffic and Safety
- Transition Report

4.4 PEL Study Report Deliverables

The Consultant will provide a Study Report (draft, comment log and final) that will include:

- Executive Summary
- Purpose and Need
- Environmental Constraints
- Public and Agency Coordination
- Alternatives Development and Evaluation Summary
- Potential Environmental Impacts/Permits/Mitigation Summary
- Traffic and Safety Summary
- PEL to NEPA Transition
- Action plan

Task 5 – Outreach and Stakeholder Engagement

5.1 Stakeholder and Public Involvement Plan

The Consultant will prepare a draft Stakeholder and Public Involvement Plan (SPIP) for the study. The SPIP will include the approach and tools to be used to effectively communicate and coordinate with agencies, stakeholder groups and the general public. To gather information for the SPIP regarding local concerns and information needs, the Consultant will meet with key stakeholders individually or in small groups to conduct interviews and keep them apprised of the study progress. This may include elected officials, other agencies, special interest groups and/or property owners.

The SPIP, in addition to traditional outreach activities, will describe the innovative approaches to engage the public through early and often interaction. These activities may include short invitation videos, video renderings of potential improvements, and online surveys. In conjunction with the SPIP, the Consultant will create a brand and messaging template to be used consistently throughout current and future phases. The SPIP is to be a living document that is amended throughout the study as necessary to effectively coordinate with agencies, stakeholders, elected officials and the general public. As part of the SPIP, the Consultant will recommend the number and location of planned meetings to be held.

The deliverable for this task is the Stakeholder and Public Involvement Plan, including branding

template (draft, comment log and final).

5.2 Agency Coordination

The Consultant will assist with establishing meeting dates, locations, securing meeting facilities, providing facilitation services and providing technical advice regarding coordination with Study Partners, resource agencies and interested tribes.

Prior to each meeting, the Consultant will coordinate and develop a draft meeting notice, meeting agenda, presentation and prepare meeting notes following the meeting.

5.3 Stakeholder Outreach and Coordination

The Consultant will identify key stakeholder groups, key corridor businesses, neighborhood associations, elected officials and established groups to meet with and present to as part of the study and will coordinate with Study Partners to identify meeting opportunities with stakeholder groups, coalition groups and other interested parties. The Consultant will coordinate meeting logistics including scheduling, draft presentation materials and attendance.

5.4 Community Advisory Committee

The Consultant will establish a Community Advisory Committee (CAC) to meet with virtually or in person during the course of the study. The consultant will also coordinate meeting needs, agendas and presentation materials.

5.5 Public Meetings

The Consultant will conduct an initial listening session with the general public and one public meeting at the Universe of Alternatives Phase. It is assumed that additional public meetings will be held during implementation phases of the projects. The consultant will prepare presentation materials, fact sheets, meeting notifications and coordinate logistics for the public meeting. The Consultant will coordinate with Study Partners to determine if meetings are to be held virtually or in-person. The Consultant will secure meeting dates, locations, meeting facilities and facilitation services. The Consultant will be responsible for the meetings as follows:

- All comments received, along with responses, will be entered into a comment database/log
- Summary of all outreach conducted during the study for use in the report.

The Consultant will provide the following deliverables:

- Final Public Meeting Flyers
- Final Public Meeting Exhibits/Boards
- Final Public Meeting Summary Report
- Comment database/log

5.6 Outreach Tools

Web Content: The Consultant will provide content for a webpage hosted by OTO or other Study

Partners to gain public input and generate discussion about the projects throughout the duration of the study.

Contact Mailing List: A database of stakeholder and public contacts will be maintained and updated. Initial contact lists of elected officials, agencies, emergency services and other special districts, chambers of commerce, special interest groups, neighborhood groups, hospitals, school districts, large churches, citizen coalitions, adjacent landowners and others interested in the study will be uploaded along with promotion allowing those interested in the study to opt-in and sign up for study updates.

Surveys: The Consultant will recommend survey questions for approval by Study Partners. The Consultant will administer online surveys using database contacts and partners to help distribute and in-person places where commuters/travelers/residents may start or end commutes, such as shopping areas, recreational attractions, or specific employment centers. Survey responses will be compiled and summarized by the Consultant.

Social Media Support: The Consultant will provide draft social media posts to promote surveys, meetings and opportunities for engagement. OTO, MoDOT and City of Springfield will be primary distributors of social media through their established channels, but the Consultant will also share with study advocates and partners for future reach.

5.7 Outreach Deliverables

The Consultant will provide draft and final website content, survey questions, summary of survey results and social media posts for various platforms and a schedule for release of content.

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SCHEDULE C

Study Cost Share Exhibit

Cost Share Table	
MoDOT Funds (through separate Agreement)	\$ 300,000
OTO Surface Transportation Block Grant – Urban (STBG-U)	\$ 200,000
City of Springfield Surface Transportation Block Grant – Urban (STBG-U)	\$ 300,000
Greene County Local Match	\$ 100,000
City Utilities of Springfield, MO Local Match	\$ 100,000
Total Cost Share Funds	\$1,000,000

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OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

YEAR 2026

Annual Budget

July 1, 2025 to June 30 2026

BOD Adopted May 15, 2025

Amendment 1 BOD Adopted July 17, 2025

Amendment 2 BOD Adopted September 25, 2025

Amendment 3 BOD Adopted November ____, 2025

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Class (630) STBG Studies Budget

Revenue

	BUDGETED
	FY2026
	Jul '25 - Jun '26
Revenue	
MoDOT Project Reimb	\$ 300,000
STBG-Urban	\$ 500,000
Studies Local Match	\$ 200,000
Total OTO Revenue	\$ 1,000,000
Total Revenue	\$ 1,000,000

Expenses

Expenditures	
Transportation Consultants	\$ 1,000,000
Total Expenditures	\$ 1,000,000
	\$ -

Resolution # 2025-7

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

November 20, 2025

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

WHEREAS, the Board wishes to advertise and receive qualifications for an access and operational study of the US-60/US-65 area.

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

WHEREAS, the Board will contract with a qualified engineering firm to study alternatives within the study limits to serve existing and future needs with the intent to improve traffic operations, travel time, reliability, economic development, safety, and such data as the Board deem necessary;

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

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Finance Officer/Grants Administrator to advertise and receive qualifications on behalf of said Board, and utilize the US-60/US-65 Access and Operational Study selection team to select an engineering firm based on the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to negotiate a price and contract with a qualified engineering firm based on final selection of qualified transportation engineering consultant in an amount to not exceed one million dollars.

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

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

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

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

Dated: _____

Executive Director Ozarks Transportation Organization

Chair Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
Phone: (417) 865-3042 Ext. 100

REQUEST FOR QUALIFICATIONS: RFQ 2025-3 US-60/US-65 Access and Operational Study

DEADLINE: Friday, December 5, 2025, at 3:00 PM, Central Standard Time

PURCHASING AGENT: Debbie Parks, 417-865-3042 x 106, dparks@ozarkstransportation.org

DATE OF ISSUE: Wednesday, November 12, 2025

Dear Consultant:

The Ozarks Transportation Organization is requesting the services of a consulting engineering firm to perform the professional services described for the project included on the attached list. If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your Statement of Qualifications to no more than 5 (five) pages. This letter should include any information which might help us in the selection process, such as the persons or team you would assign to each project, the backgrounds of those individuals, and other projects your company has recently completed or are now active. It is required that your firm be prequalified with MoDOT and listed in MoDOT's Approved Consultant Prequalification List, or your firm will be considered non-responsive.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

We request all letters be received by **December 5, 2025, at 3:00 pm** at dparks@ozarkstransportation.org.

Sincerely,

Jennifer Thomas, P.E.
Transportation Engineer

COVER SHEET
RFQ 2025-3 60/65 Access and Operational Study

The undersigned hereby certifies a thorough review of this Request for Qualifications. The undersigned also certifies the firm and key personnel indicated in its Statement of Qualifications will be used on this project in the same manner and to the same extent as indicated. All statements, representations, covenants, and/or certifications set forth in the Statement of Qualifications are complete and accurate.

Name of Firm/Consultant: _____

Contact Person: _____ Title: _____

E-Mail: _____ Phone: _____

Business Address: _____

City: _____ State: _____ Zip: _____

Signature: _____ Date: _____

City/County: Springfield, Greene County Route: Various	
TIP No:	OT2601-26A2
Location:	Springfield, MO
Length:	Approximately 12 miles
Proposed Improvement:	An access and operational study for US-60, US-65, and proposed East-West Arterial corridors.
DBE Goal Determination:	0%
Consultant Services Required:	<i>See Draft Scope of Services</i>
Other Comments:	Execution of this study contract is contingent on full execution of agreement(s) with City of Springfield, Missouri, Missouri Highways and Transportation Commission, Greene County and City Utilities.
Contact:	Name: Jennifer Thomas, P.E. Phone: 417-865-3042 x108 Email: jthomas@ozarkstransportation.org
Deadline:	12/5/25 at 3:00pm
Submit: Statements of Qualifications should not exceed 5 pages total. A page is defined as 8-1/2 by 11 inches and printed on one side. Electronic submissions only.	

Pursuant to the Brooks Act for Consultant Selection – the following criteria will be the basis for selection.

Project Understanding & Innovation	25 Points Max
Past Performance	25 Points Max
Qualifications of Personnel Assigned	20 Points Max
General Experience of Firm	10 Points Max
Familiarity/Capability	10 Points Max
Accessibility of Firm & Staff	5 Points Max
Project Schedule	<u>5 Points Max</u>
	100 Points Max Total

I. GENERAL INFORMATION

BACKGROUND. The US-60/US-65 Access and Operational Study includes analysis of two US highways that intersect in the southeast area of Springfield. These highways provide critical linkages to a large portion of Missouri.

This study will examine alternatives within the study limits to serve existing and future needs with the intent to improve traffic operations, travel time, reliability, economic development and safety. This study will also include a detailed analysis of current and projected traffic in relation to current facility deficiencies, including structural bottlenecks, substandard roadway design, system capacity and reliability during weather events, emergency operations, and environmental constraints.

PROJECT GOALS. The primary goals of the Access and Operational study are to:

- Develop both short-term and long-term alternatives and identify proposed actions for improving operational performance,
- Establish a timeline for improvements of non-flyover ramps at 60/65,
- Meeting future transportation needs regarding future and existing access within the study area, including potential development driven improvements
- Assess overall network connectivity in future scenarios, including evaluation of and recommendations for the complementary arterial and collector roads within the study area

The study area is generally described as the Battlefield/US-65 Interchange to the north, the Greene-Christian County line to the south, the Glenstone/US-60 interchange to the west, and the Routes J-NN/US-60 Interchange to the east, as well as undeveloped areas adjacent to the proposed East-West arterial alignment and areas adjacent to US-60 east to MO-125. See map for further details. As part of the study process, it will be necessary to identify public, environmental and resource concerns and opportunities in the study area and use this information, along with public/stakeholder involvement, to develop the purpose and need then evaluate alternatives to address the purpose and need.

The Consultant shall follow the requirements outlined in MoDOT's Engineering Policy Guide, including, but not limited to, the PEL and NEPA guidance in Section 127.28.

SCHEDULE. The following is the schedule of events which are anticipated by OTO for the implementation and completion of selecting the firm/consultant to provide the requested services as outlined in the Statement of Scope. OTO may, in its discretion, revise the schedule of events at any time it may be in its best interests:

<u>Event</u>	<u>Date</u>
Submittals Due	December 5, 2025
Shortlist Notifications	December 12, 2025
Interviews	December 17 or 18, 2025
Firm Selection Notification	December 19, 2025

Initial estimated hours and fee will be due from chosen consultants two weeks after notification, with any revisions due one week from revision request.

OTO POLICIES AND PROCEDURES.

This RFQ does not commit OTO to select a firm/consultant or to pay any costs incurred in the preparation or mailing of the submittal. A failure to award a contract will not result in a cause for action against the OTO.

OTO reserves the right to the following:

1. To waive minor deficiencies and informalities;
2. To accept or reject any or all submissions received as a result of the RFQ;
3. To obtain information concerning any or all proposers from any source;
4. To request an oral interview from any or all proposers;
5. If the selected firm/consultant undergoes a change of key personnel, OTO reserves the right to approve any substitute personnel or terminate the services at OTO sole discretion;
6. To seek new submissions when such a procedure is reasonable and in the best interests of OTO. OTO complies with Federal Contracting Requirements.

A list of applicable contract language can be found on the OTO website:

<https://www.ozarkstransportation.org/uploads/documents/Federally-Required-Contract-Clauses.pdf>

The OTO follows FHWA purchasing guidelines and does not pay retainers or in advance of completed deliverables.

II. SUBMISSION INSTRUCTIONS

FORMAT OF SUBMISSIONS. In order for the OTO to adequately compare statements of qualifications (SOQ) and evaluate them uniformly and objectively, all SOQs shall be submitted in accordance with the format outlined below. The SOQ should be prepared simply and economically, providing straight-forward and concise information as requested.

Below are the requirements for the statement of qualifications:

	Maximum No. Pages*
Cover Sheet – Signed	1
Project Understanding & Innovation, Past Performance, Qualifications of Personnel assigned, General Experience of Firm, Familiarity/Capability, Accessibility of Firm and Staff, Project Schedule	3
Similar Projects	1

* A page will be considered one side of an 8.5"x11" size sheet of paper

It is required that your firm be prequalified with MoDOT and listed in MoDOT's Approved Consultant Prequalification List, or your firm will be considered non-responsive.

SOQ DELIVERY REQUIREMENTS. Any submittals received after the above stated time and date will not be considered. It shall be the sole responsibility of the proposer to have their SOQ received by the OTO on or before the due date and time indicated. Qualification submittals shall be emailed and accepted with the signed qualification cover form and required information is received prior to the due date and time.

Submissions should be marked in the subject line:

“REQUEST FOR QUALIFICATIONS: #2025-3”

Proposals submitted by e-mail are not to be considered received until a confirmation has been sent by the OTO. The confirmation subject line will read, “Confirmation Receipt – OTO RFQ 2025-3.” It is the responsibility of all proposers to verify receipt of submittals. All submittals must be valid for a minimum period of ninety (90) days from the close of this RFQ.

AMENDMENTS. If it becomes necessary to revise or amend any part of this Request for Qualification, OTO will furnish the revision by notice on the OTO website www.ozarkstransportation.org, not later than five (5) days prior to the date set for receipt of submissions.

III. PROJECT SCOPE

STATEMENT OF SCOPE. It is expected that the selected firm(s)/consultant(s) will perform the following services:

The scope of services is divided into the tasks shown below:

- Task 1 – Administration/Project Management
- Task 2 – Baseline Conditions
- Task 3 – Alternatives Development and Analysis
- Task 4 – Transitioning to NEPA
- Task 5 – Outreach and Stakeholder Engagement
- Task 6 – Completion of Planning and Environmental Linkage (PEL) Questionnaire

Task 1 – Administration/Project Management

1.1 The Consultant will provide the following:

- Progress reports, invoices and updated schedules
- Coordinate and hold monthly progress meetings with Study Partners (OTO, MoDOT, City of Springfield, Greene County and City Utilities)
- Additional meetings as needed
- Continuous quality assurance and quality control throughout the duration of the study.

