OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

REVISED

Technical Planning Committee

MEETING AGENDA

FEBRUARY 18, 2026

1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

REVISED Technical Planning Committee Meeting Agenda
Wednesday, February 18, 2026, 1:30 p.m.
The TPC will convene in person –
OTO Offices Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101 Springfield, MO
The online public viewing of the meeting will be available on the OTO YouTube Page:
https://www.youtube.com/@OzarksTransportation

Call to Order ..... 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 17, 2025 Meeting Minutes ..... Tab 1
(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items ..... Tab 2
(5 minutes/Foster)
Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report
(5 minutes/Fields)
Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

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

G. MoDOT Report
(5 minutes/Miller)
Representatives from MoDOT will provide an update on activities in the District and State.

H. Committee Reports and Grant Opportunities
(2 minutes/Knaut, Parks)
Staff will provide an update on OTO Committee work activities and grant opportunities.

I. Federal Funds Status Update ..... Tab 3
(2 minutes/Thomas)
Staff will provide an update on FY 2026 obligations.

II. New Business

A. Major Thoroughfare Plan Variance Requests ..... Tab 4
(4 minutes/Longpine)
Two separate variances are requested for the Major Thoroughfare Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE MAJOR THOROUGHFARE PLAN VARIANCES TO THE BOARD OF DIRECTORS

B. FY 2026 UPWP Amendment One ..... Tab 5
(5 minutes/Parks)
An amendment is proposed for the FY 2026 Unified Planning Work Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2026 UPWP AMENDMENT ONE TO THE BOARD OF DIRECTORS

C. FY 2026-2029 TIP Amendment Four ..... Tab 6
(2 minutes/Longpine)
Changes are proposed to the FY 2026-2029 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2026-2029 TIP AMENDMENT FOUR TO THE BOARD OF DIRECTORS

D. FY 2026-2029 Administrative Modification 3 ..... Tab 7
(1 minute/Longpine)
Changes were made to the FY 2026-2029 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. UPWP Subcommittee
(2 minutes/Parks)
OTO is requesting the appointment of a subcommittee to prepare the FY 2027 Unified Planning Work Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE UPWP SUBCOMMITTEE

F. TIP Subcommittee
(2 minutes/Longpine)
OTO is requesting the appointment of a subcommittee to prepare the FY 2027-2030

Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE TIP SUBCOMMITTEE

III. Other Business

A. Technical Planning Committee Member Announcements
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information..... Tab 8

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, April 15, 2026 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM I.C.

Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the December 19, 2025 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to approve the Technical Planning Committee minutes for the December 19, 2025 meeting."

OR

"Move to approve the Technical Planning Committee meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
DECEMBER 17, 2025

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

The following members were present:

Scott Bachman, City of Springfield (a)
Eric Claussen, City of Springfield
Matt Crawford, City Utilities
Trey Davis, City of Battlefield
Brett Foster, City of Springfield
Karen Haynes, City of Republic
Adam Humphrey, Greene County
Kirsty Ketchum, Greene County (a)
Frank Miller, MoDOT
Jeremy Parsons, City of Ozark (Chair)
Jeff Roussell, City of Nixa
Mike Ruesch, City of Willard
Beth Schaller, MoDOT
Ben Tegeler, Ozark Greenways

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

The following members were not present:

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

Others present were: Kimberly Ader, MoDOT; Matt Miller, City of Battlefield/TOTH; Nathan Adams, TREKK Design; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Eric Claussen made a motion to approve the Technical Planning Committee Meeting Agenda for December 17, 2025. Mike Ruesch seconded the motion. The motion passed.

C. Approval of October 15, 2025 Meeting and November 6, 2025 E-Meeting Minutes

Brett Foster made a motion to approve the minutes from the October 15, 2025 meeting and the November 6, 2025 E-Meeting. Beth Schaller seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items
Chair Parsons advised there were public comments included in the packet and asked for comments or questions.

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

F. Legislative Report
There were no Legislative Reports.

G. MoDOT Report
Frank Miller and Beth Schaller shared the MoDOT report.

H. Committee Reports and Grant Opportunities
David Knaut provided the Local Coordinating Board for Transit and Bicycle and Pedestrian Committee updates.

Debbie Parks shared grant informational news.

I. Federal Funds Status Update
Jen Thomas provided the Federal Funds Status Update.

II. New Business

A. FY 2026-2029 TIP Amendment Three
Natasha Longpine presented the proposed changes to the FY 2026-2029 Transportation Improvement Program Amendment Three.

1. *Revised* Fassnight Greenway – Glenstone to Enterprise (EN2423)
2. *New* Area Wide School Flasher Program (EN2612)
3. *Revised* I-44 Safety Project (MO2521)
4. *Revised* Main Avenue Bridge over Jordan Creek (SP2402)
5. *New* Fremont Avenue – Erie to Independence (SP2612)
6. *New* 2026 Springfield ADA Improvements – Various Routes (SP2613)
7. *New* Springfield School Flasher Signal Replacement – Various Locations (SP2607)

Frank Miller made a motion to recommend the Board of Directors approve Revised Amendment 3 to the FY 2026-2029 Transportation Improvement Program. Eric Claussen seconded the motion. The motion passed.

B. 2026 National Performance Targets
Natasha Longpine shared the performance targets.

Karen Haynes made a motion to recommend the Board of Directors approve the proposed targets. Adam Humphrey seconded the motion. The motion passed.

C. Statewide Active Transportation Plan Letter of Support

David Knaut reviewed the proposed letter of support for a Statewide Active Transportation Plan. The Committee recommended including the word "Safe" in the name of the plan.

Mike Ruesch made a motion to recommend the Board of Directors approve a letter of support for the development of a Statewide Safe Active Transportation Plan in Missouri. Ben Tegeler seconded the motion. The motion passed.

D. UPWP Transportation Studies

Debbie Parks opened the floor for discussion of potential study locations and topics for inclusion in the FY 2027 Unified Planning Work Program.

This was informational only. No action was requested.

E. Technical Planning Committee Chair Rotation

Sara Fields shared the chair rotation for the Technical Planning Committee. Brett Foster will be the Chair for 2026.

Beth Schaller made a motion to elect Tommy VanHorn as the Chair-Elect. Karen Haynes seconded the motion. The motion passed.

F. TPC 2026 Meeting Schedule

Sara Fields stated the 2026 Technical Planning Committee Meeting Schedule was included in the agenda packet.

III. Other Business

A. Technical Planning Committee Member Announcements

Beth Schaller commended Brett Foster, City of Springfield, and Kristi Bachman, MoDOT on their work for the proposed Sunshine safety improvements presentations at the Springfield City Council's luncheon meeting.

Brett Foster shared the City of Springfield finished the Grant Avenue Parkway.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for the Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

Beth Schaller made a motion to adjourn. Brett Foster seconded the motion. The motion passed. The meeting adjourned at 2:16 pm.

_____

Brett Foster
Technical Planning Committee Chairman

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM I.D.

Public Comment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between December 17, 2025 and February 10, 2026.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

PUBLIC COMMENT

Area of concern: **Broadway between Norton and Kearney**

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

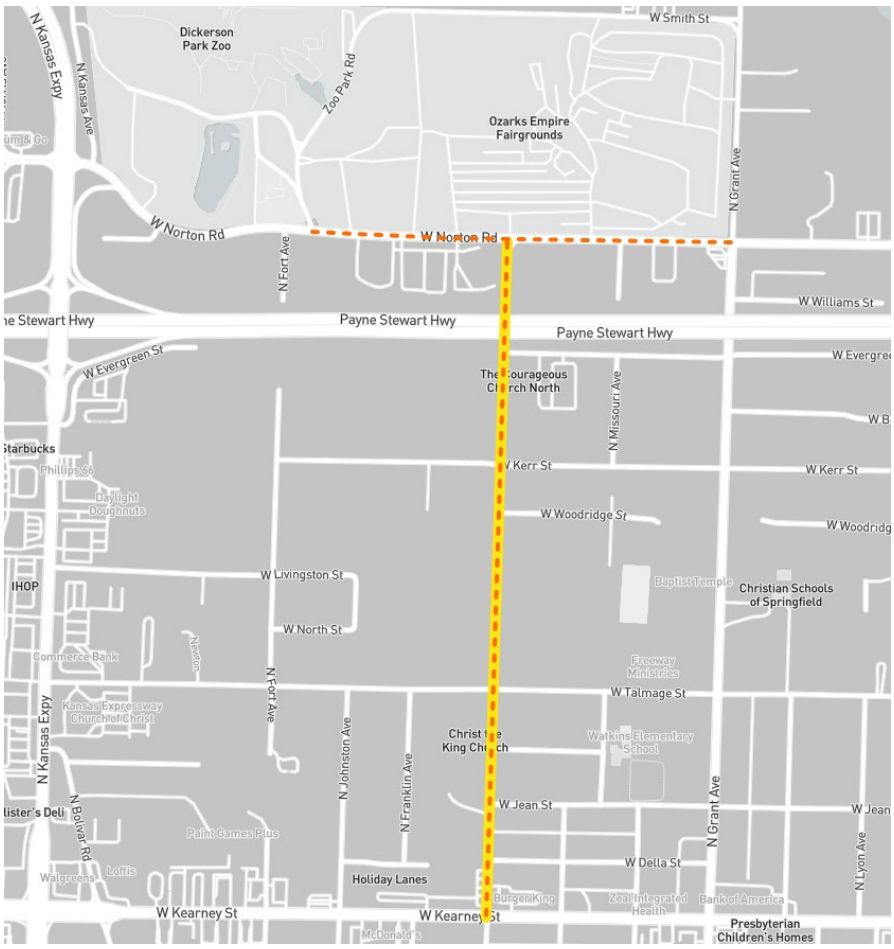
Date received: **12/30/2025** *Received through:* **Map-A-Concern (OTO website)**

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

Comment:

People use Broadway Ave as a cut-through to and from Hwy 13 and Kearney or they are trying to bypass the I-44 interchange. There is a lot of pedestrian activity on this street, but drivers frequently speed through because it's just a long straightaway.

Map



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

PUBLIC COMMENT

Area of concern: **Norton Road between Fort and Grant Ave**

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

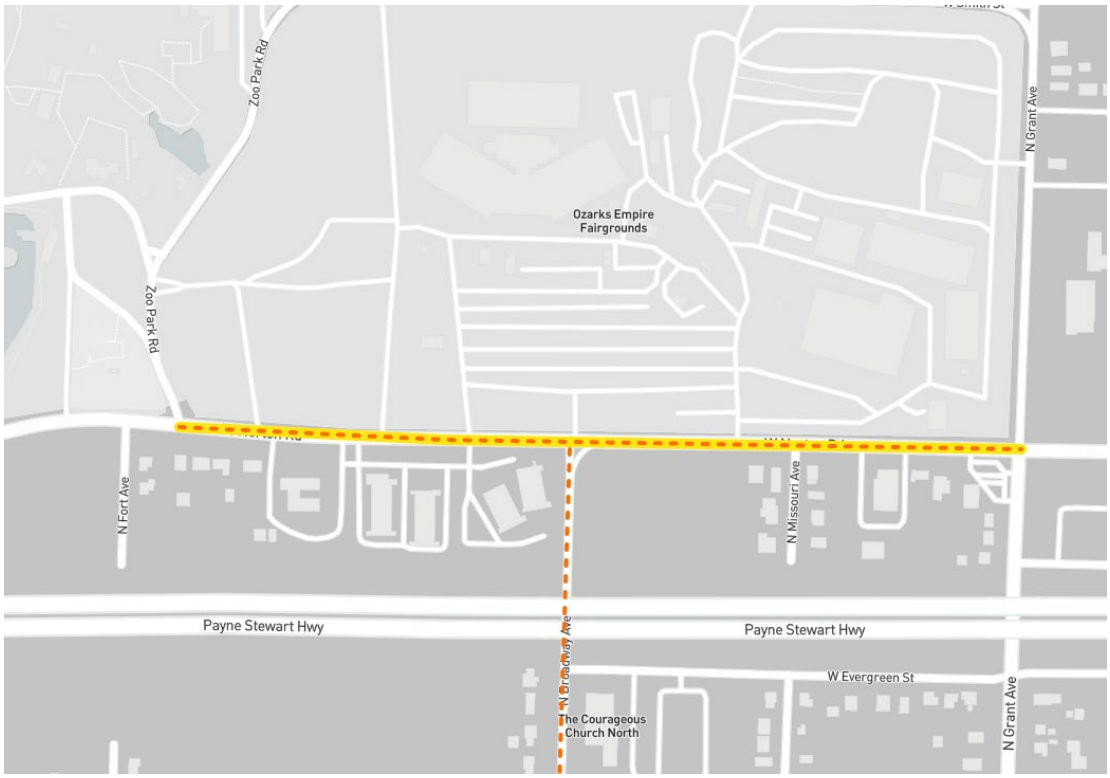
Date received: **12/30/2025** *Received through:* **Map-A-Concern (OTO website)**

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

Comment:

Includes the intersections of Broadway and Grant. Traffic is severely impacted during large events at the fairgrounds. Not to mention there is a significant amount of pedestrian activity, especially during events, and a lot of high traffic speeds. The fairgrounds also draw in a huge number of out-of-town visitors, and the entire area could use a facelift. Springfield does not put it's best foot forward with the area around the fairgrounds. It could be much safer and much more appealing.