The Consultant will provide the following deliverables:

- Agendas, notes and action items from progress meetings
- Public Meeting Materials
- Draft Study
- Comment Log
- Final Study

Task 2 – Baseline Conditions

2.1 Data Collection

The Consultant will collect, assemble and review relevant, best available data for the study area from existing sources, including federal, state, regional and local government entities, and private companies to support the development of the study.

The Consultant will compile available studies, reports, traffic counts, plans, data and review it for applicability to this study. Data collection may include the following:

2.1.1 Traffic & Safety

- Traffic Counts to fill gaps where necessary data is unavailable
- 24-Hour mainline and ramp directional Average Daily Traffic (ADT) counts
- Speed and Volume data
- Historical turning movement and average daily traffic data (Provided by MoDOT)
- Existing traffic models including VISUM and VISSIM Travel Demand Models and/or SYNCHRO models within the study area (Provided by OTO, City and/or MoDOT)
- Travel time data for the AM and PM peak periods from the National Performance Management Resource Data Set (NPMRDS) on mainlines, ramps and crossing arterials. (Provided by MoDOT, processed by Consultant)
- Origin-Destination Volumes and percentages within study area collected using Streetlight's Advanced Analytics
- Existing and proposed land uses in the study area (Provided by City of Springfield and Greene County)
- Existing corridor conditions and lane configurations/assignments based on field observations
- Crash data – collect historical crash data from 2020-2024 on mainlines, ramps and crossing arterials. Gather statewide crash rates for the same time period and roadway types, as well as latest approved crash modification factor (CMF) list. (Provided by MoDOT)

2.1.2 Multimodal:

- Existing and proposed bicycle and pedestrian facilities at interchanges
- Freight data, including truck ODs from StreetLight

2.1.3 Engineering:

- Completed study reports, as-built plans, right of way maps, aerial photography, and mapping of the study area (Provided by MoDOT, OTO and City of Springfield)
- Existing and planned major utilities (Provided by City Utilities)
- Field Reconnaissance – collect additional field data, as needed, as needed, using windshield surveys of accessible areas
- Existing Conditions (Provided by MoDOT)
 - Pavement Inspection Reports
 - Bridge Inspection Reports
 - As-Built Plans
 - Design Exceptions

- Existing ROW Line work and documentation (Provided by MoDOT)
- Existing Topographic survey or LiDAR files (Provided by MoDOT and/or MSDIS Data Portal)
- Plans for Improvements Programmed in the OTO Transportation Improvement Program and Statewide Transportation Improvement Program that impact the area.

2.1.4 Environmental:

Data collected will be limited to existing database searches, data from previously conducted studies and windshield surveys. Field surveys and right of entry will not be obtained.

- Land Use – Existing and planned
- Land Cover - existing and future
- Demographics – census data and local population at an approximate geographic level
- Neighborhoods and Community Resources
- Administrative – schools, places of worship, cemeteries
- Visual and Aesthetic Qualities
- Existing Transportation Facilities
 - Railroads – existing, future and abandoned
- Noise – notable noise sensitive receptors
- Hazardous Waste – contamination and hazardous material sites from publicly available electronic databases
- Threatened and Endangered Species – Missouri Natural Heritage Program data and Missouri Department of Conservation and US Fish & Wildlife Services
- Natural areas and ecosystems
- Parklands/Trails/Recreation/Conservation Areas – local, state and federal parks, trails, wildlife management areas, wilderness areas, and other resources that may qualify for Section 4(f) or 6(f) protections.
- Wetlands/Waters of the US – National Wetland Inventory data and other wetlands data collected at the state, county or municipal level
- Wetland Reserve Program areas
- Floodplains – FEMA flood prone areas and any local data on flood prone areas
- Historic and Archeological resources – known locally or from SHPO database, archeological sites/districts, historic sites/districts and properties listed on the National Register of Historic Places and available city or county databases
- Utilities/Transmission – major existing and proposed electric, water, communication lines
- Power Stations – existing and proposed power stations
- Topographic maps
- Existing mine or quarry locations
- Soils – NRCS Soil Survey geographic database
- Known adverse geologic conditions
- Best Available Aerial Photograph – best available imagery from state or local governments

2.2 Summary Document

The Consultant will prepare a summary document consisting of:

- History of the transportation facilities in the study area

- Alternatives developed in other studies or documents
- Recommend what information from previous documentation can be carried forward

2.3 Existing Conditions Analysis

Using the data collected in Task 2.2, the Consultant will analyze the existing transportation conditions within the study area.

2.3.1 Traffic and Safety

- Analyze existing transportation conditions and traffic operations within the study area and identify deficiencies. Develop baseline freeway and intersection Measures of Effectiveness (MOEs), such as freeway density, speed, and intersection delay.
- Develop Travel Time Reliability measures within the study including 95th percentile travel times, buffer index, and planning time index.
- Identify existing travel demands and OD patterns, generalized capacity/level-of-service, and latent traffic demand within the study area to identify opportunities to assist in the development of alternatives.
- Safety network analysis including crash frequencies, crash severity, crash type, crash rates, critical crash rates and hot spot locations in order to identify crash patterns/trends and potential deficiencies. No additional data validation will be performed, such as relocating crashes based on crash reports.
- Develop a base map with existing features to be used in the identification and analysis of alternatives.
- Perform SAFER analysis

2.3.2 Multimodal

- Show existing and proposed bicycle and pedestrian facilities on a map
- Show existing freight demand and movement

2.3.3 Design Criteria

Provide design criteria outlining the applicable standards that will be utilized to design the improvements. This memorandum shall be submitted for approval prior to the initiation of the alternatives analysis. The approved design criteria will be used as a guide for design, but practical solutions that meet safety requirements and provide value while potentially resulting in future design exceptions will be evaluated.

- Confirm Roadway Classification: Verify the functional roadway classification in the study area and associated design speed
- Establish Design Criteria: Coordinate with MoDOT, OTO and City to establish the design criteria to be used throughout the study area and document in a brief memorandum.

2.3.4 Assess Existing Conditions

Assess existing conditions through field observations and desktop reviews, and document issues related to physical conditions and geometrics within the study area. Assessment will include high-level horizontal and vertical geometry and geometric deficiencies.

2.3.4 Environmental

Develop an environmental constraints map, based on data collected. All data sources must be documented and included in the project record. The constraints map will graphically include, but

is not limited to:

- Section 4(f) and 6(f) resources including parks, recreational areas, wildlife refuges and historical sites including historical markers
- Wetlands and streams
- 100-year floodplains
- Waters of the US
- Hazardous materials sites
- Cemeteries
- Utilities
- Oil, gas and water wells
- Land use
- Undeveloped pasture and agricultural lands
- Karst features
- Stormwater Infrastructure

2.4 No-Build Data Projection

The consultant will prepare and submit for approval a methodology for the projection of traffic for the No-Build including the following tasks:

- Develop methodology for the No-Build projection of AM and PM peak period traffic volumes within the study area. Interim design years of 2030, 2035, 2040 and 2045 and the ultimate 2050 design year will use outputs from the OTO and MoDOT models and compare growth to historical trends.
- Develop the projection of No-Build traffic volumes
- Prepare a brief technical memorandum showing the projected corridor volumes with graphics and diagrams.

2.5 No-Build Analysis

Using the projected No-Build data, the consultant will conduct the No-Build Analysis. The No-Build will be compared against the existing conditions analysis to evaluate the performance measures.

2.5.1 Traffic and Safety

- Conduct operational analysis for the No-Build scenarios in the corresponding projection years using the OTO model. Develop freeway and intersection MOEs, such as freeway density, speed, and intersection delay.
- Project future Travel Time Reliability measures within the study area for the No-Build scenarios in the corresponding projection years.
- No-build safety will be evaluated qualitatively in comparison to the existing and build scenarios.

2.5.2 Multimodal

- Conduct an assessment of the future No-Build impacts on bike/ped facilities and freight. The assessment will discuss future demand and the impact on the existing system. Also, gaps in the infrastructure will be discussed.

2.5.3 Engineering

- Conduct an assessment of the future No-Build impacts on engineering elements including bridge and pavement conditions.

2.5.4 Environmental

- Analyze population and employment growth and changes in land use.

2.6 Purpose and Need

The consultant, in coordination with MoDOT, OTO, City and other agencies, will develop the draft Purpose and Need including the following tasks:

- Identify needs of the corridor as analyzed within the existing conditions and No-build analysis reports
- The primary Purpose and Need elements will be focused on operations, safety and reliability. Other elements as goals will include economic development, population growth, public feedback and multimodal needs.

2.7 Baseline Conditions Deliverables

Baseline condition needs will be prioritized into low and high priority categories for the entire study area based on criteria to be approved by the study partners. High and low priority categories will include traffic, safety, environment, engineering, economic development and stakeholder feedback. The high priority areas will be identified and carried forward into Alternatives Development and analyzed at a detailed level of study and low priority areas will be analyzed at a higher level of study.

The consultant will provide the following deliverables:

- Baseline Conditions Report (draft, comment log and final) including
 - Summary of Previous Studies and Project History Report
 - Study Area Map
 - Design Criteria Memorandum
 - Existing Conditions Assessment
 - No-Build Analysis
 - Purpose and Need
 - Environmental Constraints
 - Relevant maps, figures and tables

Task 3 – Alternatives Development and Analysis

3.1 Establish Alternatives Screening Methodology

The Consultant will establish an Alternatives Screening Methodology (ASM) to assist in evaluating the alternative improvements to determine the associated impacts and benefits on area transportation, environment and land use conditions. The ASM will establish performance measures, evaluation criteria and screening process in evaluating the alternative improvements to determine associated impacts and benefits.

The evaluation criteria will address Purpose and Need, and study goals and be grouped into the following major categories:

- Traffic mobility
- Safety impacts
- Cost considerations

- Environment and land use impacts
- Public Support

An evaluation matrix will be developed and used as tool to provide relative comparison of the impacts and benefits of the various alternatives considered.

The ASM will be reviewed by the study partners before any screening is performed.

3.2 Universe of Alternatives

Based on the information gathered in Task 2 – Baseline Conditions, and the criteria developed in the ASM, the Consultant will develop high level alternatives that satisfy the Purpose and Need of the Study Area.

The Consultant will conduct a workshop meeting with the study partners to discuss and formulate alternatives. The Universe of Alternatives will be compiled for the workshop that includes a high-level description of the alternatives considered, informative maps and other illustrations depicting alternatives.

3.3 Fatal Flaw Evaluation (Level 1 Screening)

The Consultant will conduct fatal flaw evaluations of the Universe of Alternatives based on the Purpose and Need and Study Goals. The measures for screening may be a combination of engineering factors, environmental constraints, corridor limitations, external factors and public input. The fatal flaw evaluation will be compiled into a Level 1 screening matrix and information supporting the reasons why high-level concepts should not be carried forward within the Study.

3.4 Reasonable Alternatives Development

Reasonable Alternatives are the Universe of Alternatives that come out of the Level 1 screening to be considered may include operational improvements, fix bottlenecks, added roadway capacity or other alternatives.

The Consultant will use the results of the Level 1 screening to further develop reasonable alternatives that satisfy the Purpose and Need and supporting project goals and objects, including the following tasks:

- Using the results of the Level 1 Screening, the Consultant will develop reasonable alternatives that satisfy the Purpose and Need and supporting study goals, including development of Sections of Independent Utility (SIUs). Each SIU could have a different number of reasonable alternatives.
- Develop concept level plan layouts, illustrations, typical sections or other approved exhibits
- Develop preliminary typical sections for each alternative
- Plan Layouts: Development of plan layouts will be based on high-level horizontal and vertical analysis taking into consideration compliance with design criteria but will not include development of a comprehensive set of horizontal or vertical alignments. A 3D model of the finished surface will not be created. Plan layouts will facilitate determination of the impacts and cost for comparative analysis.
- Grading/Retaining Wall Limits: Evaluate each alternative at critical locations assessing potential grading impacts to adjacent properties. The feasibility of retaining walls will be

evaluated to minimize the impact to adjacent properties. No horizontal or vertical alignments will be developed.

- Cost Estimates: Develop high level concept cost estimates for each alternative.
- Conceptual Strip Maps: Develop conceptual strip maps

3.5 Reasonable Alternatives Demand Modeling

Alternatives that add capacity or modify access in the study area may influence the travel demand. The OTO model will be used to quantify and understand the shifts in traffic demand as a result of the reasonable alternatives in both 2040 and 2050.

3.6 Reasonable Alternatives Evaluation (Level 2 Screening)

The consultant will utilize the OTO model to analyze the operations of the Reasonable Alternatives in the 2040 Interim and Ultimate 2050 design years, including development of freeway and intersection MOEs, such as freeway density, speed and intersection delay. Safety will be evaluated using a combination of crash modification factors (CMFs, as available) and qualitative comparison of the existing and no-build alternatives. The Consultant will also calculate estimated changes to travel time reliability for each alternative for comparison to the existing and no-build scenarios.

The Reasonable Alternatives analysis will be chronicled to compare against the Existing, No-Build, and other alternatives. The Consultant will generate high-level construction cost estimates for the Reasonable Alternatives. The Consultant will develop a high-level order of magnitude costs and benefits to compare the Reasonable Alternatives. The Consultant will analyze criteria developed in the ASM.

The Reasonable Alternatives evaluation will include the Level 2 screening matrix and information supporting the reasons why some alternatives should not be carried forward within the PEL study. The Reasonable Alternatives analysis will detail the investigations and analysis conducted and will include the maps and other graphics depicting the Reasonable Alternatives analysis and any deficiencies.

The Consultant will update relevant maps that were developed in previous tasks, including:

- Prepare updated environmental constraints map for the refined alternatives
- Quantify impacts to environmental resources for the individual reasonable alternatives

3.7 Alternatives Development and Analysis Deliverables

- Alternatives Screening Methodology Technical Report (draft, comment log and final)
- Alternatives Development and Analysis Report (draft, comment log and final) including:
 - Universe of Alternatives Workshop Notes
 - Universe of Alternatives
 - Reasonable Alternatives Projection Methodology
 - Reasonable Alternatives Projections
 - Fatal Flaw Evaluation – Level 1 Screening
 - Draft Conceptual Alternative Exhibits
 - Alternatives Evaluation – Level 2 Screening
 - Project Prioritization Phasing
 - Environmental Fatal Flaws Analysis of the Universe of Alternatives

- Conceptual Alternatives Constraints Map
- Project Record
- Cost Estimates for each alternative
- Safety, Operations and Engineering Report

Task 4 Transitioning to NEPA

4.1 PEL Questionnaire

FHWA has created a questionnaire to assist in determining if the PEL study meets the requirements of 23 CFR §§ 450.212 or 450.318. The Consultant will answer the questionnaire throughout the PEL study and the completed questionnaire will be included in the PEL Study Appendices. The FHWA questionnaire is included as Attachment A

4.2 PEL to NEPA Transition Report

The PEL/NEPA Transition Technical Report will include:

- PEL to NEPA Transition Applicability of the Purpose and Need to the entire Study Area, and potential adjustments that may be made to individual segments
- Identification of logical termini for SIUs and rationale for segments
- Recommended NEPA classifications for each SIU
- Issues not reviewed in the PEL study, why and whether they would be reviewed in later phases
- Mitigation/Permitting to be addressed in later phases
- Funding/Phasing/Prioritization Possibilities
- Which PEL study results or products will be carried forward in later phases
- Additional topics, if necessary, in consultant with Study Partners.

4.3 PEL Study Report

The Consultant will prepare a PEL Study Report that documents the data gathered, analysis conducted, alternatives considered and the agency, stakeholder, and public input received throughout the PEL study. The report will include documentation, informative maps, and other graphics depicting the major milestones. An Executive Summary will also be prepared summarizing the Study findings in a condensed format.

The Appendices produced for the PEL Study Report may be a combination of data and analysis conducted from the other tasks. The appendices anticipated for inclusion in the Study Report are:

- Purpose and Need
- Environmental Constraints
- Public and Agency Coordination
- Alternatives Development and Evaluation
- Potential Environmental Impacts/Permits/Mitigation
- Traffic and Safety
- Transition Report

4.4 PEL Study Report Deliverables

The Consultant will provide a Study Report (draft, comment log and final) that will include:

- Executive Summary

- Purpose and Need
- Environmental Constraints
- Public and Agency Coordination
- Alternatives Development and Evaluation Summary
- Potential Environmental Impacts/Permits/Mitigation Summary
- Traffic and Safety Summary
- PEL to NEPA Transition
- Action plan

Task 5 – Outreach and Stakeholder Engagement

5.1 Stakeholder and Public Involvement Plan

The Consultant will prepare a draft Stakeholder and Public Involvement Plan (SPIP) for the study. The SPIP will include the approach and tools to be used to effectively communicate and coordinate with agencies, stakeholder groups and the general public. To gather information for the SPIP regarding local concerns and information needs, the Consultant will meet with key stakeholders individually or in small groups to conduct interviews and keep them apprised of the study progress. This may include elected officials, other agencies, special interest groups and/or property owners.

The SPIP, in addition to traditional outreach activities, will describe the innovative approaches to engage the public through early and often interaction. These activities may include short invitation videos, video renderings of potential improvements, and online surveys. In conjunction with the SPIP, the Consultant will create a brand and messaging template to be used consistently throughout current and future phases. The SPIP is to be a living document that is amended throughout the study as necessary to effectively coordinate with agencies, stakeholders, elected officials and the general public. As part of the SPIP, the Consultant will recommend the number and location of planned meetings to be held.

The deliverable for this task is the Stakeholder and Public Involvement Plan, including branding template (draft, comment log and final).

5.2 Agency Coordination

The Consultant will assist with establishing meeting dates, locations, securing meeting facilities, providing facilitation services and providing technical advice regarding coordination with Study Partners, resource agencies and interested tribes.

Prior to each meeting, the Consultant will coordinate and develop a draft meeting notice, meeting agenda, presentation and prepare meeting notes following the meeting.

5.3 Stakeholder Outreach and Coordination

The Consultant will identify key stakeholder groups, key corridor businesses, neighborhood associations, elected officials and established groups to meet with and present to as part of the study and will coordinate with Study Partners to identify meeting opportunities with stakeholder groups, coalition groups and other interested parties. The Consultant will coordinate meeting logistics including scheduling, draft presentation materials and attendance.

5.4 Community Advisory Committee

The Consultant will establish a Community Advisory Committee (CAC) to meet with virtually or in person during the course of the study. The consultant will also coordinate meeting needs, agendas and presentation materials.

5.5 Public Meetings

The Consultant will conduct an initial listening session with the general public and one public meeting at the Universe of Alternatives Phase. It is assumed that additional public meetings will be held during implementation phases of the projects. The consultant will prepare presentation materials, fact sheets, meeting notifications and coordinate logistics for the public meeting. The Consultant will coordinate with Study Partners to determine if meetings are to be held virtually or in-person. The Consultant will secure meeting dates, locations, meeting facilities and facilitation services. The Consultant will be responsible for the meetings as follows:

- All comments received, along with responses, will be entered into a comment database/log
- Summary of all outreach conducted during the study for use in the report.

The Consultant will provide the following deliverables:

- Final Public Meeting Flyers
- Final Public Meeting Exhibits/Boards
- Final Public Meeting Summary Report
- Comment database/log

5.6 Outreach Tools

Web Content: The Consultant will provide content for a webpage hosted by OTO or other Study Partners to gain public input and generate discussion about the projects throughout the duration of the study.

Contact Mailing List: A database of stakeholder and public contacts will be maintained and updated. Initial contact lists of elected officials, agencies, emergency services and other special districts, chambers of commerce, special interest groups, neighborhood groups, hospitals, school districts, large churches, citizen coalitions, adjacent landowners and others interested in the study will be uploaded along with promotion allowing those interested in the study to opt-in and sign up for study updates.

Surveys: The Consultant will recommend survey questions for approval by Study Partners. The Consultant will administer online surveys using database contacts and partners to help distribute and in-person places where commuters/travelers/residents may start or end commutes, such as shopping areas, recreational attractions, or specific employment centers. Survey responses will be compiled and summarized by the Consultant.

Social Media Support: The Consultant will provide draft social media posts to promote surveys, meetings and opportunities for engagement. OTO, MoDOT and City of Springfield will be primary distributors of social media through their established channels, but the Consultant will also share with study advocates and partners for future reach.

5.7 Outreach Deliverables

The Consultant will provide draft and final website content, survey questions, summary of survey results and social media posts for various platforms and a schedule for release of content.

IV. ADDITIONAL INFORMATION

PROJECT CONTACT. During the project, the main OTO contacts will be:

Jen Thomas, Project Manager

Sara Fields, Executive Director

OTO reserves the right to conduct pre-award discussions with any or all responsive and responsible proposers who submit submissions determined to be reasonably acceptable of being selected for award. Proposers shall be accorded fair and equal treatment with respect to any opportunity for discussion and revision of submissions; and such revisions may be permitted after submission of qualifications and prior to award

PUBLIC RECORDS. All proposals submitted in response to this RFQ become the property of OTO and public records and, as such, may be subject to public review after the final firm/consultant is selected.

OTO RIGHTS AND RESERVATIONS

OTO reserves all rights (which rights shall be exercised by OTO at its sole discretion) available to it under applicable law, including without limitation, the following with or without cause and with or without notice:

- The right to negotiate all elements, which comprise the RFQ, and to accept or reject part or all of any RFQ.
- The right to revise, modify, cancel, withdraw, postpone or extend RFQ.
- The right to waive deficiencies and irregularities in an RFQ and accept and review a non-conforming RFQ.
- The right to seek or obtain data and information from any source that has the potential to improve the understanding and evaluation of the RFQs.
- The right to use assistance of consultants in the evaluation process.
- The right to seek clarifications from any Proposer to fully understand information provided in the RFQ. The right to conduct an independent investigation of any information, including prior experience identified in an RFQ by contacting project references, accessing public information, contacting independent parties or any other means.
- The right to reject any or all proposals.

QUESTIONS REGARDING SPECIFICATIONS OR SUBMISSIONS PROCESS.

Any questions relative to interpretation of this RFQ shall be addressed to Jen Thomas in ample time before the period set for the receipt and opening of submissions. Any interpretation made to prospective proposers will be expressed in the form of an amendment to the RFQ which, if issued,

will be conveyed to all prospective proposers not later than five (5) days prior to the date set for receipt of submissions via the OTO website, www.ozarkstransportation.org.

It will be the responsibility of the proposer to contact OTO prior to submitting a submittal to ascertain if any amendments have been issued, to obtain all such amendments, and to acknowledge amendment with the submissions.

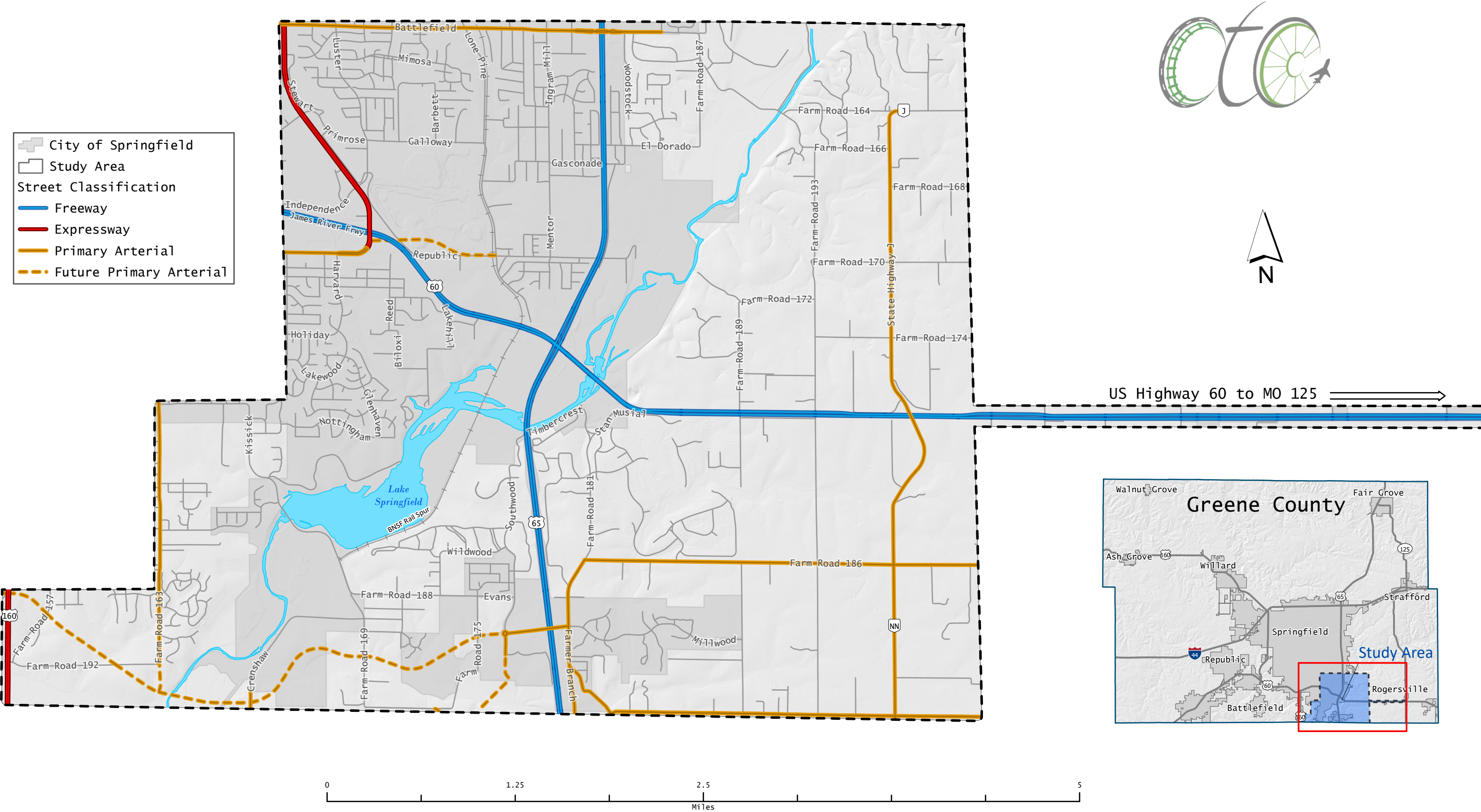
TITLE VI NOTIFICATION

“The Ozarks Transportation Organization, in accordance with the provisions of the Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d, et seq) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award. *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964*,” 49 CFR Part 21, including any amendments thereto.”



For people with disabilities needing reasonable accommodations, please contact OTO at 417-865-3042 at least 48 hours in advance of the question deadline. 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.

US 65 & US 60 Project Study Area



ENGINEERING SERVICES CONTRACT

SPONSOR: Ozarks Transportation Organization (OTO)

LOCATION: Greene County, MO

PROJECT: US-60/US-65 Access and Operational Study

CONTRACT NUMBER: **OTO 2025-006**

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

INASMUCH as funds have been made available by the Federal Highway Administration (the "**FHWA**") through its *Surface Transportation Block Grant (STBG)* and *Urbanized Surface Transportation Block Grant (STBG-U)* coordinated through the Missouri Department of Transportation, the OTO intends to *conduct a study of two US highways (US-60 and US-65) that intersect in the southeast area of Springfield. Including alternatives within the study limits to serve existing and future needs with the intent to improve traffic operations, travel time, reliability, economic development and safety. This study will also include a detailed analysis of current and projected traffic in relation to current facility deficiencies, including structural bottlenecks, substandard roadway design, system capacity and reliability during weather events, emergency operations, and environmental constraints and requires professional engineering services.* The Engineer will provide the OTO with professional services hereinafter detailed for conducting a Study and the OTO will pay the Engineer as provided in this Contract. It is mutually agreed as follows:

ARTICLE I – SCOPE OF SERVICES

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

ARTICLE II - DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS:

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

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

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

ARTICLE IV - RESPONSIBILITIES OF OTO

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

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

ARTICLE V - PERIOD OF SERVICE

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

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

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

ARTICLE VI - STANDARDS

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

ARTICLE VII - COMPENSATION

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

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

- F. The rates shown for additives and overhead rates in E. b. above are the established Engineer's overhead rate accepted at the time of execution of this Contract and shall be utilized throughout the life of this Contract for billing purposes. The Actual Costs of additives and overhead shall not exceed the rates approved by MODOT and FHWA.
- G. The payment of costs under this Contract will be limited to costs which are allowable under 23 CFR 172 and 48 CFR 31.
- H. No partial payment to Engineer shall be considered approval or acceptance of work done or materials furnished hereunder.

METHOD OF PAYMENT -

- I. Partial payments for work satisfactorily completed will be made to the Engineer upon receipt of itemized invoices of Actual Costs incurred, as well as all completed deliverables to date, and the appropriate documentation of the status of uncompleted deliverables for each Task specified in Attachment A – Scope of Services. Payments will be an amount equal to the Actual Costs incurred plus a pro-rated portion of the Fixed Fee. Payment may be withheld on any particular work item that has not been completed in accordance with the Contract. In no event shall the payment (Actual Costs plus Fixed Fee) exceed the Maximum Payment Amount in Article VII above.

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

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

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

entitled to payment of amounts greater than the Maximum Payment Amount and the Fixed Fee Amount.

ARTICLE VIII - COVENANT AGAINST CONTINGENT FEES

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

ARTICLE IX - SUBLETTING, ASSIGNMENT OR TRANSFER

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

Subcontractor Name	Address	Services
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ARTICLE X - PROFESSIONAL ENDORSEMENT

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

ARTICLE XI - RETENTION OF RECORDS

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

ARTICLE XII - OWNERSHIP OF DOCUMENTS

All documents and work products prepared during the performance of the Services, including but not limited to, plans, tracings, maps and specifications shall be delivered to and become the property of the OTO upon

termination or completion the Services. All such information produced under this Contract shall be available for use by the OTO without restriction or limitation on its use. To the extent that any such intellectual property rights naturally accrue to the benefit of Engineer, Engineer hereby assigns and conveys all such rights to OTO. Engineer agrees to execute and deliver other documents reasonably necessary to consummate the transfer of all such intellectual property rights to OTO.