Map



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

PUBLIC COMMENT

Area of concern: **Galloway Trail Maintenance**

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

Date received: **01/09/2026** ***Received through:*** **Facebook Messenger**

Contact Name: **David Blevins** ***Contact Email/Ph #:*** **N/A**

Comment:

Please fix the present trails, they are in poor repair and someone marked the tree roots then never fixed, twice
(Staff asked if the pictures were of the Galloway Trail).
Commentor confirmed the pictures were of the Galloway Trail.





OTO Response:

Thank you for reaching out! This will be shared with our Bicycle and Pedestrian Advisory Committee, our Technical Planning Committee, and our Board of Directors. Public input is vital to the planning process. We appreciate the feedback!

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail near Jackson Street**

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

Date received: **01/20/2026** *Received through:* **Map-A-Concern (OTO website)**

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

Comment:

It'd be nice if this was connected with all these restaurants, if I'm walking the trail or biking I can have a spot to go get a bite to eat, relax or drink if you need a sample, look at the swamp rabbit trail in North Carolina has done wonders for their the community

Map

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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM I.I.

Federal Funds Obligation Status – February 2026

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

THE OTO AREA MUST OBLIGATE ANOTHER $11 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another $11 million by September 30, 2026.

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

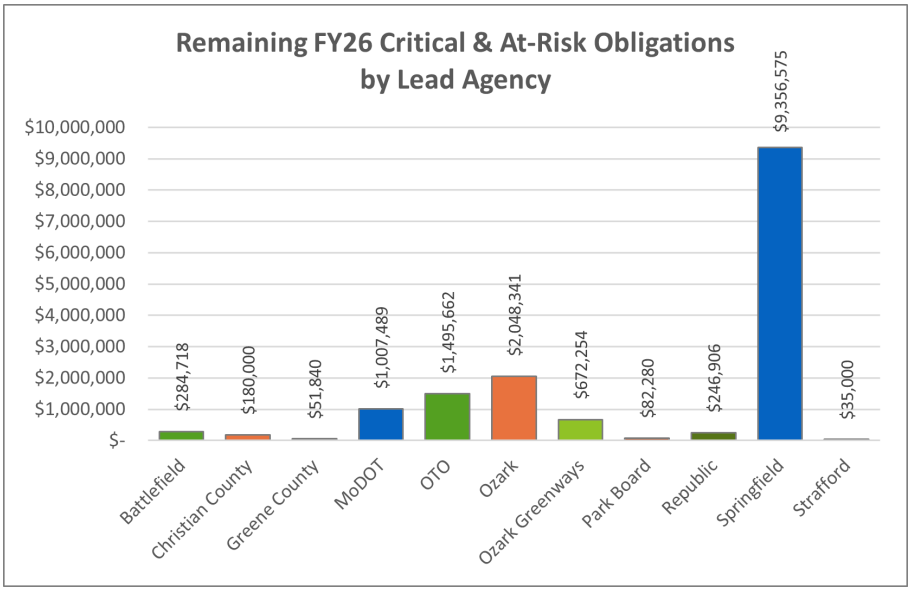
BOARD OF DIRECTORS ACTION REQUESTED:

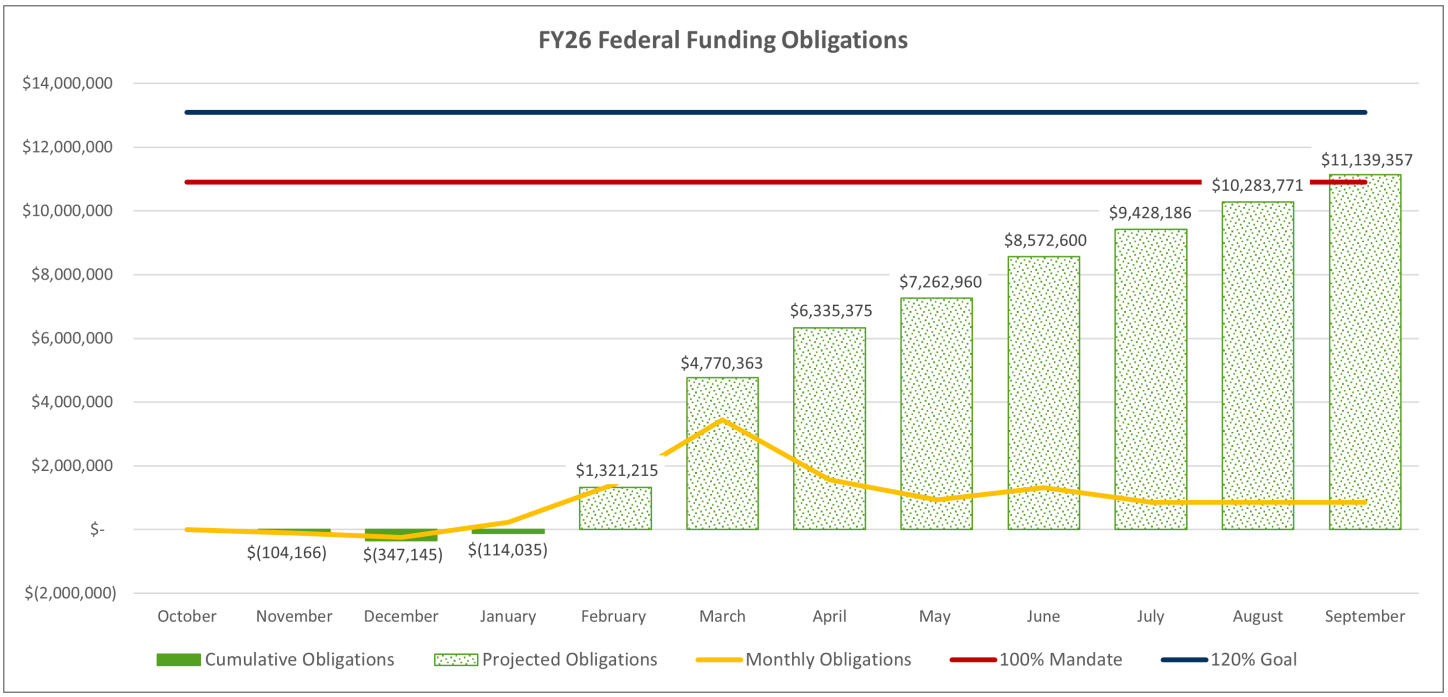
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2026 Project Tracking

FY 26 Beginning Balance	$13,329,147
120% Target (tentative)	$13,087,408
100% Mandate/Annual Allocation	$10,906,173
YTD Obligations	-$114,035
Amount Needed to 100% Mandate	**$11,020,208**
Remaining Critical Obligations	**$11,488,489**

WATCH THIS SPACE!
THERMOMETER COMING SOON!





Balance Report
FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
9901864 Finley River Trail Extension	Ozark	97,478.13	201,644.40
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	192,832.93
5901829 Mt. Vernon/Miller Sidewalks	Springfield	154,312.00	347,144.93
5901839 South Creek at Glenstone	Springfield	(23,310.35)	323,834.58
9900905 N. 21st and N. 22nd	Ozark	(209,800.00)	114,034.58
PENDING OBLIGATIONS			
5901846 60/65 Study	OTO	(393,429.90)	(279,395.32)
PLANNED CRITICAL OBLIGATIONS			
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(564,113.32)
CC2504 - Tracker/Nicholas PE	Christian County	(100,000.00)	(664,113.32)
MO2521 I-44 Aesthetics/Safety	MoDOT	(407,967.88)	(1,072,081.20)
SP2509 Division RR	MoDOT	(300,000.00)	(1,372,081.20)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(1,769,429.20)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(2,050,848.20)
EN2612 Area wide School Flashing Beacons	OTO	(250,000.00)	(2,300,848.20)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(2,555,767.20)
9900905 N. 21st and N. 22nd	Ozark	(901,432.00)	(3,457,199.20)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(4,129,452.80)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(4,211,732.80)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(4,458,639.20)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(4,869,846.34)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(5,381,846.34)
5901837 Bennett St. Fassnight Creek ROW	Springfield	(2,652,000.00)	(8,033,846.34)
5920842 Campbell Ave ROW	Springfield	(360,000.00)	(8,393,846.34)
5901844 Springfield Resurfacing	Springfield	(2,400,000.00)	(10,793,846.34)
SP2614 Flashing Beacon Equipment	Springfield	(545,608.00)	(11,339,454.34)
9901868 N. Old Orchard Road	Strafford	(35,000.00)	(11,374,454.34)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		1,830.21	(11,372,624.13)
00FY824 OTO Operations/Planning		140,170.20	(11,232,453.93)
7441012 Kearney/Packer		69,522.96	(11,162,930.97)
9901827 ChadwickFlyr Jackson/Clay		41.57	(11,162,889.40)
5944805 Jackson Street Resurfacing		24,993.47	(11,137,895.93)

AT-RISK TO OBLIGATE			
CC2504 - Tracker/Nicholas ROW	Christian County	(80,000.00)	(80,000.00)
5901832 EV Chargers - Greene	Greene County	(51,840.00)	(131,840.00)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(266,676.00)
EN2604 Wilson's Creek Republic Rd Trail	OTO	(423,464.80)	(690,140.80)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(1,582,130.40)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(1,682,130.40)
5901845 Kansas Ave ROW	Springfield	(400,000.00)	(2,082,130.40)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(2,825,890.40)
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(3,177,890.40)
SP2612 Fremont ROW	Springfield	(880,000.00)	(4,057,890.40)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(4,222,575.40)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM II.A

Major Thoroughfare Plan Variance Request

Ozarks Transportation Organization
(Springfield, MO Area MPO)
REVISED

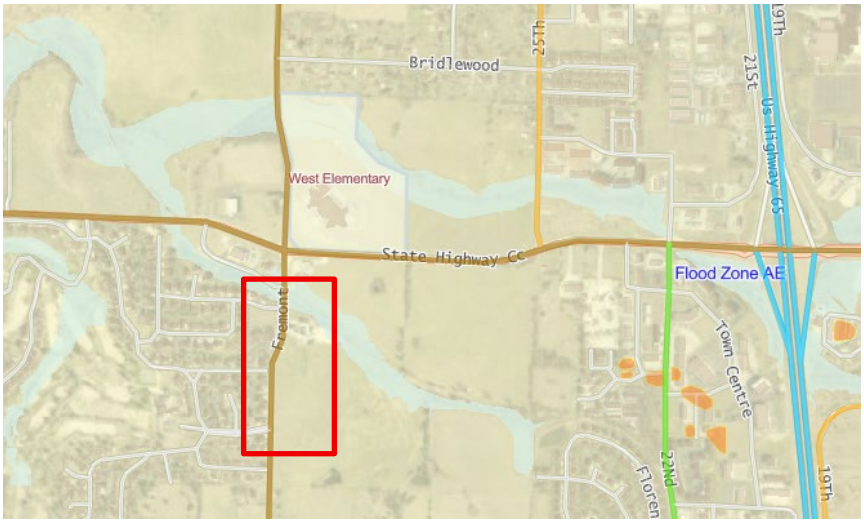
AGENDA DESCRIPTION:

VARIANCE REQUEST ONE
At the request of the Ozark Special Road District, property owner Kyle Estes is asking for a variance to the driveway spacing design standards of the OTO Major Thoroughfare Plan.

Roadway – Fremont, south of Route CC between Calabash and Fremont Hills Drive
MTP Classification – Primary Arterial
Commercial Driveway Spacing Requirements – 330 feet center-to-center

Request – To accommodate a safe sight distance, the property owner is requesting a driveway that would be placed 265 feet from the Fremont Hills entrance to the south, with spacing to the north beyond what is required.

As stated in the included application – "Due to roadway constraints with sags and crests as well as a large S curve it is not possible to meet both the sight distance and driveway spacing requirements. Therefore, it has been determined that the driveway should meet sight distance requirements and request a variance for the driveway spacing."

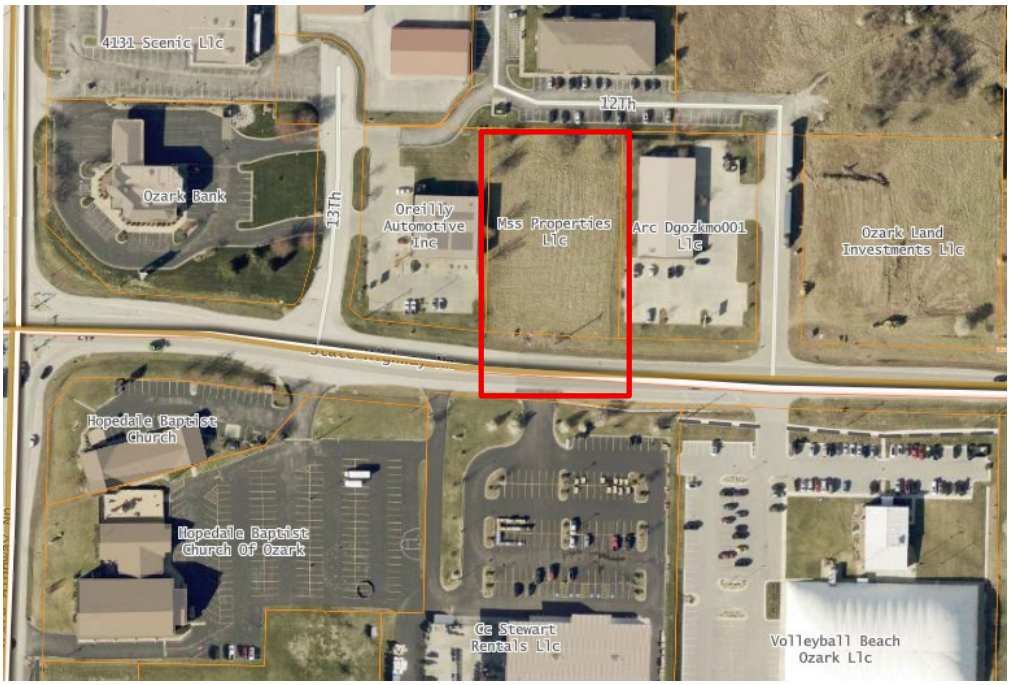


VARIANCE REQUEST TWO
OTO received a request from OWN on behalf of a proposed Waffle House in Ozark for a right-in/right-out driveway along Route NN, complementing a cross access easement in place with an adjacent parcel.