ARTICLE XIII - CONFIDENTIALITY

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

ARTICLE XIV - ENGINEER WARRANTIES

The Engineer represents and warrants to OTO that:

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

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

ARTICLE XV - SITE SAFETY

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

ARTICLE XVI - SUSPENSION OR TERMINATION OF CONTRACT

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

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

ARTICLE XVII - DECISIONS UNDER THIS CONTRACT

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

ARTICLE XVIII - SUCCESSORS AND ASSIGNS

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

ARTICLE XIX - COMPLIANCE WITH LAWS

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

ARTICLE XX - RESPONSIBILITY FOR CLAIMS AND LIABILITY

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

ARTICLE XXI - RELATIONSHIP OF PARTIES

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

ARTICLE XXII - DISPUTES

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

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

Article XXIII - NONDISCRIMINATION

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

ARTICLE XXIV - LOBBY CERTIFICATION

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

ARTICLE XXV - INSURANCE

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

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

ARTICLE XXIX - NO OBLIGATION BY THE FEDERAL GOVERNMENT

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

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

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

ARTICLE XXXI - APPROVAL

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

ARTICLE XXXII - ATTORNEY FEES

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

ARTICLE XXXIII - LAW OF MISSOURI TO GOVERN

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

ARTICLE XXXVI - VENUE

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

ARTICLE XXXV - ENTIRE AGREEMENT

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

ARTICLE XXXVI - SEVERABILITY

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

ARTICLE XXXVII - NOTICE

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

ARTICLE XXXVIII –ATTACHMENTS

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

Attachment A - Scope of Service

Attachment B - Estimate of Cost

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

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

Attachment F -DBE Contract Provisions

Attachment G - Fig. 136.4.15 Conflict of Interest Disclosure Form

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

Executed by the Engineer on the date hereof _____.

Executed by the OTO on the date hereof _____.

FOR: Ozarks Transportation Organization

BY: _____
Executive Director

ATTEST: _____
Grants Administrator

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

FOR:

BY: _____
Name:
Title:

Notice Address:

ATTACHMENT A

SCOPE OF SERVICES

ATTACHMENT B

SCHEDULE

PERIOD OF SERVICE

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

ATTACHMENT C

ESTIMATE OF COST

ATTACHMENT D

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

INSTRUCTIONS FOR CERTIFICATION

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

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

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

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

ATTACHMENT E

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

INSTRUCTIONS FOR CERTIFICATION

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

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

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

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

ATTACHMENT F

DISADVANTAGE BUSINESS ENTERPRISE CONTRACT PROVISIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

- a. Attended a meeting scheduled by the Department to inform DBEs of contracting or consulting opportunities.
- b. Advertised in general circulation trade association and socially and economically disadvantaged business directed media concerning DBE subcontracting opportunities.
- c. Provided written notices to a reasonable number of specific DBEs that their interest in a subconsultant agreement is solicited in sufficient time to allow the DBEs to participate effectively.
- d. Followed up on initial solicitations of interest by contacting DBEs to determine with certainty whether the DBEs were interested in subconsulting work for this Agreement.
- e. Selected portions of the services to be performed by DBEs in order to increase the likelihood of meeting the DBE goal (including, where appropriate, breaking down subconsultant agreements into economically feasible units to facilitate DBE participation).
- f. Provided interested DBEs with adequate information about plans, specifications and requirements of this Agreement.
- g. Negotiated in good faith with interested DBEs, and not rejecting DBEs as unqualified without sound reasons, based on a thorough investigation of their capabilities.

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

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

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

ATTACHMENT G – FIG. 136.4.15

CONFLICT OF INTEREST DISCLOSURE FORM FOR LPA/ENGINEERS

Local Federal-aid Transportation Projects

Firm Name (Engineer):**Project Owner (LPA):** Ozarks Transportation Organization**Project Name:****Project Number:**

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

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

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

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

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

LPAEngineer

Printed Name: _____

Printed Name: _____

Signature: _____

Signature: _____

Date: _____

Date: _____

TAB 6

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM II.E.**2026 Ozarks Regional Legislative Priorities****Ozarks Transportation Organization
(Springfield, MO Area MPO)****AGENDA DESCRIPTION:**

The Springfield Area Chamber of Commerce has developed the attached list of legislative priorities to serve as a regional listing of shared needs. The idea came from Community Leadership visits where other communities had success in communicating shared needs to state legislatures. As we work toward regionalism in thinking and actions, it is important to be able to work together toward common objectives as well as support ready to go projects.

BOARD OF DIRECTORS ACTION REQUESTED:

This was informational only, no action is required.

2026 Ozarks Regional Legislative Priorities

A coalition of regional organizations has identified ten key legislative priorities for the upcoming state legislative session, united by a shared commitment to strengthening the economy, expanding workforce development, and supporting the local business community. These priorities address critical issues such as infrastructure investment, workforce training, childcare barriers, local funding and control, and policies that position the region and state as a top destination for jobs and talent.

All ten priorities are vital to the region's long-term success. For 2026, the coalition will place additional focus on two areas that present shared opportunities to drive growth and partnership across the region: **investing in strategic infrastructure** and **protecting local control and revenue streams**.

By advocating for these opportunities, we aim to strengthen public-private partnerships, enhance the region's competitive edge, and drive lasting growth and prosperity across Southwest Missouri.

1. Invest in Strategic Infrastructure

Southwest Missouri's strategic location is an asset, making the region a key logistics hub. We support significant investments in roads, bridges, highways, broadband, utilities, and water infrastructure to enhance our regional logistics capabilities.

We support funding for infrastructure studies and shovel-ready projects, including immediate enhancements to Highway MM in Republic, projects included in the Springfield-Branson National Airport Master Plan, and continued infrastructure investment in Stone and Taney Counties to prepare for future travel and commerce growth.

2. Protect Local Control and Revenue Streams

Local leaders are best positioned to address the needs of their communities. We encourage the legislature to prioritize local control when evaluating proposals and to protect revenue sources such as property, income and sales taxes that fund essential services.

We also urge careful consideration of the unintended consequences that continued revenue cuts may have on Missouri citizens without an identified replacement revenue stream.

3. Support Workforce Development and Address Childcare Barriers

Programs like Fast Track, MoExcels, and the Upskilling Training Fund are essential for addressing Missouri's skills gap. We support stable funding and targeted enhancements to these programs, including raising the income threshold for Fast Track eligibility.

Addressing the shortage of affordable, quality childcare is also critical to workforce participation. We support initiatives that expand access to affordable childcare and strengthen efforts to recruit and retain qualified childcare professionals.

4. Increase Community Growth Opportunities through State Support

Access to state-level resources is essential for local communities to invest in infrastructure and drive growth. We support continued and expanded access to state funding, particularly for rural communities, as well as additional resources for project planning.

We encourage the development of innovative, state-funded matching options that allow communities of all sizes to leverage grant funds, such as the Governor's Transportation Cost-Share Program. We also support efforts to streamline grant application and regulatory processes so that every Missouri community has fair and timely access to available opportunities.

5. Strengthen Missouri's Competitiveness for Jobs and Talent

To maintain Missouri's competitive edge in attracting jobs, talent and business investment, we support continued funding for economic development incentives and competitive tax credits, along with the creation of new tools to enhance attraction opportunities.

We also advocate for greater support for rural communities through targeted programs, funding for shovel-ready sites, and resources that expand statewide competitiveness and protect the economic vitality of existing communities.

6. Ensure Stable and Robust Funding for Higher Education

Higher education institutions in Southwest Missouri are central to economic growth, workforce development, and community vitality. We support predictable, sustained funding to ensure these institutions can continue driving innovation, talent development, and long-term prosperity for the state and region.

7. Boost Tourism Funding to Drive Economic Growth

Tourism is a cornerstone of Southwest Missouri's economy, generating significant revenue for the state and supporting jobs, economic development, and community vitality. We support increased funding for regional tourism capital assets and a robust, predictable funding stream to help local communities market their attractions and economic opportunities.

We also encourage investment in infrastructure improvements that enhance access to high-demand destinations and corridors.

8. Fully Fund K-12 Education and Support Teacher Recruitment

Strong public schools are essential to preparing Missouri's future workforce and sustaining the state's competitiveness. We support robust, predictable funding of K-12 education to ensure every student receives the education needed to succeed.

We also advocate for innovative initiatives to recruit and retain high-quality teachers across the region and state.

9. Support Entrepreneurial Efforts and the Show-Me Network

We support initiatives that foster innovation and strengthen Missouri's small business, entrepreneurial, and technology ecosystem. We recognize the impact of the Missouri Technology Corporation and the Show-Me Network in empowering community-based organizations that serve as champions for entrepreneurs and innovators.

As this technology evolves, we also support evidence-based policies on artificial intelligence (AI) that prioritize responsible development, protect employers and employees, and mitigate risk while encouraging innovation.

10. Support Access to Comprehensive Healthcare and Strengthen the Healthcare Workforce

With major healthcare employers serving Southwest Missouri, it is critical to maintain a robust, skilled healthcare workforce capable of delivering comprehensive care. We support targeted initiatives to train, recruit and retain healthcare professionals across the region.

We also strongly emphasize strengthening rural healthcare systems to preserve access, improve quality of care, and meet the needs of underserved populations.

TAB 7

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM II.F.

Appointment of 2026 OTO Officers

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2026 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2026 Nominating Committee is made up of the following three Board Members of OTO:

Steve Bach, Springfield Citizen-at-Large
Eric Franklin, Mayor, City of Republic
Marshall Kinne, Springfield Citizen-at-Large
Dan Smith, Director of Public Works, City of Springfield

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

2026 Slate of Officers/Executive Committee

Position	2025 Current	2026 Nominated
Chairman	John Russell, Greene County	Travis Cossey, Nixa
Vice-Chairman	Travis Cossey, Nixa	Derek Lee, Springfield
Secretary	Vacant	Eric Franklin, Republic
Treasurer	Eric Johnson, Ozark	Eric Johnson, Ozark
Past Chairman	Derek Lee, Springfield	John Russell, Greene County
Executive Committee	Jerry Compton, Citizen-at-Large	Jerry Compton, Citizen-at-Large
Executive Committee	Brian Weiler, Airport	Brian Weiler, Airport

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to appoint the 2026 OTO Officers and Executive Committee as presented.”

OR

“Move to appoint the 2026 OTO Officers and Executive Committee with the following changes...”

TAB 8



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors 2026 Meeting Schedule

Meetings are held every other month on the third Thursday from
12:00 to 1:30 pm in the Ozarks Transportation Organization's Conference Room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

January 15, 2026

March 26, 2026
(4TH Thursday)

May 21, 2026

July 16, 2026

September 17, 2026

November 19, 2026

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

TAB 9

BOARD OF DIRECTORS AGENDA 11/20/2025; ITEM I.B.**Public Comment****Ozarks Transportation Organization
(Springfield, MO Area MPO)****AGENDA DESCRIPTION:**

Under Tab 9 of the agenda packet, for Board member review, are Public Comments for the time frame between September 25, 2025 and November 12, 2025. Any additional public comment received by November 19, 2025 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Silent Bike vs Blind Pedestrian

City/County of concern: Springfield/Greene County

Date received: 09/25/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting



Ozarks Transportation Organization

July 29 · 🌐

...

How bicycle-friendly is Springfield? Your input is important! The [League of American Bicyclists](#) is conducting an annual national census of Americans' experiences and ... [See more](#)



City of Springfield, MO

July 29 · 🌐

Springfield has been recognized as a Bronze-level Bicycle Friendly Community by the League of American Bicyclists since 2010 and it's time to renew our status! The City of Springfield, Ozark Greenways, and Ozarks Transportation Organization have submitted the renewal application and are now asking for feedback from anyone familiar with biking in our community. 🚲

Whether you're a daily commuter, weekend rider or simply familiar with biking in our city, your input counts! The survey is open till October 5. Please take a few minutes to share your thoughts and feel free to spread the word to fellow riders, neighbors and friends!

👉 https://www.surveymonkey.com/r/BFC_2025

Facebook Comments

Carolyn McGhee

Getting better but we need to deal with the silent bike vs blind pedestrian increasing conflict. This has potential though, many who can't see well enough to drive can see well enough to ride. There are some unrelated recommendations/information on speed and stopping distance but like so much else there's not much for bikes yet. There is nothing regarding sound beyond the original electric vehicle law which was designed to protect blind pedestrians from cars. There are a couple of considerations/exceptions made that wouldn't be applicable to bikes or scooters: it was assumed the vehicle would be going across your path not approaching from in front or behind and it was assumed that past a certain speed there would be enough wind generated to alert a blind pedestrian to the danger. None of that applies in the case of bikes and scooters on multi use trails. We can't hear them and they could come from any direction. It's gotten to the point I'd almost rather be on my bike vs walking...kind of a messed up if you can't beat em join em" situation because the cars are easier to see and hear, no worries about tree limbs, and at that point no risk of getting hit by a bike or scooter I can't see nor hear in time. Some DO call out, some DO use bells and a few have done it soon enough to not cause someone to jump into traffic in a panic but we still have work to do to make this as safe as possible for everyone. I wish we could do separated trails like they've got at MSU but it seems like everyone is going ahead with these low speed accident trails anyway. Hopefully we'll eventually get the bugs worked out, this has potential.

3d Like Reply Send message Hide



Author

Ozarks Transportation Organization

Carolyn McGhee We will share this with [City of Springfield, MO](#). Thank you.

2d Like Reply





PUBLIC COMMENT



Area of concern: Electric Vehicle Speed on Trails

City/County of concern: MPO Area

Date received: 09/27/2025

Received through: Facebook

Contact Name: David Blevins & Carolyn McGhee **Contact Email/Ph #:** not available

OTO's Original Shared Posting



Ozarks Transportation Organization

July 29 · 🌐

How bicycle-friendly is Springfield? Your input is important! The [League of American Bicyclists](#) is conducting an annual national census of Americans' experiences and ... [See more](#)



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July 29 · 🌐

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Whether you're a daily commuter, weekend rider or simply familiar with biking in our city, your input counts! The survey is open till October 5. Please take a few minutes to share your thoughts and feel free to spread the word to fellow riders, neighbors and friends!

👉 https://www.surveymonkey.com/r/BFC_2025

Facebook Comments

David Blevins

[Ozarks Transportation Organization](#) if your taking it up I WOULD LIKE TO SEE THE SPEED OF ELECTRIC VEHICLES ON THE TRAIL limited I have nearly been hit several times cause I can't hear them or react quick enough to close.

2d Like Reply [Send message](#) Hide

Carolyn McGhee

[David Blevins](#) I think what it's going to come down to is speed limits vs vehicle type not just on the trails but some are trying to use electric trikes as mobility scooter replacements too. What is the top speed of a typical wheelchair? Maybe that's the starting point.

2d Like Reply [Send message](#) Hide

Carolyn McGhee

[Shelby Butler United Spinal Association](#)

2d Like Reply [Send message](#) Hide

Author

Ozarks Transportation Organization

[David Blevins](#) Thank you!

Author

Ozarks Transportation Organization

[Carolyn McGhee](#) Thank you!



PUBLIC COMMENT



Area of concern: Bicycle Friendly Community Status

City/County of concern: Springfield/Greene County

Date received: 09/27/2025

Received through: Facebook

Contact Name: David Blevins

Contact Email/Ph #: not available

OTO's Original Shared Posting



Ozarks Transportation Organization
July 29 · 🌐

How bicycle-friendly is Springfield? Your input is important! The [League of American Bicyclists](#) is conducting an annual national census of Americans' experiences and ... See more



City of Springfield, MO
July 29 · 🌐

Springfield has been recognized as a Bronze-level Bicycle Friendly Community by the League of American Bicyclists since 2010 and it's time to renew our status! The City of Springfield, Ozark Greenways, and Ozarks Transportation Organization have submitted the renewal application and are now asking for feedback from anyone familiar with biking in our community. 🚲

Whether you're a daily commuter, weekend rider or simply familiar with biking in our city, your input counts! The survey is open till October 5. Please take a few minutes to share your thoughts and feel free to spread the word to fellow riders, neighbors and friends!

👉 https://www.surveymonkey.com/r/BFC_2025

Facebook Comments

David Blevins
What was it before?

2d Like Reply Send message Hide



Author

Ozarks Transportation Organization
Good question. The first time the status of a Bicycle Friendly Community was applied for through the League of American Bicyclists was in 2010. The status has been maintained since then.

2d Like Reply



PUBLIC COMMENT



Area of concern: Walnut Lawn between Culpepper Ct & Kickapoo Ave/Deerfield St.

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

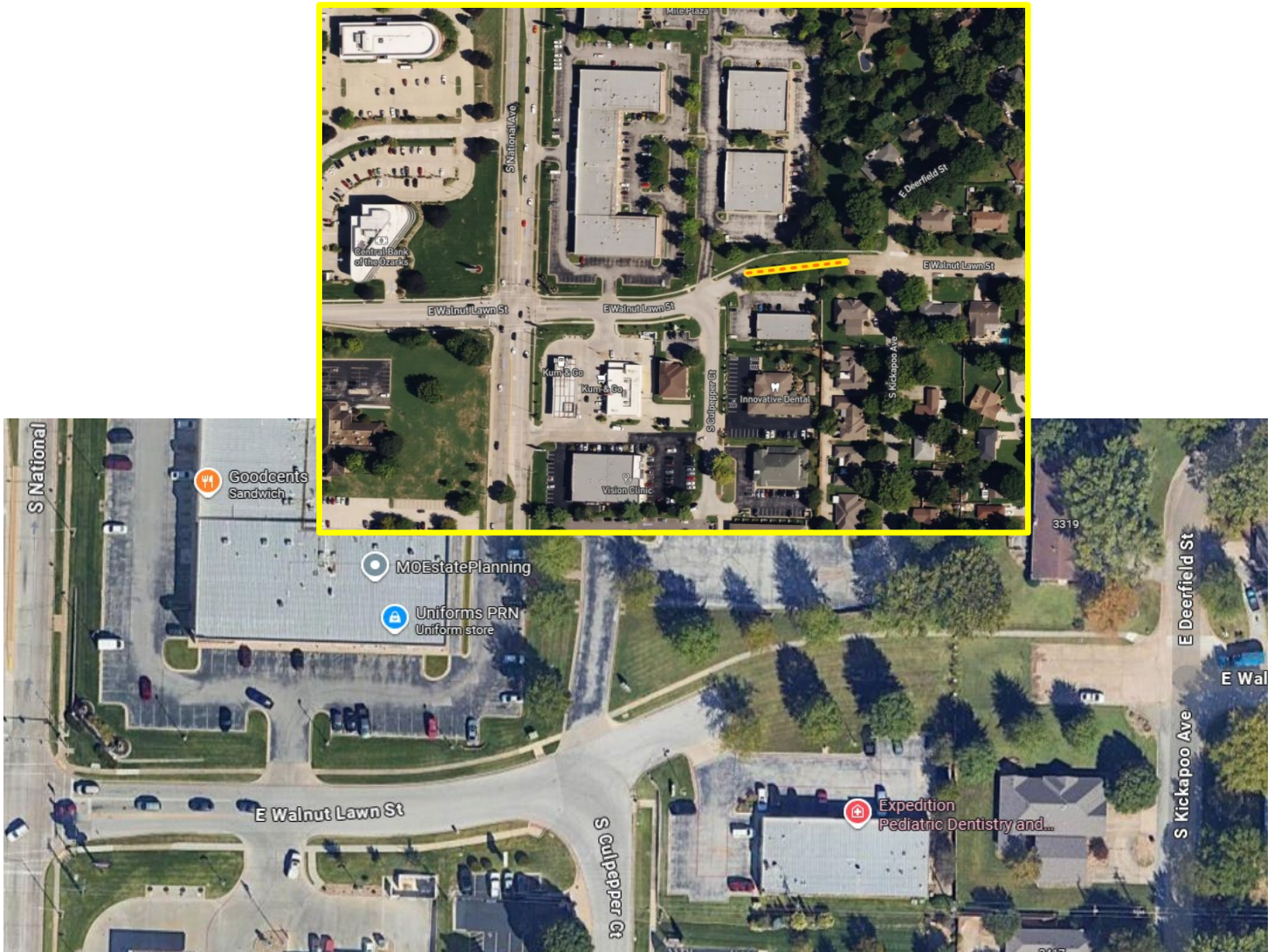
Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

Ungap this section of road for bike use. Use bollards to prevent car access?

Map



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



PUBLIC COMMENT



Area of concern: Cox Rd./FR 141 between Battlefield and Butterfield

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

Pedestrian/Bicycle Trail would be helpful for continuing to ungap the map. Chesterfield is a relatively low traffic neighborhood. Adding a safer intersection from Austin Ave/Cox Rd and Battlefield would help cyclists and pedestrians.

Map



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



PUBLIC COMMENT



Area of concern: Scenic Ave and Chesterfield Blvd

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

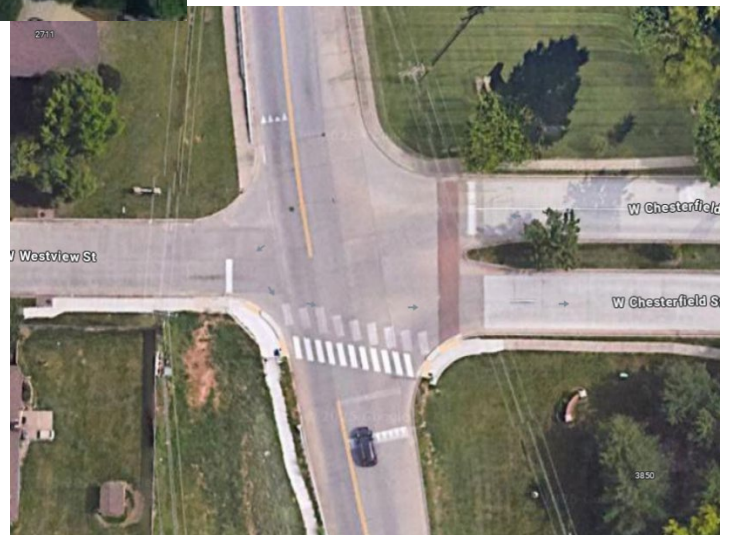
Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

This intersection is dangerous for pedestrians as many drivers speed on this road.

Map



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



PUBLIC COMMENT



Area of concern: Scenic Ave from Republic Rd to the Botanical Gardens

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

Make Scenic Ave bicycle/pedestrian friendly with a mixed-use trail/greenway! Republic Rd to Chesterfield Blvd offers a very narrow sidewalk. After Chesterfield, a wide gap exists where a wider trail could live. At Scenic/Walnut Lawn, the sidewalk ends. After Battlefield, a mixed-use trail exists on the left side of the road when heading north. Adding a mixed-use trail would provide infrastructure for kids to get to Jeffries Elementary safely and connect neighborhoods to Nathaniel Greene Park.

Map



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



PUBLIC COMMENT



Area of concern: Highway CC and Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 10/14/2025

Received through: Website

Contact Name: Linda [REDACTED]

Contact Email#: N/A

Comment:

Please install a traffic light at the corner of Old Cstle Road and Hwy CC . This is a dangerous intersection when trying to pull out on Old Castle Road. It will only get worse with the 250 plus apartments using that intersection, as well as 53 new homes soon to be built.

OTO Response:

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



PUBLIC COMMENT



Area of concern: Highway CC and Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 10/14/2025

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

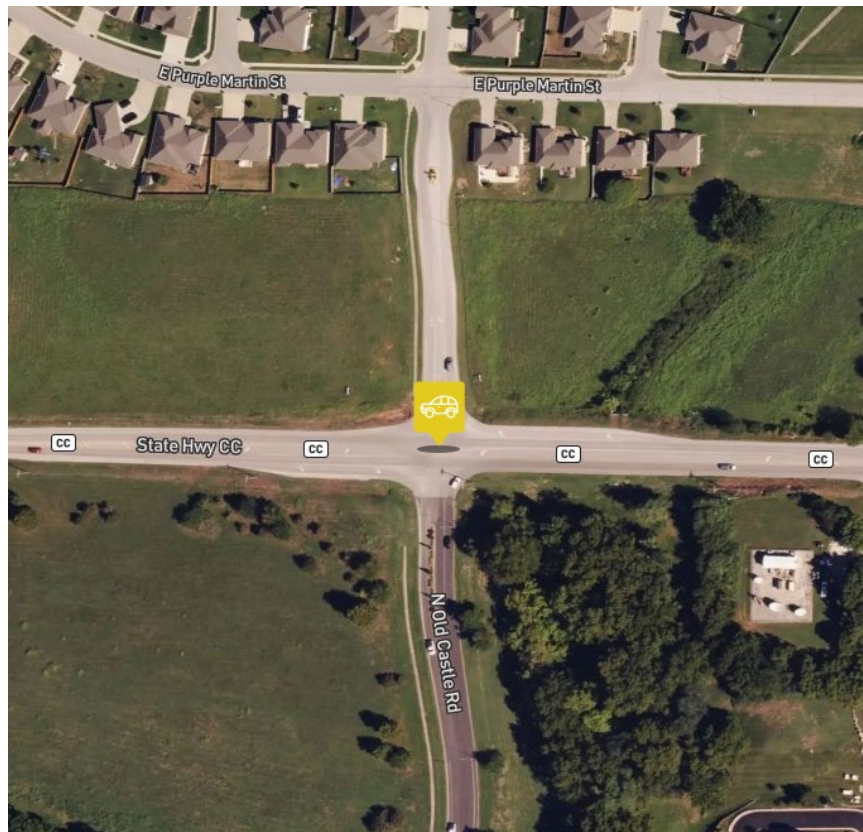
Contact Name: Kristin Canady

Contact Email/Ph #: N/A

Comment:

This intersection is going to need a stop light sooner than later. It is becoming increasingly difficult to pull out onto Hwy CC from Old Castle Rd safely. Old Castle is an arterial road that connects hundreds of houses to Hwy CC. Many residents use this intersection as part of their daily commutes. As nearly 300 new residences are being built in the area, this intersection will only get more problematic. Please consider adding a stop light to keep everyone safe.

Map



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



PUBLIC COMMENT



Area of concern: Sidewalks – Eaton Ave, Kingsley Ave, Patton Ave

City/County of concern: Springfield/Greene County

Date received: 11/06/2025

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

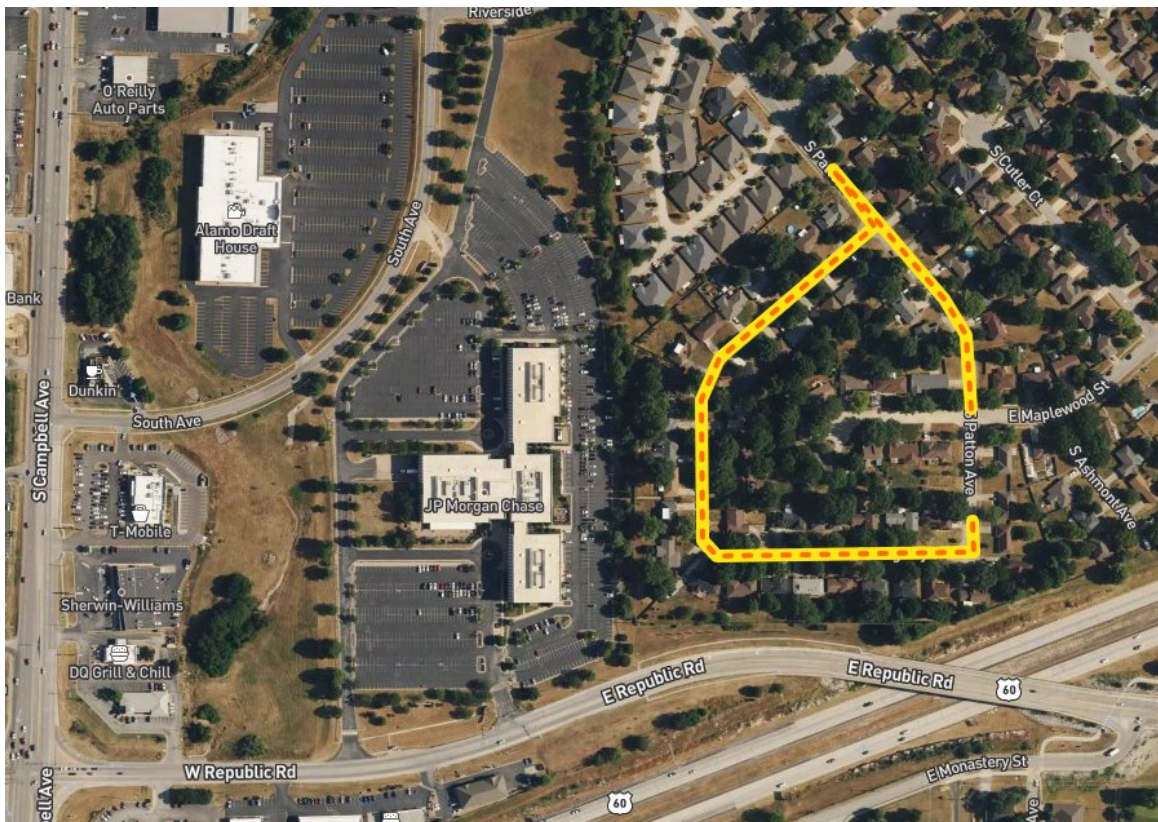
Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

This neighborhood was built in the early 1970s when it was out in the County, and before sidewalks were standard issue. In the intervening decades, the extension of Kickapoo Prairie Estates to the ENE and improvements to the north of this area have built sidewalks as part of their construction. This section of neighborhood has been forgotten in terms of completing sidewalk connections. It's within Spfd city limits now, so it would be nice for the city to come in and complete this circuit

Map



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



PUBLIC COMMENT



Area of concern: Farm Road 192 – Safety Upgrades

City/County of concern: Greene County

Date received: 11/06/2025

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

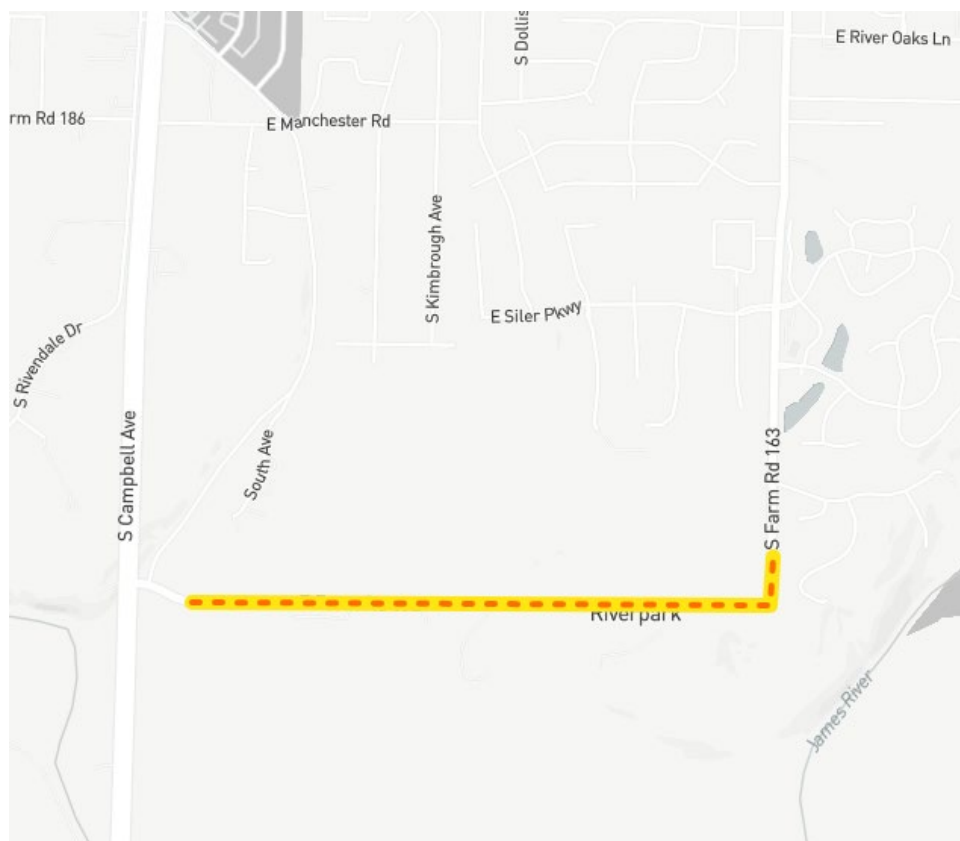
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

FR 192 is unsafe. It has a steep uphill grade going east to west, with only deep, rocky ditches at its edges and absolutely no shoulders. Its use as a go-around from National to 160 in order to avoid the Republic/Campbell/James River Expwy traffic snarl shouldn't be underestimated. To that end, I would recommend this road be upgraded for safer two-way use. Some of that work may happen with the future east-west arterial, but that could be some time from now. This fix needs to happen sooner.