Roadway – Route NN
MTP Classification – Primary Arterial
Commercial Driveway Spacing Requirements – 330 feet center-to-center

Request – Due to the characteristics of available access, the application would like a right-in/right-out driveway that aligns with Tractor Supply across NN.

As stated in the included application – "WH has pursued other options for access through the front of the site, but the neighboring property owners have not granted access to WH through their parking lots. WH has contacted OAP for an easement through the front of their parking lot along Hwy NN and has been denied. WH has also contacted DG for an easement through the front of their parking along Hwy NN and has not received any replies. One access from the rear corner of the lot across another property is not conducive to providing access for a business relying on providing convenient access to the traveling public." (WH-White House, OAP-O'Reilly Auto Parts, DG-Dollar General)



TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
A member of the Technical Planning Committee is requested to make each of the following motions:

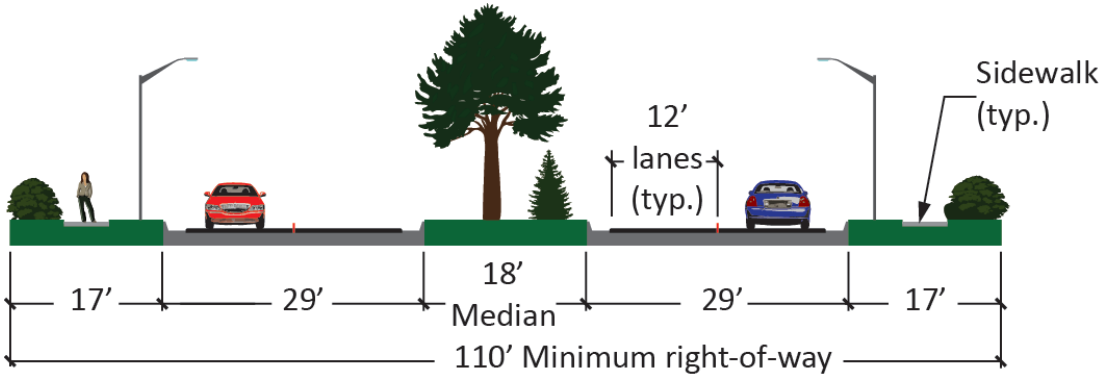
VARIANCE ONE
"Move to recommend that the Board of Directors approve a Major Thoroughfare Plan variance on Fremont Road as requested."

VARIANCE TWO
"Move to recommend the Board of Directors approve a Major Thoroughfare Plan variance on Route NN, subject to plat updates and coordination with MoDOT."

OR

"Move to recommend that the Board of Directors take the following action regarding the Major Thoroughfare Plan variance requests…"

Primary Arterial



*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.

Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	110’ plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12’ per lane
Minimum Area Behind Curb	17’ used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

Median	18’
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660’
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330’ center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Variance Request

Major Thoroughfare Plan

Instructions

Please use this form to submit a variance request from the OTO Major Thoroughfare Plan. To better process your variance please fill out the form completely. Upon completion, save the document and email it to staff@ozarkstransportation.org or fax it to (417) 862-6013. Deviations from the OTO design standards and the major thoroughfare plan require review and recommendation by a special subcommittee of the OTO Technical Planning Committee. This recommendation is reviewed for approval by the OTO Board of Directors.

Application Information

Date: 2-4-2026

Contact Information

Name: Kyle Estes
Title: Owner
Agency: Windmill Holdings LLC
Street Address: 5176 N Fremont Road

City/State/Zip: Nixa, MO 65714
Email: kyle@gstancer.com
Phone: 417-649-4481
Fax:

Roadway Data

Roadway Name: N Fremont Road
Termini of Roadway

From: Calabash St
To: Fremont Hills Dr
Length (miles): 0.19
Number of Lanes: 2 Lanes
Lane Width: 11 ft

Variance Requested and Justification

Current Classification:
Primary Arterial

Requested Variance:
Driveway spacing variance.

Is the jurisdiction aware of this variance request? ✓ **YES** ☐ **NO**
We met with OTO (Sara Fields and Natasha Longpine) and OSRD (Derrick Estell) on January 22nd to discuss the variance requests in person. Additionally, the Owner went to OSRD board meetings in November and December to discuss the variance request. It was determined at the OSRD board meeting that OTO would need to approve of the variance.

Explain why the variance is requested:
Due to roadway constraints with sags and crests as well as a large S curve it is not possible to meet both the sight distance and driveway spacing requirements. Therefore, it has been determined that the driveway should meet sight distance requirements and request a variance for the driveway spacing.

Please describe the history causing need for the variance:
No previous history. The property requesting access has historically (and currently) been used for agricultural purposes. Access to the farm fields previously came from the residential home directly north. That portion of the property has since been redeveloped to what is now known as Cassidy Station. Due to site constraints getting large trucks with trailers through Cassidy Station has become problematic. Additionally, when Cassidy Station hosts large holiday events such as the 4th of July and Christmas Market there is a safety need for a second ingress/egress point.

What impacts would this variance have on future ability to comply with the OTO MTP?
Beyond driveway spacing requirements, no additional impact is anticipated to comply with the OTO MTP.

Additional information you would like to include.
Attached is a conceptual showing the proposed location of the new access.

Variance Process (minimum timeframe is 3 months)

1. **Request**. Requests are accepted at any time for a major thoroughfare plan variance, however, it will not be placed on the Technical Committee Agenda unless received at least four weeks prior to the meeting date. This will allow time for a subcommittee meeting to be called prior to the Technical Planning Committee meeting.
2. **Technical Committee.** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

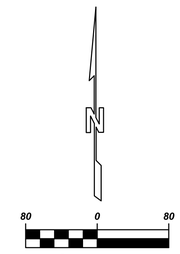
If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103
417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807



2.2.3. **Street Design Standards,** (Refer to Ozark Transportation Organization standards for additional details.)

	PRIMARY ARTERIAL	SECONDARY ARTERIAL	PRIMARY COLLECTOR*	RESIDENTIAL COLLECTOR	RESIDENTIAL / LOCAL
Minimum Right-of-way Width (ft)	110	80	65	55 or 60**	50
Street Width (BOC-BOC in ft)	29 Ea Side	41 or 46**	29 or 35**	29 or 35**	29
Median Width (ft)	18'	NA	NA	NA	NA
Minimum Pavement Depth (Asphaltic Concrete) inches	***	***	See standard details	See standard details	See standard details
Design Volume (VPD) Range	10,000-30,000	6,000-20,000	1,500-8,000	800-1,500	Less than 800
****Design Speed (MPH)	35-45	30-35	30	25	25
Maximum Grade	6%	6%	8%	10%	12%
Minimum Grade	0.5%	0.5%	0.5%	0.5%	0.5%
Curb Return Radius	***	50'	30'	25'	25'
Minimum Radii, Horizontal Curves	***	600'	400'	300'	175'
Max. Superelevation*****	***	0.04	0.03	0.02	0.02
Vertical Curves, K Values; Crest	***	80	60	40	20
****** Sag	***	70	60	50	30
Min. Safe Stopping Sight Distance (ft)	***	325	250	200	150
Min. Safe Stopping Distance At Intersection (ft)	***	500	450	300	250
Minimum Spacing for Non-Signalized Intersections, Centerline to Centerline	1/4 Mile	660 feet	660 feet	300 feet	300 feet
Minimum Distance Private Driveway Curb Cut Spacing, Centerline to Centerline in feet	330 Right in & Right Out Commercial Only	210 Commercial Only	160 Commercial Only	Ref. Paragraph 2.2.22.A.2	Ref. Paragraph 2.2.22.A.2
Minimum Distance from Intersection of cross street ROW to edge of driveway curb cut in feet	250	200	150	25	25
******* Sidewalk width (ft)	5' Min.	5' Min.	5' Min.	5' Min.	5' Min.
Parking Permitted	No	No	No	One Side	One Side
Storm Sewers	Yes	Yes	Yes	Yes	Yes
Curb & Gutter	Barrier	Barrier	Barrier	Barrier	Barrier
Number of lanes	4 to 6	2 to 3	2	2	2

* Also applicable to commercial streets. Commercial streets may require additional width for on-street parking.
** Increased width if bicycle route is included.
*** To be individually designed and approved.
**** Design Speed criteria for horizontal and vertical alignment should meet the requirements of the current edition of "A Policy on Geometric Design of Highways and Streets, AASHTO".
***** Minimum length of superelevation runout = 100'.
****** Length of vertical curves, (L) = KA with K from table above and A = algebraic difference in grades.
******* Installed as per the requirements indicated in the latest version of the Code of Ordinances of the City.

2.2.4. **Off-Center Street Intersections**. Off-center street intersections shall be separated by a minimum centerline to centerline dimension of three hundred feet.

1-800-DIG-RITE = 811
www.mo1call.com

No.:	Revision:	Date:

Prepared by:
CJW
CJW Transportation Consultants, L.L.C.
5051 S. National
Suite 7A
Springfield, MO 65810
Tel: 417.889.3400
Fax: 417.889.3402
www.GoCJW.com

OZARK SPECIAL ROAD DISTRICT
CHRSTIAN COUNTY, MISSOURI

ENTRANCE PLAN

FREMONT ROAD

SIGHT DISTANCE AND ENTRANCE SPACING

APPROVED BY _____ DATE _____
DIRECTOR OF PUBLIC WORKS

SURVEYED BY: CJW	DESIGN: CJW	SCALES	SHEET C2
FIELD BK.: CJW	DRAWN: CJW	HOR: 1"=80'	OF 3 SHEETS
LEVEL BK.: CJW	CHECKED: CJW	VERT: N.A.	FILE NO.

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Variance Request

Major Thoroughfare Plan

Instructions

Please use this form to submit a variance request from the OTO Major Thoroughfare Plan. To better process your variance please fill out the form completely. Upon completion, save the document and email it to staff@ozarkstransportation.org or fax it to (417) 862-6013. Deviations from the OTO design standards and the major thoroughfare plan require review and recommendation by a special subcommittee of the OTO Technical Planning Committee. This recommendation is reviewed for approval by the OTO Board of Directors.

Application Information

Date: February 16, 2026

Contact Information

Name: Aaron Hargrave
Title: Team Leader
Agency: OWN, Inc.
Street Address: 3213 S. West Bypass

City/State/Zip: Springfield, MO 65804
Email: ahargrave@weareown.com
Phone: 417-866-2741
Fax: N/A

Roadway Data

Roadway Name: Hwy NN
Termini of Roadway
From:
To:
Length (miles):
Number of Lanes: Two with a center turn lane
Lane Width: 12 feet

Variance Requested and Justification

Current Classification:
Primary Arterial

Requested Variance:
Allow a right-in, right-out driveway for a proposed Waffle House on Lot 10B, Ozark Mountain Crossroads, in Ozark, MO. The proposed site is between existing O'Reilly Auto Parts and Dollar General stores.

Is the jurisdiction aware of this variance request? ■ **YES** ☐ **NO**
If YES and the jurisdiction is not making this request, please attach documentation.

Explain why the variance is requested:
To provide a more visible and convenient access and better circulation for a proposed Waffle House in Ozark, MO.

Please describe the history causing need for the variance:
A plat was signed in 2012 limiting access to the proposed Waffle House (WH) site to a 30ft access easement on the north (rear) side of the property. The 30 ft easement was put in place to serve the three parcels between 12th St and 13th St, but the two parcels on either side of the proposed WH also have direct access to city streets. The middle parcel where the WH is proposed does not have direct access to 12th St or 13th St. In 2012, O'Reilly Auto Parts (OAP), 1249 State Hwy NN, existed on the lot to the west and has direct access to 13th St. Sometime between 2011-2013, Dollar General (DG), 5451 N 12th Street, built on the parcel to the east that has direct access to 13th St. DG constructed their building close to the edge of the access easement and has HVAC equipment, landscaping, and fencing in the easement that prevents the WH site from accessing from 13th St. Access can be taken through the access easement from 13th St across the OAP parcel, but the visibility of the access for potential customers is negatively impacted. Providing a RIRO driveway aligned with the Tractor Supply driveway on the south side of Hwy NN will improve visibility and access for the site making it more attractive to potential businesses.

What impacts would this variance have on future ability to comply with the OTO MTP?
The proposed RIRO should not have impacts on the future ability to comply with the OTO MTP.

Additional information you would like to include.
WH has pursued other options for access through the front of the site, but the neighboring property owners have not granted access to WH through their parking lots. WH has contacted OAP for an easement through the front of their parking lot along Hwy NN and has been denied. WH has also contacted DG for an easement through the front of their parking along Hwy NN and has not received any replies. One access from the rear corner of the lot across another property is not conducive to providing access for a business relying on providing convenient access to the traveling public.

Variance Process (minimum timeframe is 3 months)

1. **Request**. Requests are accepted at any time for a major thoroughfare plan variance, however, it will not be placed on the Technical Committee Agenda unless received at least four weeks prior to the meeting date. This will allow time for a subcommittee meeting to be called prior to the Technical Planning Committee meeting.
2. **Technical Committee.** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.

3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

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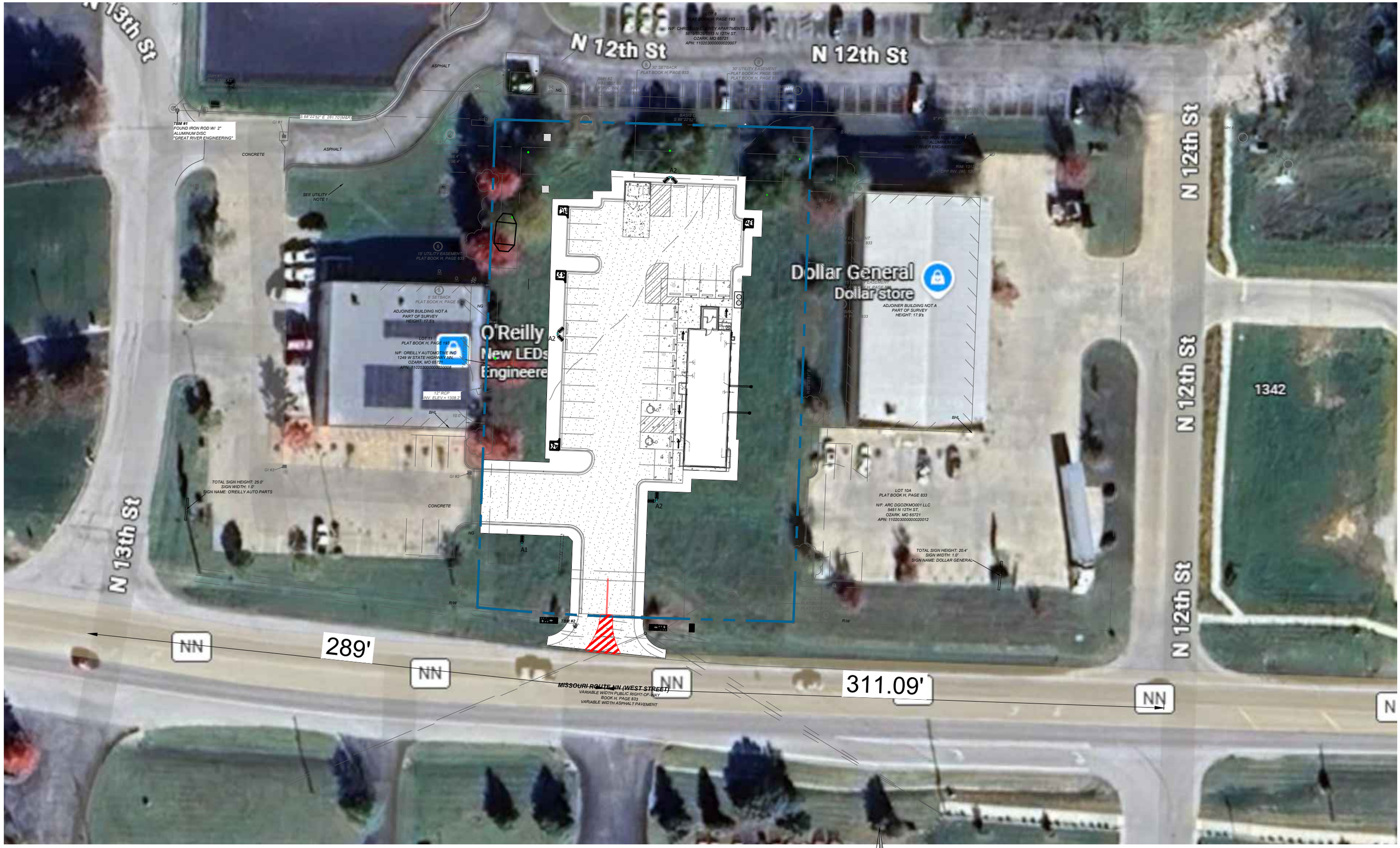


1 EXH DRIVEWAY ENTRANCE EXHIBIT

SCALE: 1" = 50'

1" = 50'

50' 0' 25' 50'

N

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM II.C.

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

1. *New* Route D Bridge Improvement (GR2602)
   MoDOT has requested to add a scoping project for bridge improvements on Route D over Pearson Creek for a total programmed cost of $40,000.

2. *New* I-44 and US 65 Interchange Improvements (SP2615)
   MoDOT has requested to add a scoping project for interchange improvements at I-44 and US 65 for a total programmed amount of $500,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend that the Board of Directors approve Revised Amendment 4 to the FY 2026-2029 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Revised Amendment 4 to the FY 2026-2029 Transportation Improvement Program, with these changes…"

GR2602-26A4 - ROUTE D BRIDGE IMPROVEMENT

Plan Revision
26A4

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$40,000

MoDoT ID
SU0440

Federal ID
-

Project From
Pearson Creek

Project To
-

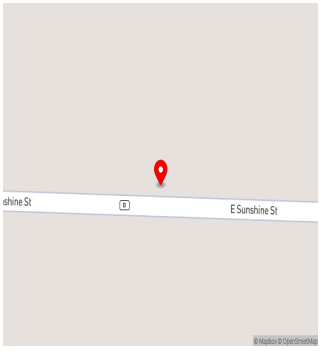
Project Considerations
-

Project Description
Scoping for bridge improvement over Pearson Creek.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	$0	$4,000	$4,000	$0	$0	$0	$8,000
Engineering	NHPP (FHWA)	$0	$16,000	$16,000	$0	$0	$0	$32,000
Total Engineering		$0	$20,000	$20,000	$0	$0	$0	$40,000
Total Programmed		**$0**	**$20,000**	**$20,000**	**$0**	**$0**	**$0**	**$40,000**

CURRENT CHANGE REASON	New Project



SP2615-26A4 - I-44 AND US 65 INTERCHANGE IMPROVEMENTS

Plan Revision
26A4

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$500,000

MoDoT ID
SU0438

Federal ID
-

Project From
Rte 65

Project To
-

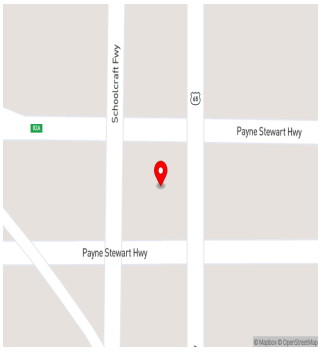
Project Considerations
-

Project Description
Scoping for interchange improvement at I-44 and US 65 in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	$0	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
Engineering	NHPP (FHWA)	$0	$80,000	$80,000	$80,000	$80,000	$80,000	$400,000
Total Engineering		$0	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$100,000**	**$100,000**
Total Programmed		**$0**	**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$500,000**

CURRENT CHANGE REASON	New Project



FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	$36,000	$36,000	$36,000	$36,000
CRP (FHWA)	$1,563,899	$0	$0	$0
I/M (FHWA)	$135,000	$0	$0	$0
NHPP (FHWA)	$103,919,600	$11,635,200	$28,554,400	$35,935,200
RAISE	$24,822,313	$0	$0	$0
SAFETY (FHWA)	$10,807,900	$370,800	$262,800	$81,000
SCRP (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)	$16,247,840	$7,254,669	$4,034,881	$846,266
TAP (FHWA)	$2,168,164	$134,836	$0	$0
Federal Subtotal	$184,176,716	$19,471,505	$32,889,681	$36,900,066
STATE				
MoDOT	$381,129,206	$8,695,000	$9,237,800	$9,405,800
MoDOT-AC	$13,753,203	$21,718,000	$7,078,400	$442,400
MoDOT O&M	$6,593,919	$6,745,579	$6,900,728	$7,059,444
State Subtotal	$401,476,328	$37,158,579	$23,216,928	$16,907,644
LOCAL/OTHER				
Local	$7,537,291	$4,196,523	$1,149,004	$220,567
Local-AC	$4,744,721	$0	$0	$0
Other	$100,000	$0	$0	$0
Local/Other Subtotal	$12,382,012	$4,196,523	$1,149,004	$220,567
Total	**$598,035,056**	**$60,826,607**	**$57,255,613**	**$54,028,277**

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	$23,867,000	$568,302,000	$36,997,000	$45,133,000	$45,862,000	**$720,161,000**
Federal Discretionary Funding	$25,974,313	$0	$0	$0	$0	**$25,974,313**
Available Operations and Maintenance Funding	$0	$6,593,919	$6,745,579	$6,900,728	$7,059,444	**$27,299,671**
Funds from Other Sources (inc. Local)	$0	$12,382,012	$4,196,523	$1,149,004	$220,567	**$17,948,106**
Available Suballocated Funding	$8,941,340	$11,022,645	$11,124,296	$2,847,873	$11,573,718	**$45,509,872**
TOTAL AVAILABLE FUNDING	$58,782,653	$598,300,576	$59,063,398	$56,030,605	$64,715,729	**$836,892,962**
Carryover		$58,782,653	$59,048,173	$57,284,964	$56,059,956	--
Programmed State and Federal Funding		($598,035,056)	($60,826,607)	($57,255,613)	($54,028,277)	**($770,145,554)**
TOTAL REMAINING	**$58,782,653**	**$59,048,173**	**$57,284,964**	**$56,059,956**	**$66,747,408**	**$66,747,408**

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM II.B.

FY2026 Unified Planning Work Program (UPWP) Amendment One

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Amendment Number One to the FY2026 UPWP to include Traffic Engineering Assistance Program (TEAP) funding that has been awarded to Christian County. Christian County was awarded Traffic Engineering Assistance Program funding in the amount of $12,000 for project TEAP101, County Wide Sign Inventory. The total project cost is $15,000 with Christian providing Local Match funding in the amount of $3,000.

An amendment is needed to create UPWP Task 11 to allow expenses to be paid in FY2026. The addition of the Christian County Traffic Engineering Assistance Program funds will not require a revised Consolidated Planning Grant (CPG) Agreement with the Missouri Highway and Transportation Commission. There is no change to the amount of CPG funds that the OTO will receive for FY2026. The proposed addition of Task 11– Traffic Engineering Assistance Program, as well as the proposed changes to the proposed funding tables and supplemental project information are included in the agenda.

Proposed Amendment 1 below:

	Local Funding				Federal Funding							
Task	Local Match 13.5172%	City Utilities	Christian County	In-Kind 1.9000%	CPG 62.2225%	STBG 16.9752%	FTA Complete Streets 4.3940%	2.5% Set Aside Safe & Access Trans	TEAP	5307	Total	Percent (%)
1	$ 50,610	$ -		$ -	$ 241,575	$ -		$ -		$ -	$ 292,185	18.51%
2	$ 25,456	$ -		$ 30,000	$ 264,305	$ -		$ -		$ -	$ 319,761	20.25%
3	$ 41,540	$ -		$ -	$ 198,281	$ -		$ -		$ -	$ 239,821	15.19%
4	$ 17,233	$ -		$ -	$ 82,256	$ -		$ -		$ -	$ 99,489	6.30%
5	$ 11,077	$ -		$ -	$ 52,875	$ -		$ -		$ -	$ 63,952	4.05%
6	$ 5,539	$ -		$ -	$ 26,437	$ -		$ -		$ -	$ 31,976	2.03%
8	$ -	$ -		$ -	$ -	$ -	$ 69,091	$ 15,593		$ -	$ 84,684	5.36%
9	$ 77,358	$ -		$ -	$ 101,638	$ 268,019		$ -		$ -	$ 447,015	28.31%
Total	$ 228,813	$ -		$ 30,000	$ 967,367	$ 268,019	$ 69,091	$ 15,593		$ -	$ 1,578,883	
Total of CPG/STBG Expenses											$ 1,578,883	100.00%
7	Value of MoDOT "Direct Cost"										$ 50,321	
Total of CPG/STBG Work Program											$ 1,629,204	
10	$ -	$ 42,000		$ -	$ -	$ -		$ -		$ 168,000	$ 210,000	
11	$ 15,000	$ -	$ 3,000	$ -	$ -	$ -		$ -	$ 12,000	$ -	$ 15,000	
Totals	$ -	$ 42,000		$ -	$ -	$ -		$ -		$ 168,000		
Total of Transportation Planning Work											$ 1,854,204	

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve Amendment Number One to the FY 2026 UPWP."

OR

"Move to recommend that the Board of Directors take the following action regarding Amendment Number One to the FY 2026 UPWP…"

FY2026

UNIFIED PLANNING WORK PROGRAM

PREPARED BY

OZARKS TRANSPORTATION ORGANIZATION

Fiscal Year 2026
(July 1, 2025 - June 30 2026)

OUR MISSION

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

Contact Us

For additional copies of this document or to request an accessible format, contact:

By mail: Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
\Springfield, MO 65807

By telephone: (417) 865-3042

By fax: 417-862-6013

By email: staff@ozarkstransportation.org

Online: www.ozarkstransportation.org

POLICY STATEMENT

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

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.

Contents

Introduction

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

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

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2026 (July 2025 - June 2026). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation.