Map



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



PUBLIC COMMENT



Area of concern: Battlefield near Kansas Exp – Pedestrian Crossing

City/County of concern: Springfield/Greene County

Date received: 07/07/2025

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

Contact Name: Wade

Contact Email/Ph #: N/A

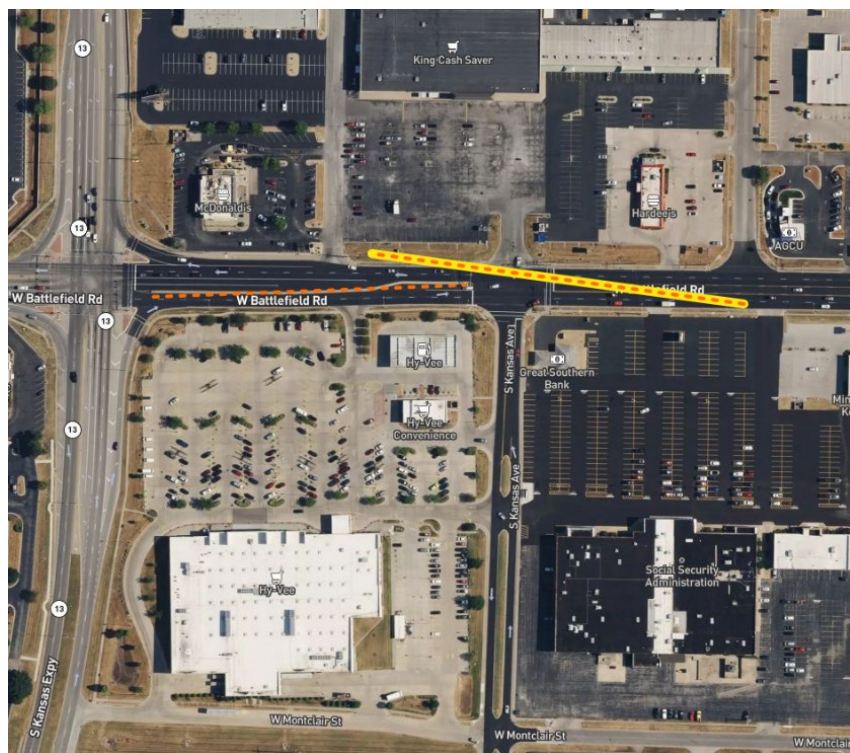
Comment in response to Comment posted on 07/07/2025:

I seen them across illegally several times but I go right through the middle

Comment posted on 07/07/2025:

Better pedestrian crossing. There have been several times where people have been nearly hit from cars wanting to speed through the intersection or ignore the person crossing in the middle of intersection.

**Map
Highlighted line**



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



PUBLIC COMMENT



Area of concern: I-44 and Highway 65

City/County of concern: Springfield/Greene County

Date received: 11/11/2025

Received through: Email

Contact Name: James [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I believe around 2014 there were plans in place to replace the cloverleaf interchange at 44/65 with four flyovers. The first, N65>W44 was constructed along with the retaining walls for a second from S65 > E44. In addition, flyovers would be built from E44 > N65 and W44 to S65 and the exit from S65 to Kearney would wrap around Corwin Auto Dealer.

Is this still a possibility in the near future?

From 2014 News Leader article:



OTO Response:

Thank you for reaching out. There are additional improvements needed at 44/65. However, given the time that has passed, we believe the referenced concept needs to be reevaluated. Any improvements would be identified with the new evaluation.



PUBLIC COMMENT



Area of concern: I-44 and Highway 65

City/County of concern: Springfield/Greene County

Date received: 11/13/2025

Received through: Email

Contact Name: James [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

One more question regarding 44/65 - Progress 44 indicates widening 44 from 65-125. The 4 flyovers would have freed the death match merge lane between the clover leaves for additional E-W lanes.

I've inserted a street view of the column for the current flyover in the median below. Is there enough room to get two additional lanes around the pier?



OTO Response:

MoDOT is in the process of hiring a consultant to evaluate the need for improvements along the US 65 corridor from I-44 to Division Street. This will include the design of ramp improvements at the I-44 interchange.



PUBLIC COMMENT



Area of concern: Highway OO/Rt. 66 and Olive St and Washington St Intersection

City/County of concern: Strafford/Greene County

Date received: 11/13/2025

Received through: Phone Call

Contact Name: Jessica [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Patron called with concerns for this intersection, stating it is a very dangerous intersection for pedestrians and vehicle traffic. They have personally witnessed multiple car crashes. Caller recommends a traffic light with pedestrian crossings. There are many neighborhoods in that area, and they believe more students would walk/bike to school if there was a safe way to cross. They have contacted MoDOT, as well.



OTO Response:

Thanked the caller for this information. Let them know this information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



***Comments received after
the agenda was sent out***



PUBLIC COMMENT



Area of concern: West High between N. Kansas and Bolivar Road

City/County of concern: Springfield/Greene County

Date received: 11/18/2025

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

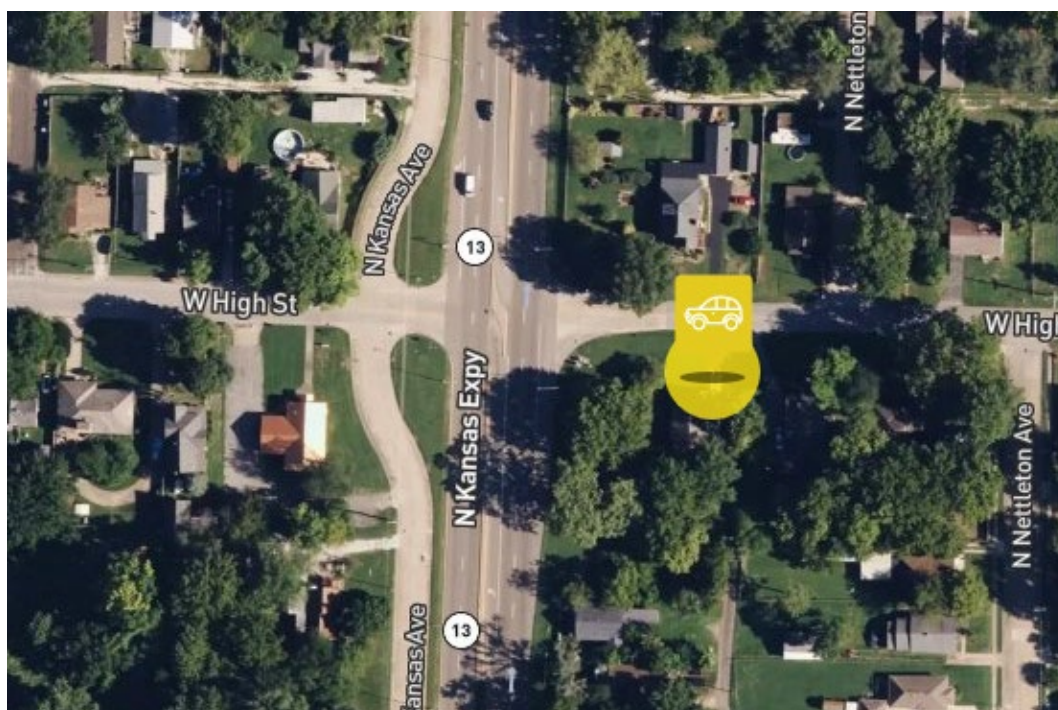
Contact Name: David DeVol

Contact Email/Ph #: N/A

Comment:

Sidewalk safety concerns: There is a section of West High between Bolivar Rd and N. Kansas that lacks sidewalks on either side. This is a fairly populated residential neighborhood where cars tend to exceed the speed limit. The only place to walk is in the street so it can be quite risky for kids walking to and from school along with adults who need to walk to Walgreens, or other places of business on Kearney. Is there a reason why sidewalks have never been installed along this stretch of road.?

Map



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

**PUBLIC COMMENT**

Area of concern: Highway 160 – Nixa to Highlandville

City/County of concern: Nixa/Christian County

Date received: 11/18/2025

Received through: Email

Contact Name: Walt Nelson

Contact Email/Ph #: waltnelson855@gmail.com

Comment:

Hwy 160 Nixa to Highlandville has become overwhelmed with traffic.

1. Extend merge lane southbound out of Nixa. Current merge lane is inadequate for traffic.
2. Add flashing caution at Hwy 160 and Rosedale.
3. Add right-hand turn-outs southbound HWY 160 at various streets to enhance traffic flow.
4. Develop plan to make better intersection at HWY 160 and Riverdale. Either a roundabout or stop-light with turn lanes.
5. Add right hand turn lane southbound at Meadowview similar to one already in place at Harris Blvd.

Thank you for considering these issues.

Walt Nelson
Ozark, Missouri

OTO Response:

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

Have a wonderful week!



PUBLIC COMMENT



Area of concern: Farm Road 188

City/County of concern: Springfield/Greene County

Date received: 11/18/2025

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

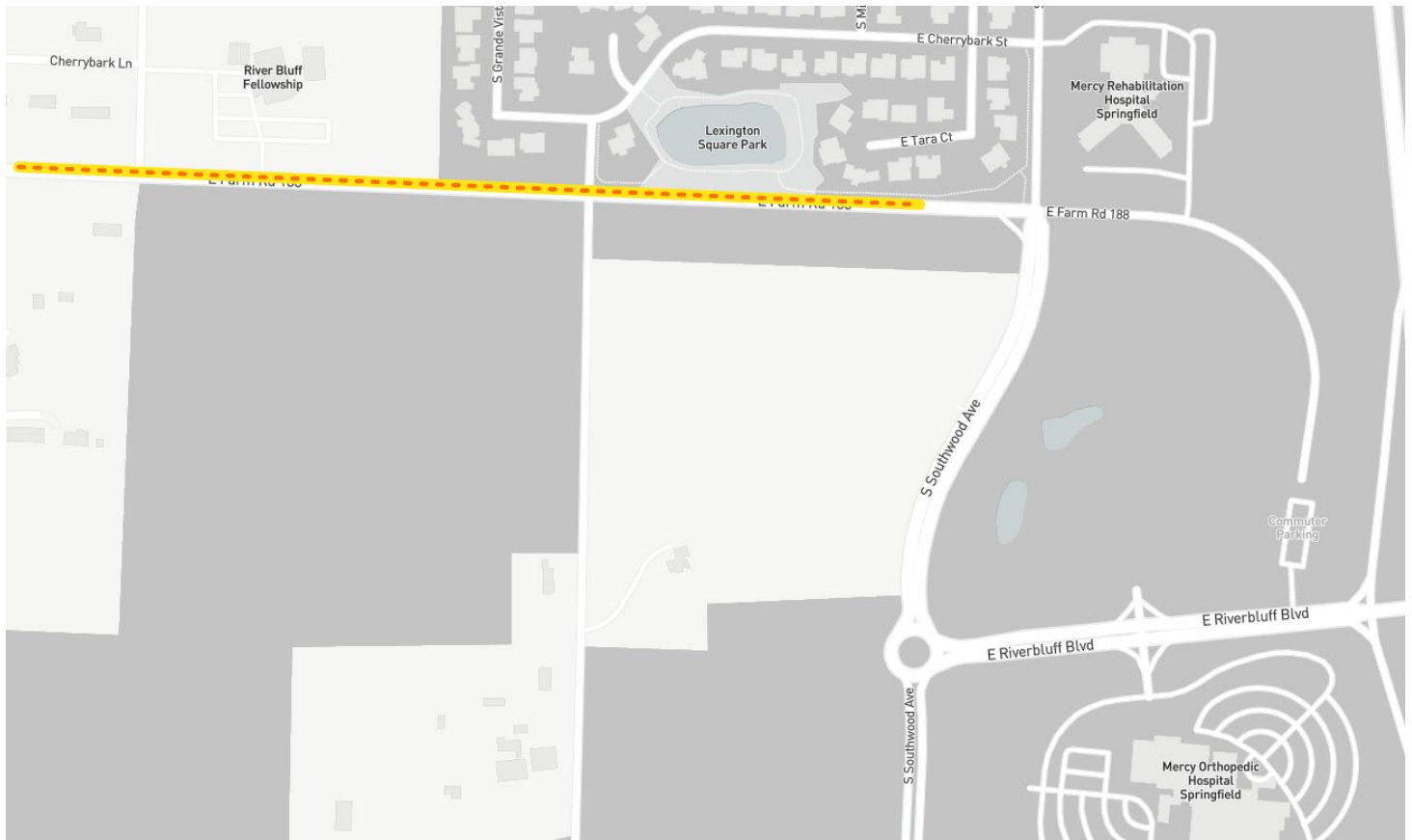
Contact Name: Stuart C Johnson

Contact Email/Ph #: N/A

Comment:

The Digital warning Boards need to be changed or removed. They still say road closed OCT 27-28

Map



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

TAB 10

November 4, 2025

The Honorable Sam Graves

Chairman, Committee on Transportation and
Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Rick Larsen

Ranking Member, Committee on Transportation and
Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Shelley Moore Capito

Chair, Committee on Environment and Public
Works
United States Senate
Washington, DC 20510

The Honorable Sheldon Whitehouse

Ranking Member, Committee on Environment and
Public Works
United States Senate
Washington, DC 20510

Dear Chairs Graves and Capito, Ranking Members Larsen and Whitehouse:

On behalf of the Local Officials in Transportation (LOT) Coalition, representing cities, counties, regional, and metropolitan planning organizations, we urge your Committees to expand and strengthen local access to federal transportation funding in the next surface transportation reauthorization.