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

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

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website: https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf

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

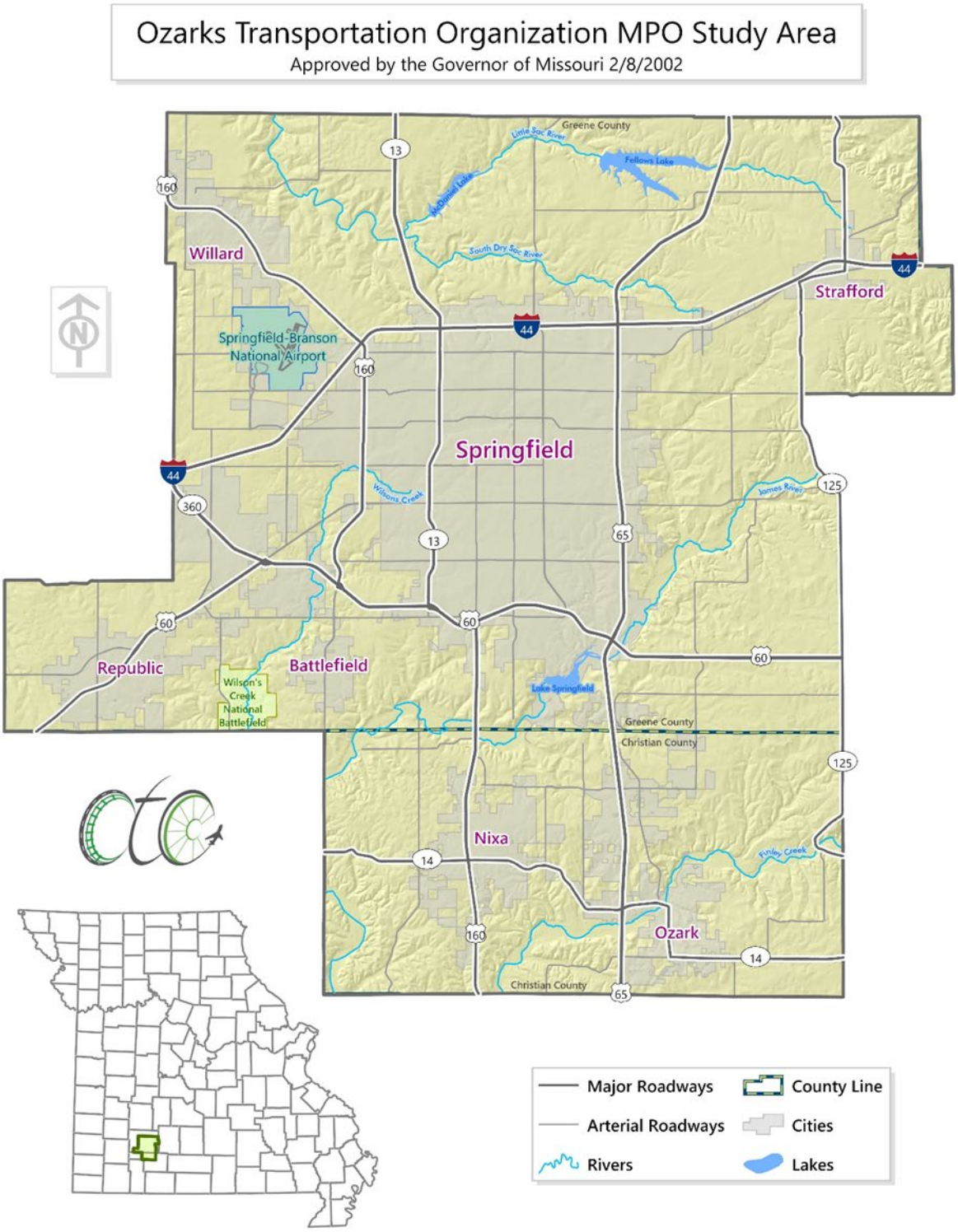
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;

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

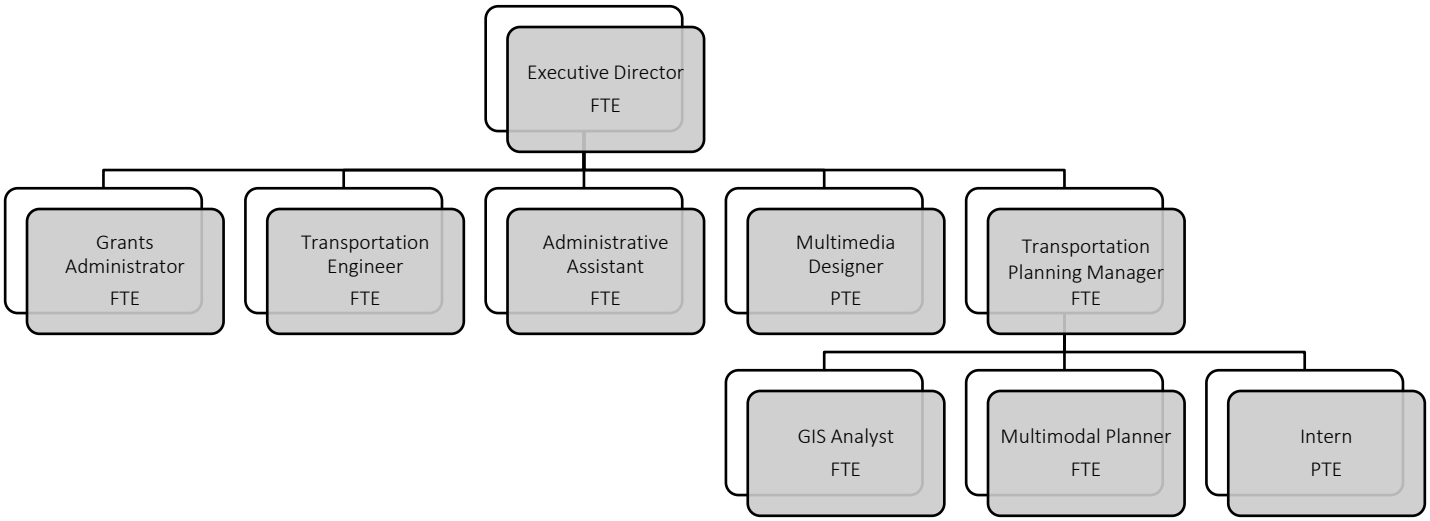
The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

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

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


Ozarks Transportation Organization MPO Study Area
Approved by the Governor of Missouri 2/8/2002
Greene County
Willard
Springfield-Branson National Airport
Springfield
Strafford
Republic
Battlefield
Wilson's Creek National Battlefield
Nixa
Ozark
Christian County
Greene County
Christian County
Major Roadways
Arterial Roadways
Rivers
County Line
Cities
Lakes

Ozarks Transportation Organization Planning Staff



Important Issues Facing the Ozarks Transportation Organization

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

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

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

The Unified Planning Work Program for FY 2026 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021 and most recently amended in 2025)*, as well *Towards a Regional Trail System*. Work products include studies and the ongoing effort to pursue discretionary funding for the region.

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

Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO's time and expenses will be allocated over the fiscal year. Appendix A outlines planning activities in the region that are outside the OTO's Unified Planning Work Program. The following pages outline each major activity and task, responsible agencies, schedule, resulting products, and proposed funding. Funding is summarized by source and federal share, with matching funds identified. Additional details on prior accomplishments can be found in the FY 2025 UPWP Year-End Report, which will be incorporated upon completion in July 2025.

Task 1 – UPWP Program Management and Coordination

Purpose

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

Work Elements

1.1 Direct Program Management

Purpose: Effective administration of the OTO transportation planning process, including management of OTO planning staff and financial/reporting administration of grants.

1.1.1 Financial and Contract Management

Timeframe – July 2025 to June 2026

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

1.1.2 Financial Audit

Timeframe – August 2025 to December 2025

- Conduct an annual and single audit of FY 2025 and report to Board of Directors
- Implement measures as suggested by audit

1.1.3 General Administration and Personnel

Timeframe – July 2025 to June 2026

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

1.1.4 Electronic Support for OTO Operations

Timeframe – July 2025 to June 2026

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

1.2 Unified Planning Work Program

Timeframe – July 2025 to June 2026

Purpose: Develop and maintain the Unified Planning Work Program in compliance with federal laws

- Amendments to the FY 2026 UPWP as necessary
- Development of the FY 2027 UPWP, including subcommittee meetings and public participation in accordance with the OTO Public Participation Plan, as well as approval through the OTO Board of Directors, MoDOT, FHWA Missouri Division, and FTA Region VII
- UPWP Quarterly Progress Reports
- Invoicing and Year-End Report

1.3 OTO Staff Travel and Training

Timeframe – July 2025 to June 2026

Purpose: Provide MPO Staff with the necessary training and development to perform their jobs efficiently and effectively. To stay current on changing regulations and certification requirements.

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

1.4 MPO Compliance and Certification

Timeframe – July 2025 to June 2026

Purpose: Conduct the metropolitan transportation planning process in compliance with applicable federal and state laws

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

1.5 Vehicle Purchase (20% Task 1)

Timeframe – August 2025 to December 2025

- Vehicle for staff attending various trainings in support of the planning process. Use of vehicle to travel to MoDOT hosted statewide meetings in Jefferson City

Anticipated Outcomes

- Implementation of the FY 2026 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2025 Year-End Report
- Adoption of the FY 2027 UPWP and execution of associated agreements
- Financial reporting to the Board of Directors
- FY 2025 Audit
- Legal services and contracts
- Grant Administration
- Attendance of OTO staff and members at relevant meetings and trainings
- Relevant policy and bylaws updates and necessary legal services
- Revisions to inter-local agreements and contracts as needed
- Continued grant administration of multiple DOT grants
- Contract services performed by HR, Legal, and Auditing professionals
- Vehicle Purchase (20% Task 1 use)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- Quarterly progress reports, payment requests and year-end report for FY 2025
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2024 Single Audit
- FY 2025 UPWP amendments and administrative modifications as needed through June 2025
- FY 2026 UPWP development and approval
- Conferences and training for staff
- Employment management
- Legal services and contracts
- Grant Administration
- Conflict of Interest Policy and Certifications
- Updated Continuity of Operations Plan
- Contract services performed by HR, Legal and Auditing professionals

Task 2 – Planning Coordination and Outreach

Purpose

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

Work Elements

2.1 OTO Committee Support

Timeframe – July 2025 to June 2026

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

2.1.1 Member Attendance at OTO Meetings

Timeframe – July 2025 to June 2026

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

2.2 Local Government and Stakeholder Education and Outreach

Timeframe – July 2025 to June 2026

Purpose: Provide education, outreach, and support to local governments and other stakeholders.

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

2.3 Public Involvement

Timeframe – July 2025 to June 2026

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

2.4 Civil Rights Compliance

Timeframe – July 2025 to June 2026

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

2.5 Vehicle Purchase (20% Task 2)

Timeframe – August 2025 to December 2025

- Purchase vehicle for staff use in planning and coordination outreach. Use for staff to travel to public meetings, local government stakeholders Education and Outreach, and OTO Committee and subcommittee support.

Anticipated Outcomes

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors
- Attendance of OTO staff and OTO members at various community committees
- Document meeting attendance for in-kind reporting
- Public input tracked and published
- Implementation of PPP through website and press release
- Continuously updated websites
- Social media engagement
- Annual PPP Evaluation
- Semiannual DBE reporting submitted to MoDOT
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT
- Public Input for Ad Hoc Studies and Administered Projects
- Continued integration of Virtual Public Involvement Tools
- Coordination with MoDOT and FLMA
- Vehicle Purchase (20% Task 2 use)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

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

Task 3 – Planning and Implementation

Purpose

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

Work Elements

3.1 Long Range Transportation Plan

Timeframe – July 2025 to June 2026

- Incorporate *Destination 2045* guidance in the planning process
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Continue to integrate known information into the planning process to include data on natural, cultural, and community resources
- Implementation of action items and status summary
- Development of long range transportation plan update for 2050 with adoption in FY 2027

3.2 Performance Measures

Timeframe – July 2025 to June 2026

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities
- Annual State of Transportation report, incorporating federally required performance measures and those set in the long range transportation plan

3.3 Congestion Management Process Implementation

Timeframe – July 2025 to June 2026

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2025 to June 2026

- Annual call for updates
- Facilitate change requests as necessary

3.5 Freight Planning

Timeframe – July 2025 to June 2026

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

3.6 Air Quality Planning

Timeframe – July 2025 to June 2026

- Continued planning process incorporation of alternative modes of transportation
- Monitor air quality and its impact on transportation conformity

- Support the Ozarks Clean Air Alliance and its participation in the EPA Ozone and PM Advance Programs through the Clean Air Action Plan

3.7 Demographic and Geographic Data Management

Timeframe – July 2025 to June 2026

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

3.8 Support for Jurisdictions' Plans

Timeframe – July 2025 to June 2026

- Provide support for member jurisdictions as they develop and implement plans and studies through activities such as consultant scope of service review, committee participation, regional data, and ensuring OTO plan consistency
- Host trainings as requested
- Work with member jurisdictions to identify project elements to increase safe and accessible options for multiple travel modes for people of all ages and abilities

3.9 Vehicle Purchase (20% Task 3)

Timeframe – August 2025 to December 2025

- Vehicle use for staff to meet with member jurisdictions in support of their various jurisdiction plans and in the planning development of the OTO Long Range Transportation Plan

Anticipated Outcomes

- Amendments to the LRTP as necessary
- Performance target updates
- Draft Long Range Transportation Plan
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- CMP monitoring
- Participation in statewide freight planning efforts
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- Travel demand model updates as needed and associated model runs
- Annual review of STRAHNET system
- LRTP Implementation Report
- Other projects as needed
- Vehicle Purchase (20% Task 3 use)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

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

Task 4 – Project Selection and Programming

Purpose

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

Work Elements

4.1 Project Programming

Timeframe – July 2025 to June 2026

- Develop, and revise as necessary, policies and processes for project solicitation and award
- Award funding and program projects into relevant Transportation Improvement Program
- All public involvement activities relating to gathering input for and comments on the Transportation Improvement Program and its amendments
- Complete and publish FY 2026-2029 Transportation Improvement Program
- Develop and draft FY 2027-2030 Transportation Improvement Program
- Process all TIP Amendments and Modifications, including the coordination, advertising, public comment, Board approval, and submissions for MoDOT STIP incorporation
- Maintain and update the OTO TIP project database and web map

4.2 Federal Funds Tracking

Timeframe – July 2025 to June 2026

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

4.3 STIP Prioritization and Scenarios

Timeframe – July 2025 to June 2026

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

4.4 Vehicle Purchase (20% Task 4)

Timeframe – August 2025 to December 2025

- Vehicle use for staff to meet with member jurisdictions about their transportation planning issues, needs, and planned growth as part of the STIP Prioritization process. Attend public meetings relating to regional priority improvement projects

Anticipated Outcomes

- Adoption and approval of the FY 2026-2027 Transportation Improvement Program
- Development of the draft FY 2027-2030 Transportation Improvement Program
- TIP Amendments and Administrative Modifications as necessary

- Maintain online TIP database
- Semiannual Federal Funds Balance Report
- Annual Listing of Obligated Projects
- Develop and prioritize potential projects for use of MoDOT system improvement funds
- Award suballocated funding
- Online TIP Tool Call for Projects
- Vehicle Purchase (20% Task 4 use)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- Amendments and Administrative Modifications to the FY 2025-2028 Transportation Improvement Program
- Draft FY 2026-2029 Transportation Improvement Program
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization
- Developed and solicited applications for Transportation Alternatives Program (TAP) and Carbon Reduction Program (CRP)
- Expanded OTO TIP project database to include application process

Task 5 – OTO Transit Planning

Purpose

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

Work Elements

5.1 Operational Planning

Timeframe – July 2025 to June 2026

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

5.2 Transit Coordination Plan and Implementation

Timeframe – July 2025 to June 2026

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

5.3 Program Management Plan Implementation

Timeframe – July 2025 to June 2026

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

5.4 Data Collection and Analysis

Timeframe – July 2025 to June 2026

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

5.5 Community Support

Timeframe – July 2025 to June 2026

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives through the Let's Go Smart Transportation Collaborative
- Assist City of Springfield in exploring high frequency transit

- Attend Missouri Public Transit Association Board meetings

5.6 ADA/Title VI Appeal Process

Timeframe – July 2025 to June 2026

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

Anticipated Outcomes

- Transit agency coordination
- Continued Transit Coordination Plan implementation
- Special studies
- Committee meetings, agendas, and minutes
- CU Transit ADA/Title VI Appeals as requested
- Data collection
- Procure FTA 5310 vehicles and OTO grant administration
- Regional paratransit coordination
- Let's Go Smart Transportation Collaborative participation
- CU Transit Fixed Route Analysis assistance
- Conduct Call for Projects and award funding

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

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

Task 6 – Operations and Demand Management

Purpose

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

Work Elements

6.1 Traffic Incident Management Planning

Timeframe – July 2025 to June 2026

- Coordinate meetings of Traffic Incident Management Committee

6.2 Intelligent Transportation Systems Coordination

Timeframe – July 2025 to June 2026

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

6.3 Intelligent Transportation Systems Architecture

Timeframe – July 2025 to June 2026

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

6.5 Coordinate Employer Outreach Activities

Timeframe – July 2025 to June 2026

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

6.6 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2025 to June 2026

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

6.7 Van Pool Program

Timeframe – July 2025 to June 2026

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

Anticipated Outcomes

- ITS coordination
- Travel time unit maintenance
- Annual report of TDM activities
- Van Pool Program Development (multi-year process)
- Recommendations for ITS solutions

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- Maintenance of OTO travel time collection units
- TIM committee meetings including self-assessment

Task 7 – MoDOT Studies and Data Collection

Purpose

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

Work Elements

7.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2025 to June 2026

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

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

Anticipated Outcomes

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

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

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

2.5% Set Aside Work Program and Complete Streets

Task 8 - Safe and Accessible Transportation Options

Purpose

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

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

Work Elements

8.1 Transportation Options Best Practices

Timeframe – July 2025 to June 2026

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

8.2 Complete Streets

Timeframe – July 2025 to June 2026

- Maintain complete streets toolbox

8.3 Bicycle and Pedestrian Transportation

Timeframe – July 2025 to June 2026

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

8.4 Active Transportation Planning and Implementation

Timeframe – July 2025 to June 2026

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

8.5 OTO Staff Meetings Attendance

Timeframe – July 2025 to June 2026

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

- Missouri Trails Advisory Board
- Ozark Greenways Technical Committee
- Let's Go Smart Collaborative

8.6 OTO Bicycle and Pedestrian Advisory Committee Support

Timeframe – July 2025 to June 2026

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

Task 9 – Studies and Project Administration

Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan. These are studies and projects utilizing Surface Transportation Block Grant funding. OTO will utilize $268,019 in Surface Transportation Block Grant (STBG) towards Task 9 in addition to CPG funds.

Work Elements

9.1 Other Transportation Studies

Timeframe – July 2025 to June 2026

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

9.2 Administration of Local Jurisdiction Projects

Timeframe – July 2025 to June 2026

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

9.3 Grant Applications

Timeframe – July 2025 to June 2026

- Develop and assist OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas
- Maintain grant website page and newsletter with grant resources for local jurisdictions
- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning

9.4 Transportation Consultant/Modeling Services

Timeframe – July 2025 to June 2026

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

9.5 Vehicle Purchase (20% Task 9)

Timeframe – August 2025 to December 2025

- Vehicle use for staff travel to local jurisdictions to assist with local project administration for OTO allocated and MoDOT system projects

Anticipated Outcomes

- Project administration
- Other studies completed as needed
- Grant applications and support letters as requested
- Travel demand model scenarios as requested
- Consultant contracts for studies and grant agreements
- Vehicle Purchase (20% Task 9 use)

Prior Year

- Assisted local jurisdictions with project administration on 27 OTO allocated projects
- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed BUILD Grant/RURAL Grant opportunities
- 2025 Highway MM BUILD Discretionary Grant submitted

Funding Tables

The work contained in the FY 2026 Unified Planning Work Program (UPWP) is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as OTO surplus funding. The total estimated costs for the FY 2026 UPWP is $1,626,204; with $1,317,670 in federal dollars and $309,133 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 81.02% federal reimbursement rate. Funding details are found in seven tables, described below.

- Table 1 – Task Budget Summary
- Table 2 – Funding Totals – this table presents the funding from all sources for all of the work elements of the UPWP
- Table 3 – Anticipated Contracts by Cost & Equipment Over $5,000
- Table 4 – Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2024
- Table 5 – Budgeted Revenue for Actual Costs FY 2026
- Table 6 – Total Available Revenue for FY 2026 UPWP Work Activities
- Table 7 – FY 2026 UPWP Budget

Table 1

Task Budget Summary

Consolidated Planning Grant PL

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – UPWP Program Management and Coordination	$292,185		
1.1 Direct Program Management			
1.1.1 Financial and Contract Management		*OTO*	*Yes*
1.1.2 Financial Audit		*OTO*	*Yes*
1.1.3 General Administration and Personnel		*OTO*	*Yes*
1.1.4 Electronic Support for OTO Operations		*OTO*	*Yes*
1.2 Unified Planning Work Program		*OTO*	*No*
1.3 OTO Staff Travel and Training		*OTO*	*No*
1.4 MPO Compliance and Certification		*OTO*	*No*
1.5 Vehicle Purchase (20% of Vehicle)		*OTO*	*No*
Task 2 – Planning Coordination and Outreach	$319,761		
2.1 OTO Committee Support		*OTO*	*No*
2.1.1 Member Attendance at OTO Meetings		*OTO*	*No*
2.2 Local Government and Stakeholder Education and Outreach		*OTO*	*No*
2.3 Public Involvement		*OTO*	*No*
2.4 Civil Rights Compliance		*OTO*	*No*
2.5 Vehicle Purchase (20% of Vehicle)		*OTO*	*No*
Task 3 – Planning and Implementation	$239,821		
3.1 Long Range Transportation Plan		*OTO*	*Yes*
3.2 Performance Measures		*OTO*	*No*
3.3 Congestion Management Process Implementation		*OTO*	*No*
3.4 Federal Functional Classification Maintenance and Updates		*OTO*	*No*
3.5 Freight Planning		*OTO*	*No*
3.6 Air Quality Planning		*OTO*	*No*
3.7 Demographic and Geographic Data Management		*OTO*	*Yes*
3.8 Support for Jurisdictions' Plans		*OTO*	*No*
3.9 Vehicle Purchase (20% of Vehicle)		*OTO*	*No*
Task 4 – Project Selection and Programming	$99,489		
4.1 Project Programming		*OTO*	*Yes*
4.2 Federal Funds Tracking		*OTO*	*No*
4.3 STIP Prioritization and Scenarios		*OTO*	*No*
4.4 Vehicle Purchase (20% of Vehicle)		*OTO*	*NO*
Task 5 – OTO Transit Planning	$63,952		
5.1 Operational Planning		*OTO*	*No*
5.2 Transit Coordination Plan and Implementation		*OTO*	*No*
5.3 Program Management Plan Implementation		*OTO*	*No*
5.4 Data Collection and Analysis		*OTO*	*No*
5.5 Community Support		*OTO*	*No*

5.6 ADA/Title VI Appeal Process		*OTO*	*No*
Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 6 – Operations and Demand Management	$31,976		
6.1 Traffic Incident Management Planning		*OTO*	*No*
6.2 Intelligent Transportation Systems Coordination		*OTO*	*No*
6.3 Intelligent Transportation Systems Architecture		*OTO*	*No*
6.4 Travel Sensing and Travel Time Services		*OTO Springfield MoDOT*	*Yes*
6.5 Coordinate Employer Outreach Activities		*OTO Springfield*	*No*
6.6 Collect & Analyze Data to Determine Potential Demand		*OTO*	*No*
6.7 Van Pool Program		*OTO*	*No*
Task 7 – MoDOT Studies and Data Collection	$50,321		
7.1 MoDOT Transportation Studies and Data Collection		*MoDOT SW*	*No*
TOTAL	$1,097,505		

2.5% Set Aside/Complete Streets

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

STBG

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 9 – Studies and Project Administration	$447,015		
9.1 Other Transportation Studies		*OTO*	*Potentially*
9.2 Administration of Local Jurisdiction Projects		*OTO*	*No*
9.3 Grant Applications		*OTO*	*Potentially*
9.4 Transportation Consultant/Modeling Services		*OTO*	*Yes*
9.5 Vehicle Purchase (20% of vehicle)		*OTO*	*No*
TOTAL	$447,015		

FTA 5303 (City Utilities) – Appendix A

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

TEAP (Christian County) – Appendix A

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 11 – TEAP Funding	$15,0000		
11.1 TEAP101 Christian County Wide Sign Inventory		*Christian County*	*Yes*
TOTAL	$15,000		

Table 2

Funding Totals

	Local Funding				Federal Funding							
Task	Local Match 13.5172%	City Utilities	Christian County	In-Kind 1.9000%	CPG 62.2225%	STBG 16.9752%	FTA Complete Streets 4.3940%	2.5% Set Aside Safe & Access Trans	TEAP	5307	Total	Percent (%)
1	$ 50,610	$ -		$ -	$ 241,575	$ -		$ -		$ -	$ 292,185	18.51%
2	$ 25,456	$ -		$ 30,000	$ 264,305	$ -		$ -		$ -	$ 319,761	20.25%
3	$ 41,540	$ -		$ -	$ 198,281	$ -		$ -		$ -	$ 239,821	15.19%
4	$ 17,233	$ -		$ -	$ 82,256	$ -		$ -		$ -	$ 99,489	6.30%
5	$ 11,077	$ -		$ -	$ 52,875	$ -		$ -		$ -	$ 63,952	4.05%
6	$ 5,539	$ -		$ -	$ 26,437	$ -		$ -		$ -	$ 31,976	2.03%
8	$ -	$ -		$ -	$ -	$ -	$ 69,091	$ 15,593		$ -	$ 84,684	5.36%
9	$ 77,358	$ -		$ -	$ 101,638	$ 268,019		$ -		$ -	$ 447,015	28.31%
Total	$ 228,813	$ -		$ 30,000	$ 967,367	$ 268,019	$ 69,091	$ 15,593		$ -	$ 1,578,883	
Total of CPG/STBG Expenses											$ 1,578,883	100.00%
7	Value of MoDOT "Direct Cost"										$ 50,321	
Total of CPG/STBG Work Program											$ 1,629,204	
10	$ -	$ 42,000		$ -	$ -	$ -		$ -		$ 168,000	$ 210,000	
11	$ 15,000	$ -	$ 3,000	$ -	$ -	$ -		$ -	$ 12,000	$ -	$ 15,000	
Totals	$ -	$ 42,000		$ -	$ -	$ -		$ -		$ 168,000		
Total of Transportation Planning Work											$ 1,854,204	