Federal transportation funding must reflect the vital role local governments play in owning and maintaining the majority of America's infrastructure. Local governments and regions plan for, build, and manage **more than 75 percent of road miles and over half of public bridges**. Their elected leaders are directly accountable to the people and businesses that rely on these facilities. Federal investments are most effective when decisions and dollars reach the entities that own, plan, and operate most of America's infrastructure. Strengthening local control improves project delivery, accountability, and outcomes for taxpayers in every state. It saves lives, time, and money.

The strength of the national network depends on its local roads. They are the arteries of America's economy, connecting interstates to ports, workplaces, schools, and main streets. **Locally owned roads make up 43 percent of the federal-aid highway system, yet only receive 16 percent of federal-aid highway program dollars.** Carrying over one-third of all vehicle miles travelled in the United States, these local roads form the first and last miles of nearly every trip. Yet the drivers and users paying into the Highway Trust Fund (HTF) rarely see those dollars return to the local networks they rely on every day. The consequences of underinvestment are clear: **nearly half of locally owned principal arterials are in poor condition, compared with just 7 percent of similar state-owned arterials roads.** To truly serve the American economy and our national interests, federal policy must invest where people and businesses rely on the road network—including on locally owned roads and bridges.

Congress created Metropolitan and Regional Transportation Planning Organizations (MPOs and RTPOs, respectively) to ensure regional coordination and accountability in federal investment. The next reauthorization should reaffirm that purpose by giving local and regional governments greater authority over the federal funds that support their responsibilities and the assets they manage.

Research shows that reliable, direct access to federal funds at the local level improves transparency, efficiency, and delivers infrastructure projects that are on time, on budget, and with minimal need for repairs. A Brookings Institution analysis found that **local governments obligated 100 percent of their State and Local Fiscal Recovery Funds on transportation projects within one year, matching or exceeding state performance.** In contrast, in some states, Surface Transportation Block Grant (STBG) program funds remain unobligated largely due to state-level delays in programming and project approval and a lack of transparency.

The same is true for safety. More than **85 percent of roadway fatalities** occur off the interstate. Congress must close that gap by supporting safety funding for local roads and priorities. Local governments are first responders to safety challenges and can implement effective, low-cost improvements quickly when funding is direct and predictable. To reach zero deaths, safety dollars must reach the roads where most fatalities occur.

Preserving and Strengthen Local Access

The Infrastructure Investment and Jobs Act (IIJA) increased the local share of federal highway funds to just over 20 percent. That progress must be preserved and strengthened. Given inflationary pressure, **no less than 25 percent of HTF highway account dollars should be suballocated or made directly available to local and regional governments in the next surface transportation reauthorization legislation.** Any proposal below this threshold would undermine progress being made on safety and improving the full system. Additionally, **new flexibilities for states must not come at the expense of existing suballocated or locally directed funds,** which remain the foundation of accountable investment. Suballocated funds should not be subject to stricter timelines or requirements than those applied to state-controlled programs, nor should they revert to state control based on differing obligation schedules. When local and regional entities have stable, predictable access to funding, they deliver timely and cost-effective results.

To reinforce this, Congress should establish the following principles **as a floor** for the next authorization:

- No less than 25% of all HTF highway account dollars should be suballocated or otherwise made directly available to local and regional governments. States may not transfer suballocated portions of programs.
- Dedicate 25% of any new or existing bridge, safety, and innovation formula programs to regions and local governments.
- If any IIJA discretionary grant program available to local or regional governments is consolidated or eliminated, its funding and eligibilities must be distributed to STBG to preserve local access.
- Increase PL funding to 3% of total HTF highway account apportionments and eliminate the local match on PL to strengthen the capacity of MPOs to deliver on federal goals.
- Establish a Rural Transportation Planning Program, either as a stand-alone program or a set-aside within the State Planning and Research (SPR) Program to ensure that rural regions have a consistent voice in transportation planning and project selection.
- Standardize and improve transparency on suballocated portions, project selection, and advancement of projects selected by local governments. States must honor locally selected projects in MPO Transportation Improvement Programs for funding obligation.

These provisions would ensure that the next authorization strengthens local access, efficiency, and safety while maintaining accountability to taxpayers. **The LOT Coalition stands united against any effort that reduces or redirects suballocated funding away from regions and local governments.**

Locally owned infrastructure is the backbone of America's transportation system. **The federal interest is local. Local control drives efficiency. Efficiency saves taxpayer dollars. Safety depends on it.**

Thank you for your leadership and partnership. We look forward to working with you to ensure the next surface transportation bill empowers the communities that deliver America's infrastructure every day.

Sincerely,

The Local Officials in Transportation (LOT) Coalition

Association of Metropolitan Planning Organizations (AMPO)

National Association of Counties (NACo)

National Association of Development Organizations (NADO)

National League of Cities (NLC)

National Association of Regional Councils (NARC)

The U.S. Conference of Mayors (USCM)

CC:

The Honorable Ted Cruz, Chair, Committee on Commerce, Science & Transportation

The Honorable Maria Cantwell, Ranking Member, Committee on Commerce, Science & Transportation



Missouri Department of Transportation
Ed Hassinger, P.E., Director

1.888.ASK MODOT (275.6636)

October 17, 2025

Dear State DOT Leaders,

The phrase “*Buckle Up Phone Down*” is likely familiar to you—but our goal is for it to echo in the minds of every driver each time they get behind the wheel. That’s why I’m reaching out for your support.

On **October 29**, MoDOT will mark the **ninth annual Buckle Up Phone Down (BUPD) Day**, a day dedicated to raising awareness about two simple, life-saving actions. As we continue working toward safer roads and zero fatalities, this day offers a focused opportunity to drive meaningful change in driver behavior.

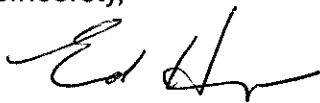
Despite major technological advances and significant investments in public education, the number of lives lost on our roads each year remains both staggering and preventable. In Missouri, we’ve seen success by emphasizing personal responsibility through the BUPD initiative—encouraging drivers to **buckle their seatbelts** and **put down their phones**. It’s a simple message with powerful, life-saving potential.

Thanks to your support, the BUPD movement has grown nationwide. Your continued promotion is essential to keeping this message front and center for every American driver. Their choices directly shape highway safety trends—and it’s time we shift those trends in the right direction. This year, we’re asking you to amplify your efforts leading up to October 29 and help us make BUPD Day a **zero-fatality day** on our roads.

To support your outreach, we’ve created a **BUPD Starter Kit** with ready-to-use tools and resources to enhance or inspire your messaging. You can access the kit and find additional contacts at modot.org/bupd-starter-kit. Whether you adopt the full program or simply join the conversation online, we encourage you to participate on October 29 using the hashtags **#BUPD** and **#BUPDDay**.

Together, we can continue making *Buckle Up Phone Down* a phrase that inspires action—and saves lives.

Sincerely,



Ed Hassinger, P.E.
Director



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri.
www.modot.org



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Grant Processing Slowdown Will Mean Larger August Redistribution

Grant Processing Slowdown Will Mean Larger August Redistribution

OCTOBER 31, 2025 | JEFF DAVIS

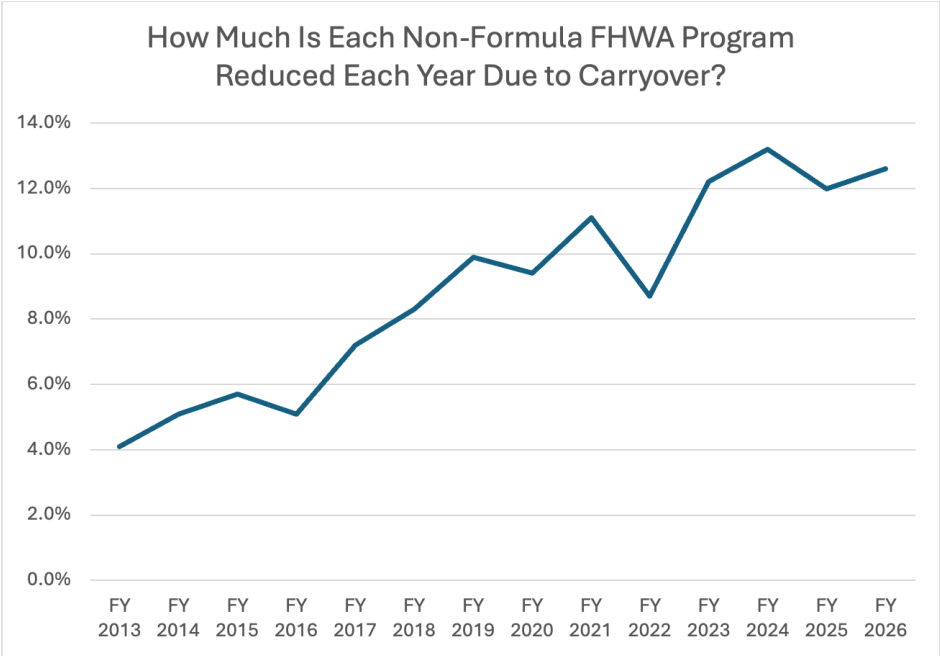
This year's delays in obligating competitive highway and bridge grants will reverse progress made by Congress last year on reducing the size of the annual "August redistribution" of highway money and will see extra billions of highway formula money delayed until the last month of fiscal 2026.

This was revealed in the October 16 release of the year-long highway program funding obligation limitation notice ([N4520.292](#))

by the Federal Highway Administration. The notice revealed that the amount of unobligated “carryover” contract authority held by FHWA at the end of fiscal year 2025 had swelled to \$7.82 billion. (The notice doesn’t actually give the number, but you can reverse-engineer it from the amount of new contract authority created by the IIJA (a known quantity) and the fact that the allocated carryover was 12.6 percent of that amount, a percentage that was mentioned in the notice.)

The \$7.82 billion represents unobligated amounts given in prior years for competitive INFRA, PROTECT, and bridge grants, as well as unobligated federal lands highway and FHWA research programs from prior years. Because that money wasn’t obligated, new obligation limitation has to be reserved for it. In effect, almost all of the new spending authority given to FHWA for fiscal year 2026 has to be shrunk by 12.6 percent in order to fit this large carryover. For example, the \$900 million in new INFRA grant contract authority for FY 2026 will be reduced to \$786.6 million, and the

Going back to the dawn of the obligation limitation process in the mid-1970s, there has always been some kind of shrinkage for allocated carryover, but it was small. As recently as 2012, it was only about four percent. But the growth in competitive grants has caused the shrinkage to balloon of late.

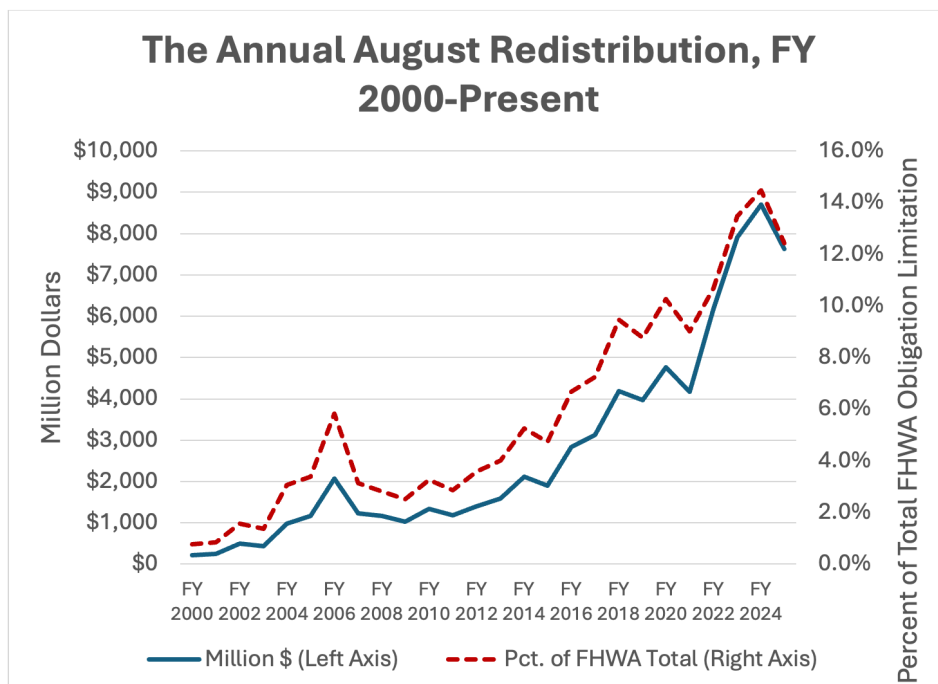


The reductions in new non-formula funding because of carryover are permanent. The reduction in formula funding is only temporary, because every August, those allocated programs shut down and any unused obligation limitation associated with them gets given back to states at the end of August for a use-it-or-lose-it contract signing spree until the end of the fiscal year.

The growth in slow-signing allocated programs had pushed the size of the August redistribution up to nearly 14 percent of the total FHWA contract authority budget by 2024, which is terrible from a financial planning perspective. Having 14 percent of the budget spent solely on who can spend the money within 30 days, as opposed to who can spend the money wisely or well, is not exactly a “best practice.”

Congress tried to shrink the August Redistribution for 2025, by including language in the water resources bill that transferred \$1.8 billion in unobligated TIFIA credit assistance balances to state highway formula funding, thus shrinking carryover by that amount. (The Appropriations Committees also stole \$400 million in TIFIA money to transfer to a competitive bridge program, but we don’t have evidence yet of that spending any faster.)

As a result, the size of the August redistribution shrunk noticeably in August 2025.



But the TIFIA well has run dry. The WRDA bill also provided that at the end of FY 2025, 75 percent of any new TIFIA funding that was still unobligated would also be transferred out. FHWA notified the public on August 4 that “As of April 1, 2025, the FY 2025 TIFIA Program contract authority estimated to remain unobligated at the end of FY 2025 is zero. As such, no FY 2025 TIFIA Program funds will be redistributed to the States...”

And the slowdown in grant obligation caused by the Trump Administration’s comprehensive grant review has reversed all of the progress made by Congress last year. The allocated carryover at the start of fiscal 2024 was \$7.85 billion. This actually shrank by the time of the FY 2025 ob limit calculation, to \$7.31 billion, and the August redistribution shrank accordingly. But now, we are back up to \$7.82 billion in carryover, meaning that the August redistribution will probably increase back to where it was.

This means that the August 2026 redistribution will probably be back north of \$8 billion, and FHWA will have to work hand-in-glove with states again to make sure that they are able to spend all of the money. (Two years ago there was a frightening instance of the AR being so large that FHWA had to go back to states three times begging them to ask for more money so they were not put in the embarrassing spot of turning money away, unspent, and letting it lapse on September 30.)