Table 3

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

CPG/STBG Anticipated Contracts by Cost & Equipment Over $5,000		
Cost Category	**Budgeted Amount FY 2026**	**Equipment Purchase**
Building Lease	$ 54,060.00	No
Cleaning Services	$ 9,000.00	No
Data Acquisition	$ 30,000.00	No
ESRI Licensing	$ 7,000.00	No
Informational Bill Boards	$ 10,000.00	No
Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation, Network Defender)	$ 15,083.00	No
IT Managed Services	$ 13,903.00	No
Online TIP Tool	$ 25,000.00	No
Professional Services for Operations (Accounting, Audit, HR, Legal)	$ 37,000.00	No
Transportation Consultant/Modeling Services:		No
Grant Applications and Other Studies As Needed	$ 150,000.00	No
Travel Demand Model Update	$ 5,000.00	No
Trail Counters	$ 5,415.00	Yes
Vehicle	$ 35,000.00	Yes
TEAP Anticipated Contracts by Cost & Equipment Over $5,000		
Cost Category	**Budgeted Amount FY 2026**	**Equipment Purchase**
Christian County Wide Sign Inventory Consultant Contract	$ 15,000.00	No

Table 4

CPG/STBG Eligible Funding FY 2025

Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9	$ 1,493,913
Plus Value of Task 7 MoDOT Direct Costs Credit	$ 50,321
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	$ 1,544,234
Federal Pro-Rata Share	80%
Federal CPG & STBG Funding Eligilble	$ 1,235,387
Federal CPG 2.5% Set Aside and Complete Streets	$ 84,970
Federal Pro-Rata Share	100%
Additional Federal 2.5% Set Aside CPG Funding Eligible	$ 84,684.00

*The value of MoDOT Direct Costs (Traffic Studies) makes an additional $40,256.80 ($50,321 X .80) of Federal CPG funding available for budgeted actual cost. The total direct cost value amount of $50,321 allows the actual cost of CPG funded transportation planning costs to be funded at 81.02% federal.

Table 5

Budgeted Revenue for Actual CPG/STBG Costs FY 2026

Ozarks Transportation Organization Revenue		Total Amount Budgeted
Federal CPG Funding Eligible (Minus Complete Streets)	$	967,367
Federal CPG 2.5% Set Aside & Complete Streets	$	84,684
Total CPG Revenue	$	1,052,051
Surface Transportation Block Grant	$	268,019
Local Match to be Provided	$	228,813
Value of In-Kind Match	$	30,000
MoDOT Direct Costs	$	50,321
Total OTO Revenue	**$**	**1,629,204**

City Utilities FTA 5307 Revenue		Total Amount Budgeted
Federal FTA 5307 Funding	$	168,000
City Utilities Local Match Provided	$	42,000
Total City Utilities Planning Revenue	$	210,000

Christian County Planning Revenue		Total Amount Budgeted
Federal TEAP Funding	$	12,000
Christian County Local Match Provided	$	3,000
Total Christian County Planning Revenue	$	15,000

Table 6

Consolidated Planning Grant Available Balance

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

Justification for Carryover Balance

The projected carryover balance of $708,629 represents less than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation.

Table 7

UPWP FY 2026 Budget

		BUDGETED FY 2026 Jul '25 - Jun '26
REVENUE		
Grant Revenue		
Consolidated Planning Grant (CPG) FHWA & FTA	$	1,052,051
Local Jurisdiction Dues/Project Fees Match	$	197,196
Local Jurisdiction Studies Match	$	20,000
Surface Transportation Block Grant - FHWA	$	268,019
Total Grant Revenue	$	1,537,266
In-Kind Match/Direct Costs	$	80,321
OTO Local Match	$	11,617
Total Grant Revenue and Local Match	$	1,629,204
EXPENDITURES		
Building		
Building Lease	$	54,060
Common Area Main Exp	$	22,000
Maintenance	$	1,000
Office Cleaning	$	9,000
Utilities	$	3,300
Total Building	$	89,360
Commodities		
Office Supplies/Furniture	$	5,000
Public Input Promotional Items	$	1,000
Public Involvement Advertising	$	10,000
Publications	$	700
Total Commodities	$	16,700
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	$	50,321
Membership Attendance at Meetings	$	30,000
Total In-Kind Match	$	80,321

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

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

FTA 5303 - City Utilities Work Program

Task 10 – CU Transit Planning

Purpose

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

Work Elements

10.1 Operational Planning

Timeframe – July 2026 to June 2027

- Replacement of bus shelter and pads as needed.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report, both monthly and annual.
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00)

10.2 ADA Accessibility Planning

Timeframe – July 2026 to June 2027

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

10.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2026 to June 2027

- Purchase one 30’ fixed route diesel buses to replace one 2013 Gilligs bus that is past useful life.
- CU will implement recommendations of the ConnectSGF Transit Optimization Study.

10.4 Service Planning

Timeframe – July 2026 to June 2027

- Collection of data from paratransit operations as required.
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield (FTA Line Item Code 44.23.01)
- Title VI service planning.

10.5 Financial Planning

Timeframe – July 2026 to June 2027

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

10.6 Competitive Contract Planning

Timeframe – July 2026 to June 2027

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

10.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2026 to June 2027

- Implementation of additional safety and security policies as required by federal legislation.

10.8 Transit Coordination Plan Implementation

Timeframe – July 2026 to June 2027

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

10.9 Program Management Plan Implementation

Timeframe – July 2026 to June 2027

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

10.10 Data Collection and Analysis

Timeframe – July 2026 to June 2027

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

- Operational Planning
- ADA Accessibility Planning

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

TEAP – Christian County TEAP101

Task 11 – TEAP Funding

The Traffic Engineering Assistance Program (TEAP) is a federally-funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational traffic problems on their non-state system streets and highways.

Work Elements

11.1 Operational Planning
Timeframe – January 2026 to June 2027
Consultant Contract
Responsible Agency – Christian County

- County Wide Sign Inventory TEAP101 – consultant to log location, type and condition of the County's signs

Anticipated Outcomes

- Completed County Sign Inventory

Location of Referenced Documents

FY 2025 UPWP – https://www.ozarkstransportation.org/uploads/documents/UPWPFY2025FINAL.pdf

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

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

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

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

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

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

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

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

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

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

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

FY 2025-2028 Transportation Improvement Program and Amendments - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program

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

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

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

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

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

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 2/18/2026; ITEM II.D.

Administrative Modification 3 to the FY 2026-2029 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are several changes included as part of Administrative Modification 3 to the FY 2026-2029 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

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

1. Finley River Trail Western Expansion Phase I (EN2607)
   Moved funding from Construction to Engineering with no changes to the overall programmed amount.

Basis for Administrative Modification - *Changes in a project's total programmed amount less than 25% (up to $2,000,000).*

2. I-44 Safety Project (MO2521)
   Reduced Construction by $18,000 to correct for funding already in ROW, for a new total programmed amount of $470,915,000.

3. N. Old Orchard Road Improvements (ST2202)
   Added $35,000 federal and corresponding local due to increased award amount, for a total programmed amount of $645,453.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

21 January 2026

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 Three to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on January 21, 2026. Please find enclosed the administrative modification, which is outlined on the following pages. These changes did not affect Fiscal Constraint.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure

EN2607-26AM3 - FINLEY RIVER TRAIL WESTERN EXPANSION PHASE I

Plan Revision
26AM3

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$1,114,987

MoDoT ID
-

Federal ID
-

Project From
Southwest side of Ozark Community Center

Project To
Highway 65 Bridge through City owned land

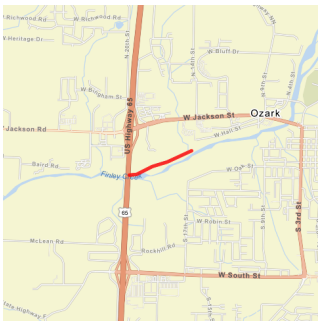
Project Considerations
Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Construction of the expansion of the 'Finley River Trail' from the Ozark Community Center heading West to the Highway 65 bridge where there will be a turnaround point. This will consist of Phase One of the Finley River Western Expansion.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	$0	$3,819	$0	$0	$0	$0	$3,819
Engineering	Local-AC	$0	$15,277	$0	$0	$0	$0	$15,277
Total Engineering		$0	$19,096	$0	$0	$0	$0	$19,096
Construction	Local	$0	$219,178	$0	$0	$0	$0	$219,178
Construction	Local-AC	$0	$876,713	$0	$0	$0	$0	$876,713
Total Construction		$0	$1,095,891	$0	$0	$0	$0	$1,095,891
Total Programmed		**$0**	**$1,114,987**	**$0**	**$0**	**$0**	**$0**	**$1,114,987**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "EN2607-26" to "EN2607-26AM3" Plan Revision Name changed from "26Adopted" to "26AM3"
FUNDING CHANGES	**Local-AC** + Increase funds in FY 2026 in ENG from $0 to $15,277 - Decrease funds in FY 2026 in CON from $891,990 to $876,713 **Local** + Increase funds in FY 2026 in ENG from $0 to $3,819 - Decrease funds in FY 2026 in CON from $222,997 to $219,178
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $1,114,987



MO2521-26A3 - I-44 SAFETY PROJECT

Plan Revision
26AM3

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield, Strafford

Status
Programmed

Total Cost
$470,915,000

MoDoT ID
ST0089

Federal ID
-

Project From
Fidelity

Project To
Conway

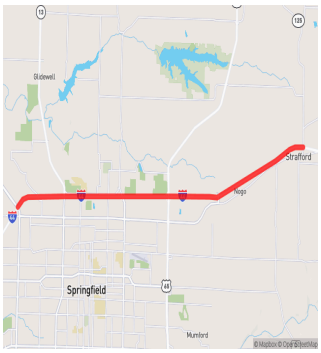
Project Considerations
-

Project Description
Safety, capacity and pavement improvements at various locations from Fidelity 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	$0	$7,555	$0	$0	$0	$0	$7,555
Engineering	MoDOT	$631,000	$16,331,225	$0	$0	$0	$0	$16,962,225
Engineering	STBG-U (FHWA)	$0	$30,220	$0	$0	$0	$0	$30,220
Total Engineering		$631,000	$16,369,000	$0	$0	$0	$0	$17,000,000
ROW	NHPP (FHWA)	$0	$18,000	$0	$0	$0	$0	$18,000
Total ROW		$0	$18,000	$0	$0	$0	$0	$18,000
Construction	Local	$0	$94,437	$0	$0	$0	$0	$94,437
Construction	MoDOT	$0	$352,480,115	$0	$0	$0	$0	$352,480,115
Construction	NHPP (FHWA)	$0	$94,112,800	$0	$0	$0	$0	$94,112,800
Construction	SAFETY (FHWA)	$0	$6,831,900	$0	$0	$0	$0	$6,831,900
Construction	STBG-U (FHWA)	$0	$377,748	$0	$0	$0	$0	$377,748
Total Construction		$0	$453,897,000	$0	$0	$0	$0	$453,897,000
Total Prior Costs		**$631,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$631,000**
Total Programmed		**$631,000**	**$470,284,000**	**$0**	**$0**	**$0**	**$0**	**$470,915,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "26A3" to "26AM3"
FUNDING CHANGES	**MoDOT** - Decrease funds in FY 2026 in CON from $352,498,115 to $352,480,115
FEDERAL PROJECT COST	Stays the same $101,370,668
TOTAL PROJECT COST	Decreased from $470,933,000 to $470,915,000 (0.00%)



ST2202-26AM3 - N. OLD ORCHARD ROAD IMPROVEMENTS

Plan Revision
26AM3

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Strafford

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
$645,453

MoDoT ID
-

Federal ID
9901838

Project From
E. Evergreen

Project To
E. Farm Road 84

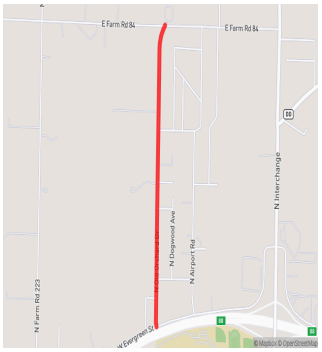
Project Considerations
Bike/Ped Plan

Project Description
Capacity improvements, including lane widening, to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	$0	$129,091	$0	$0	$0	$0	$129,091
Construction	STBG-U (FHWA)	$0	$516,362	$0	$0	$0	$0	$516,362
Total Construction		$0	$645,453	$0	$0	$0	$0	$645,453
Total Programmed		**$0**	**$645,453**	**$0**	**$0**	**$0**	**$0**	**$645,453**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	ID changed from "ST2202-20A10" to "ST2202-26AM3" Plan Revision Name changed from "26Adopted" to "26AM3"
FUNDING CHANGES	**Local** + Increase funds in FY 2026 in CON from $120,341 to $129,091 **STBG-U (FHWA)** + Increase funds in FY 2026 in CON from $481,362 to $516,362
FEDERAL PROJECT COST	Increased from $481,362 to $516,362 (7.27%)
TOTAL PROJECT COST	Increased from $601,703 to $645,453 (7.27%)



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)	$103,823,600	$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
SCRP (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)	$16,247,840	$7,254,669	$4,034,881	$846,266
TAP (FHWA)	$2,168,164	$134,836	$0	$0
Federal Subtotal	$184,080,716	$19,375,505	$32,809,681	$36,820,066
STATE				
MoDOT	$381,105,206	$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	$401,452,328	$37,134,579	$23,196,928	$16,887,644
LOCAL/OTHER				
Local	$7,537,291	$4,196,523	$1,149,004	$220,567
Local-AC	$4,744,721	$0	$0	$0
Other	$100,000	$0	$0	$0
Local/Other Subtotal	$12,382,012	$4,196,523	$1,149,004	$220,567
Total	**$597,915,056**	**$60,706,607**	**$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	$12,382,012	$4,196,523	$1,149,004	$220,567	**$17,948,106**
Available Suballocated Funding	$8,941,340	$11,022,645	$11,124,296	$2,847,873	$11,573,718	**$45,509,872**
TOTAL AVAILABLE FUNDING	$58,782,653	$598,300,576	$59,063,398	$56,030,605	$64,715,729	**$836,892,962**
Carryover		$58,782,653	$59,168,173	$57,524,964	$56,399,956	--
Programmed State and Federal Funding		($597,915,056)	($60,706,607)	($57,155,613)	($53,928,277)	**($769,705,554)**
TOTAL REMAINING	**$58,782,653**	**$59,168,173**	**$57,524,964**	**$56,399,956**	**$67,187,408**	**$67,187,408**

TAB 8

4300 Wilson Blvd., Suite 220
Arlington, VA 22203
(202) 449-1993

January 22, 2026

Dear Chairman Cossey,

I want to express my sincere appreciation for Sara Fields' service and contributions to the AMPO Policy Committee during 2025. This was a year of significant change in federal transportation policy, and their insight and engagement were especially valuable as AMPO navigated a new administration, shifting USDOT directives, and early preparations for surface transportation reauthorization. Sara provided practical, grounded perspective on how federal policy decisions affect MPOs on the ground, helping ensure AMPO's advocacy and policy positions remained responsive to real regional needs.