	<u>Total Obligation</u> <u>Limitation</u>	<u>Initial Allocated</u> <u>Reserve</u>	<u>Redistributed</u> <u>to States in</u> <u>August</u>	<u>IAR</u> <u>as %</u> <u>of</u> <u>Total</u>	<u>AugR</u> <u>as %</u> <u>of</u> <u>Total</u>
FY 2000	\$27,701,350,000	\$2,653,716,239	\$216,135,899	9.6%	0.8%
FY 2001	\$29,661,806,000	\$2,617,040,418	\$254,605,641	8.8%	0.9%
FY 2002	\$31,799,104,000	\$2,445,244,354	\$495,383,586	7.7%	1.6%

FY 2003	\$31,593,000,000	\$3,215,368,543	\$432,391,111	10.2%	1.4%
FY 2004	\$31,890,519,230	\$3,355,378,838	\$973,838,857	10.5%	3.1%
FY 2005	\$34,419,420,000	\$3,832,412,032	\$1,167,701,604	11.1%	3.4%
FY 2006	\$35,672,020,464	\$5,303,970,981	\$2,076,788,143	14.9%	5.8%
FY 2007	\$39,086,465,000	\$3,932,076,883	\$1,223,675,007	10.1%	3.1%
FY 2008	\$41,216,051,000	\$4,220,845,303	\$1,160,367,604	10.2%	2.8%
FY 2009	\$40,700,000,000	\$3,712,993,860	\$1,028,541,567	9.1%	2.5%
FY 2010	\$41,107,000,000	\$4,119,915,573	\$1,336,569,692	10.0%	3.3%
FY 2011	\$41,107,000,000	\$4,396,226,930	\$1,182,665,012	10.7%	2.9%
FY 2012	\$39,143,583,000	\$4,141,848,975	\$1,400,464,387	10.6%	3.6%
FY 2013	\$39,699,000,000	\$4,367,010,516	\$1,595,648,530	11.0%	4.0%
FY 2014	\$40,256,000,000	\$4,995,844,093	\$2,117,694,862	12.4%	5.3%
FY 2015	\$40,256,000,000	\$5,220,715,435	\$1,906,572,178	13.0%	4.7%

FY 2016	\$42,361,000,000	\$5,250,644,793	\$2,832,803,208	12.4%	6.7%
FY 2017	\$43,266,100,000	\$6,204,969,464	\$3,137,048,104	14.3%	7.3%
FY 2018	\$44,234,212,000	\$6,805,433,470	\$4,183,936,196	15.4%	9.5%
FY 2019	\$45,268,596,000	\$7,669,024,204	\$3,972,743,240	16.9%	8.8%
FY 2020	\$46,365,092,000	\$7,618,346,821	\$4,762,052,903	16.4%	10.3%
FY 2021	\$46,365,092,000	\$8,316,023,530	\$4,178,016,327	17.9%	9.0%
FY 2022	\$57,743,430,000	\$10,083,718,032	\$6,176,517,471	17.5%	10.7%
FY 2023	\$58,764,511,000	\$12,247,586,594	\$7,915,027,701	20.8%	13.5%
FY 2024	\$60,095,782,888	\$13,190,085,292	\$8,697,560,906	21.9%	14.5%
FY 2025	\$61,314,170,545	\$12,831,347,162	\$7,624,372,190	20.9%	12.4%
FY 2026	\$62,657,105,821	\$13,512,947,709	?????	21.6%	?????

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HTF Ran \$30.6 Billion User-Pay Deficit in FY 2025

HTF Ran \$30.6 Billion User-Pay Deficit in FY 2025

OCTOBER 24, 2025 | JEFF DAVIS

The federal Highway Trust Fund spent \$30.6 billion more in the just-ended fiscal year 2025 than it took in from taxes, fees, and penalties levied upon highway users. This is a \$4.9 billion increase over the corresponding user-pay deficit of \$26.7 billion in fiscal 2024. This is per the year-end release of Table FE-1 by the Federal Highway Administration earlier this week.

Taxes. The net total from the five highway user taxes (gasoline/gasohol, diesel/special fuels, new trucks/tractors/trailers,

heavy vehicle tire sales, and heavy vehicle use sticker) increased by \$1.2 billion over last year, from \$42.5 billion to \$43.7 billion.

Unfortunately, we do not have a breakdown of the specific taxes yet, since the Treasury Department started hiding those monthly reports from the public last year, meaning that the public has to wait until the Treasury Bulletin in March of next year to know.

But the aggregate net totals were an \$882 million increase in net tax receipts for the Highway Account of the Trust Fund and a \$319 million increase in net receipts for the Mass Transit Account. This is relevant once you convert to percentage increases – a 2.4 percent bump for the HA but a 6.4 percent increase in MTA receipts. And that means that motor fuel tax receipts increased by 6.4 percent, because the Mass Transit Account gets 2.86 cents per gallon of both the gasoline and diesel taxes and none of the trucking taxes. And it also means that the receipts from the three trucking taxes probably decreased somewhat, because those three taxes only go towards the Highway Account. We would guess that the trucking tax receipts probably dropped by around \$1.5 billion, and it was likely the sales tax on new truck sales that did it, because that tax is by far the most volatile of the five Highway Trust Fund excises.

Spending. While tax receipts only increased by \$1.2 billion, Trust Fund spending, pushed upwards by the massive funding increase provided by the IIJA infrastructure law in 2021, increased by \$5.2 billion. Highway Account outlays, once adjusted to get rid of a \$389 million TIFIA credit re-scoring*, rose by \$2.6 billion (+4.5 percent), but Mass Transit Account spending rose by almost as much – \$2.5 billion (+15.7 percent).

The relationship between spending and user tax revenues in the Mass Transit Account continues to get much more worse than the already horrible relationship between the two in the Highway Account.

We won't know the specific outlay breakdown by agency until Treasury releases the Combined Statement, which should normally happen in a month or so, but with shutdowns, who knows.

User-Pay Deficit. As a result of the above, the user-pay deficit increased by \$3.9 billion. \$1.7 billion of that was in the Highway Account, and \$2.2 billion was in the Mass Transit Account.

Put another way, in the Highway Account, just over one-third of the FY 2025 outlays were paid for by some kind of General Fund transfer, not FY 2025 highway user taxes, fines, or penalties. (\$21.141 billion user-pay deficit = 36.3% of \$58.193 billion in outlays.)

But in the Mass Transit Account, almost 60 percent of the FY 2025 outlays were paid for by some kind of General Fund transfer (\$9.468 billion user-pay deficit = 58.3 percent of \$16.234 billion in outlays).

Interest. The amount of balances in the Trust Fund has dropped by almost \$50 billion from the beginning of FY 2204 to the end of FY 2025. That means less money invested in Treasury Securities rolling over every business day, which would mean lower interest costs even if interest rates had gone up slightly. Accordingly, total interest “earned” by the Trust Fund dropped from \$6.1 billion in FY 2024 to \$3.9 billion in FY 2025.

We now treat interest as being no different than the various emergency bailout transfers because the interest is not being earned on tax deposits, it’s being earned on what is left of the \$118 billion bailout transfer made by the IIJA and still unspent. This author believes that you don’t get to print money and then print more money so you can credit yourself with interest on that money that you just printed and get that taken seriously. Hence the term “user-pay deficit” as distinct from a strict cash flow deficit.

A full summary is below.

Highway Trust Fund Cash Flow
Millions of dollars.
Adjusted to remove TIFIA readjustments and reimbursements.

		Highway	Mass Transit	Unified
		<u>Account</u>	<u>Account</u>	<u>HTF Total</u>
<u>Fiscal Year 2024</u>				
	Beginning-of-FY Balance	89,649	31,926	121,575
	Net Tax Receipts	+37,495	+4,995	+42,490
	Interest Income	+4,440	+1,628	+6,069
	Fines and Penalties	+63	0	+63
	"Flex" Transfer	-1,464	+1,464	0
	Outlays	-55,550	-13,686	-69,236
	End-of-FY Balance	74,632	26,328	100,960
FY 2024 User-Pay Deficit:		-19,457	-7,227	-26,684
<u>Fiscal Year 2025</u>				
	Beginning-of-FY Balance	74,632	26,328	100,960
	Net Tax Receipts	+38,377	+5,314	+43,691
	Interest Income	+2,931	+1,001	+3,932
	Fines and Penalties	+128	0	+128
	"Flex" Transfer	-1,452	+1,452	0
	Outlays	-58,193	-16,234	-74,428
	End-of-FY Balance	56,422	17,861	74,283
FY 2025 User-Pay Deficit:		-21,141	-9,468	-30,609
<u>Year-to-Year Changes</u>				
	Tax Receipts Increased by:	882	319	1,201

	Outlays Increased by:	2,643	2,549	5,191
	User-Pay Deficit Increased by:	-1,683	-2,242	-3,925

*We have decided not to show the outlays from TIFIA re-scoring in our spending totals, and so we can also remove the reimbursement for those outlays from the General Fund out of the Trust Fund's receipt totals. We feel comfortable doing this because unlike regular Trust Fund outlays, which represent real work in the economy (land and materials purchased, human beings paid, etc.), a TIFIA re-score is an accrual accounting visualization, not nearly the same thing. Using imaginary money to pay for imaginary outlays is fine. It's when you use imaginary money to pay for real outlays, as we have been doing since 2007 to the scale of around \$200 billion so far, that you have a problem.



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Implementing the Deregulatory Agenda

Governance

OCTOBER 24, 2025 | REBECCA HIGGINS

Administrative procedure enthusiasts will have read with great interest the [memorandum on deregulatory review policy](#) released by the White House Office of Management and Budget (OMB) on Tuesday October 21. The memo builds on [several Executive Orders](#) and [memoranda](#) released by the Trump Administration earlier this term focused on “ending federal bureaucratic overreach” which directed agencies to “aggressively and quickly withdraw regulations” and specifically called for a 10-to-1 ratio of repeals to new regulations.^[1]

This week's memo has policy goals that are aligned with these previously established approaches but it treads potentially significant new ground in establishing "deregulation" as a category of action with different analysis, timelines, and procedural requirements compared to "regulations." This appears to be a somewhat novel approach, and one without a clear foundation in administrative law.

The Administrative Procedures Act (APA) defines "rule making" as the "agency process for formulating, amending, *or repealing* a rule." In 2015, in the case of *Perez v. Mortgage Bankers Association*, the Supreme Court found that based on this definition, APA "mandate[s] that agencies use the same procedures when they amend or repeal a rule as they used to issue the rule in the first instance."

A significant portion of the memo is devoted to the repeal of regulations that conflict with current interpretations of law, e.g. per the memo, where "unlawfulness is apparent to the agency after reviewing the text of the relevant regulation." This type of repeal is a subset of "deregulatory actions" that the memo addresses. The second half of the memo defines a 'deregulatory action' as "an action that has been finalized and has total costs " Of course, it's not the case that all regulations have net costs and therefore that the repeal would have costs less than zero. Indeed, agencies are generally supposed to refrain from taking regulatory action "unless the potential benefits to society for the regulation outweigh the potential costs to society." [2] This memo is intended to guide agency implementation of the President's "deregulatory agenda," but agencies clearly may need to consult with Office of Information and Regulatory Affairs (OIRA) staff to determine whether a specific rulemaking will be considered a deregulation or not. In fact the memo explicitly "encourages agencies to work with OMB, the public, and the interagency community to identify, preview, and develop deregulatory actions."

The question of what qualifies as a deregulatory action will be important because the memo creates new procedures for such

rulemakings. Specifically, it directs that “agencies should consider deregulatory actions as presumptively not triggering... consultation [with tribes or with state and local governments] or substantive analytic requirements.” Further agencies should expect the same presumption “will likely apply to all other ancillary requirements for regulatory analysis.” Moreover, the memo imposes a presumptive maximum 28-day OIRA review period for deregulatory actions that are executed with factual records, and 14-days for facially unlawful rules, compared to the 90-day status quo for regulatory actions.

The memo also addresses cost-benefit analyses at length. Cost-benefit analysis was first widely implemented as part of the rulemaking process by the Nixon Administration, and the current basic framework for regulatory cost-benefit analysis was created by the Reagan Administration. By tying the definition of deregulation to the cost of the rule, this memo on the one hand underscores the significance of cost-benefit analysis. Yet in several places the memo writers appear to be of split opinions on the value and appropriate methodology of cost benefit analyses. The memo reminds agencies that OIRA allows for the consideration of qualitative impacts rather than solely quantitative analysis, “if there are important decision-making advantages to doing so”. But in the next paragraph, agencies are warned they “should not eschew quantification when quantification is possible” which “would not be consistent... with the emphasis the Supreme Court has placed on cost quantification.”

The memo then lays out categories of potentially unquantifiable “pro-deregulatory considerations” that agencies might use to build the record for their deregulatory actions. The benefits that agencies may assume exist for the purposes of their cost benefit analyses are: first, that deregulation has a benefit of increasing the scope of private freedom, and second: that the collective value of, and synergies between, a group of deregulatory actions may be greater than the sum of its parts.

If these benefits are still inadequate to make the definition true that a deregulation has a cost less than zero, the memo offers two additional justifications that an agency may use in building their record. First, an agency may look at the past predictions of costs and benefits made when the regulation was issued and determine whether those have not been borne out by experience, and use that evidence to “make a powerful case for deregulation”. Second, the agency can rely on the fact that “courts have generally been more deferential to agency enforcement decisions made under resource constraints” and therefore can frame deregulation as a “codification, in effect, of voluntary enforcement priorities.”

Finally, the memo addresses notice-and-comment requirements—a critical component of the APA procedures for agency rulemakings that enshrines Congressional intent to ensure public engagement through the submission of public comments (including from the regulated entities). Although notice and comment is a core element of rulemaking, APA also provides an exemption from this requirement when an “agency for good cause finds ... that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest.”[3]

The memo reiterates prior instructions from the President to repeal rules the agencies find to be facially unlawful without notice and comment under the “good cause” exemption. (If it’s possible for OMB’s bureaucratic prose to express emotion, the memo seethes with annoyance when it notes that “to date, agencies do not appear to be fully maximizing their energy in carrying out these directives.”)

For USDOT, opinions may vary on whether agencies have been maximally energetic in finding that good cause exists to waive notice and comment periods and allowing rules to take effect immediately. In the first nine months of the Administration, the agencies have issued 197 interim final rules in which, for good cause, they waived comment periods. This is a higher number than any of the first nine months of the last three administrations. Looking at numbers outside of FAA, which issues an order of

magnitude higher number of regulations than the other modes, the non-FAA modes have issued 68 interim final rules this term compared to 14 in the first nine months of the Biden Administration and 23 in the first nine months of President Trump's prior term.

On the other hand, the total number of proposed regulations for which comments have been requested in these last nine months from non-FAA modes at USDOT also far exceeds the numbers from the corresponding terms in the last two presidential terms. As a result even though the number of interim final rules has increased, the percent of rules that are released as interim final rules waiving notice and comment compared to proposed rules has actually decreased to 37% of the total relative to 41% in the Biden Administration and 45% in the first Trump Administration.

[1] Presidential Memoranda "Directing the Repeal of Unlawful Regulations" April 9, 2025
<https://www.whitehouse.gov/presidential-actions/2025/04/directing-the-repeal-of-unlawful-regulations/>

[2] Executive Order 12291, "Federal Regulation," 46 *Federal Register* 13193, February 19, 1981

[3] 5 U.S.C. § 553(b)(B)