Sara also played an active role in reviewing and responding to federal legislation and regulatory actions, participating in high-level discussions with national partners, USDOT officials, and congressional stakeholders, and supporting AMPO's events and convenings, including the Annual Conference and Spring Fly-In. Their contributions strengthened AMPO's collective voice and reinforced the importance of regional coordination in transportation planning. Thank you for supporting and encouraging Sara's participation at the national level.

Thank you for supporting and encouraging their participation at the national level.

Best regards,

William Keyrouze

Bill Keyrouze

January 30, 2026

Office of Governor Mike Kehoe
PO Box 720
Jefferson City, MO 65102

Dear Governor Kehoe:

While we know the administration is grappling with budgetary issues, the recently proposed SFY27 budget recommendations include a catastrophic loss for Missouri transit. After a 42 percent reduction last year, the current proposal to cut an additional $5 million from general revenue leaves just $1.7 million to be split among 30 transit providers statewide for operating assistance. This would deliver a significant blow to transit access and economic opportunities across the state. Per capita spending has already dropped from $1.89 to $1.08 in the last year—among the lowest in the nation— and would drop to 27 cents under this proposal.

This will create a dire situation. Public transit providers deliver nearly 40 million rides each year across rural and urban Missouri, while also stimulating $4 billion in economic activity statewide. This proposed cut will carry very real and tangible repercussions. For countless Missourians, public transit is the only reliable way to reach destinations. Service cuts and cessation will disproportionately affect vulnerable populations, including seniors, individuals with disabilities and those living in rural and underserved areas. It means losing access to jobs, dialysis appointments, essential healthcare services, necessary medications and groceries.

If this budget is adopted, state transit funding will have been cut by 85% since 2024, even as demand for transit accessibility continues to grow among all age groups. Operational costs for transit providers continue to escalate and without adequate state funding, transit agencies will be unable to provide the local match required to secure federal funds for both operations and capital improvements.

The impact will also be felt by employers across Missouri. Over half of the state's transit rides are work commutes. OATS Transit—the largest rural transit provider, serving 87 rural counties in this state—reports employment as its leading trip purpose and the demand is growing.

Now is not the time to cut additional funds from a critical element of Missouri's Transportation system, particularly considering the newly discovered surplus of $265 million. It is time to invest in it. Without action, Missourians will be left behind. Mobility matters. The time to act is now. Please take action to restore the $5 million reduction from core for Missouri's transit.

Sincerely,

Kimberly Cella
CEO of Citizens for Modern Transit and Executive Director of the Missouri Public Transit Association

Co-Signers:

- AARP Missouri
- BikeWalkKC
- BJC Health
- Callaway County Extended Employment
- Camden County Developmental Disability Resources
- Cape Girardeau County Transit Authority
- Citizens for Modern Transit
- City of Houston
- City Utilities of Springfield
- Felicia G. Clayton, Assistant to Trustee , ATU Local 788
- Dunklin County Transit Service, Inc
- Sam Fiorello, President and CEO, Cortex
- HNTB St. Louis
- Kansas City Streetcar Authority
- Local Motion
- Metro Transit St. Louis
- Missouri AFL-CIO
- Missouri and Kansas Laborers' District Council
- Missouri Public Transit Association
- Missourians for Responsible Transportation
- Missourians for Transportation Investment (MFTI)
- OATS TRANSIT
- Ray County Transportation, Inc.
- SMTS, Inc.
- St. Louis REALTORS®

CC
Missouri House Budget Committee
House Subcommittee on Appropriations: Public Safety, Corrections, Transportation, Revenue
Senate Committee on Transportation, Infrastructure, and Public Safety
Senate Committee on Appropriations Senator O'Laughlin,
Senator Luetkemeyer
Senator Beck
Representative Patterson
Representative Riley
Representative Aune

Several State DOTs Spotlight Traffic Safety Improvements

February 6, 2026

Missouri, Maryland, and Connecticut recently outlined significant declines in traffic fatalities – though other states noted that similar declines changed direction due to warmer weather in the early months of the 2025-2026 winter season.

[*Above photo by MoDOT*]

Governor Mike Kehoe (R) recently joined the Missouri Department of Transportation, the Missouri State Highway Patrol, and other safety partners to highlight a now three year decline in traffic fatalities – marking a significant milestone in the state's ongoing effort to improve roadway safety.

Preliminary figures show there were 911 fatalities on Missouri roadways in 2025, down from 955 the previous year – a 5 percent decrease. Compared to three years ago, Missouri has achieved a 14 percent reduction in roadway deaths – marking the first time the state has seen a three-year decline since 2019.

"There were times last year [2025] when our roadway fatality numbers were trending in the wrong direction, [when] we weren't seeing the kind of progress we need," explained Ed Hassinger, MoDOT director, in a statement.

"But thanks to the hard work of our partners and Missouri drivers who are making safer choices, we were able to turn things around," he said. "That kind of change doesn't happen by chance – it happens because speaking up about safety works. Every driver can make a difference by choosing to drive responsibly and encouraging others to do the same. Our ultimate goal is zero fatalities, and it's going to take all of us to get there."

Ed Hassinger. Photo by MoDOT.

Concurrently, MoDOT and its partners launched an updated Show-Me Zero plan, a statewide roadmap for reducing traffic fatalities through education, enforcement, engineering, and emergency response.

"While 2025 continued a positive trend in Missouri, we can't stop now," noted Jon Nelson, MoDOT's state highway safety and traffic engineer, about the updated plan. "To keep moving forward, we need every community, every school, every business, and every family to join us in following the strategies in our updated Show-Me Zero plan. Together, we can push Missouri closer to our goal of zero roadway deaths."

[*Editor's note: A recent study by Cambridge Mobile Telematics found that Ohio drivers are now less distracted behind the wheel when compared to the nationwide average; due in part to a distracted driving law passed in 2023 that makes it illegal to use or hold a cell phone or electronic device in one's hands, lap, or other parts of the body while driving on Ohio roads*.]

In Maryland, Governor Wes Moore (D) said his state's traffic fatalities fell by approximately 18 percent statewide in 2025, according to preliminary data. Motor vehicle crash deaths declined from 582 in 2024 to 480 in 2025, marking the first time fatalities have fallen below 500 since 2014.

"There is no greater priority than protecting our people. This requires strengthening enforcement, investing in infrastructure, and ensuring our streets are safer for everyone who uses them," said Gov. Moore in a statement. "The decline we're seeing in motor vehicle fatalities shows that when we act with urgency and data-driven strategies, we can save lives – and we will not let up because every Marylander should be able to move safely through our communities."

The Maryland Department of Transportation noted that the largest fatality reductions occurred among vulnerable road users, with pedestrian and bicyclist fatalities dropping 33 percent, from 173 in 2024 to 116 in 2025.

"While we celebrate this great accomplishment, there is still more work to be done to protect lives and further bend the curve on the number of deadly crashes and serious injuries," said Katie Thomson, acting Maryland DOT secretary. "All of us, including those behind the wheel to those walking across the street, share a responsibility in keeping Maryland's roads safe. I encourage everyone to keep making safe choices, pay attention, slow down and drive sober."

Photo by Ohio DOT

Meanwhile, the Connecticut Department of Transportation noted that traffic fatalities statewide fell 12 percent in 2025 compared to 2024, with preliminary data indicating the state suffered 274 roadway deaths in 2025, down from 312 in 2024.

However, while the overall number of traffic fatalities declined, CTDOT's data indicated "troubling trends" for vulnerable road users, with bicycle fatalities increasing 67 percent and pedestrian deaths rising 6 percent compared with the five-year average.

"While we are encouraged by the reduction in fatalities, even one death on our roadways is too many," said noted Garrett Eucalitto, CTDOT commissioner and past president of the American Association of State Highway and Transportation Officials, in a statement. "We remain focused on improving safety for everyone who uses Connecticut roads."

Photo by the Connecticut DOT

Other states noted that weather conditions unfortunately affected the downward trajectory of traffic fatalities.

For example, in Colorado – following two years of declines – witnessed an increase in traffic fatalities overall in 2025, with preliminary data issued by the Colorado Department of Transportation indicating 701 people were killed on Colorado roadways in 2025, up from 689 in 2024.

While the increase is small, the agency said that signals driving behaviors may be trending in the wrong direction – particularly when it comes to impaired driving and protecting vulnerable roadway users like pedestrians and bicyclists.

Until the unseasonably warm months of November and December, traffic deaths were on track for a 7 percent decline in 2025. However, Colorado DOT said that mild temperatures brought more people out onto the roads, which coincided with fatalities spiking near record levels. During those final two months of 2025, traffic deaths jumped 70 percent compared to the same period in 2024.

“Every one of the 701 deaths last year represents a member of our community. Each number is a mother, father, son, daughter or friend who didn’t make it home,” said Shoshana Lew, executive director of the Colorado DOT, in a statement. “We can all do more to prevent these crashes. Let’s redouble our efforts to help each other get home safely.”

Revisiting Functional Classification a Century Later

By Randy McCourt, P.E., PTOE (H), Dan Hardy (M), and Jim Olson, P.E. (R)

Functional classification (FC) describes the concept of categorizing roadway segments based on relevant roadway characteristics. FC is used for a variety of planning and operational systems by planners and engineers operating across a variety of agencies at a range of scales from nationwide to the project site. FC is intended to help implementation, funding, and management of interconnected systems in a manner ideally transparent to the traveling public.

Shutterstock/ Wangkun Jia

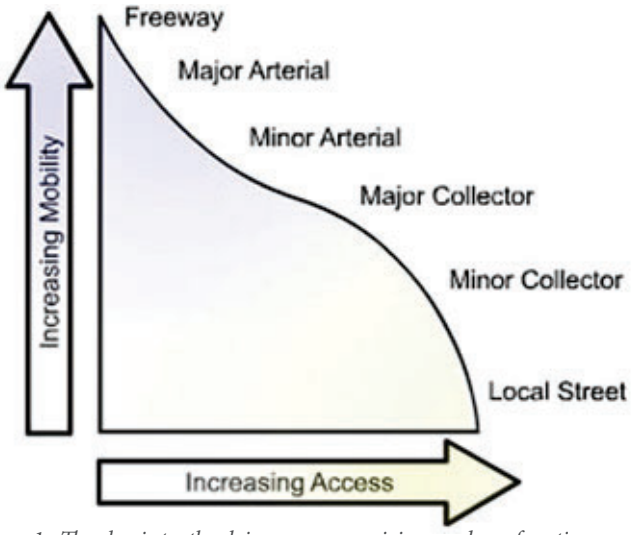


Figure 1. The classic textbook image summarizing roadway function.

Functional classification (FC) of roadways imposes a level of structure to transportation networks as commonly summarized in Figure 1. It emulates the systems-level form of an electrical or water network, following the likeness of a human's arteries, veins, and capillaries. In the United States, this level of hierarchy has evolved on a nearly continuous basis since first conceived in the 1920s. It initially focused on assigning funding jurisdictions (with federal funding rationale based on supporting "interstate" commerce) and conducting the resulting fiscal planning. By World War II, access and safety had become key goals. The planning process involved determination of the character of facilities, which commonly meant design speed and traffic volume. The terms "slower," "faster," and "local" are all relative and apply mostly to vehicle movement.

Many practitioners are concerned that the effects of a roadway functional classification system on community planning and design impose a barrier to transportation system safety rather than a solution, particularly for vulnerable roadway users and land access. ITE is exploring the state of the practice in FC, with an emphasis on aligning the tenets of roadway function with those of the Safe System Approach (SSA). A particular emphasis is transportation practitioners' ability to best guide access and mobility functions, while meeting the needs set up for functional classification.

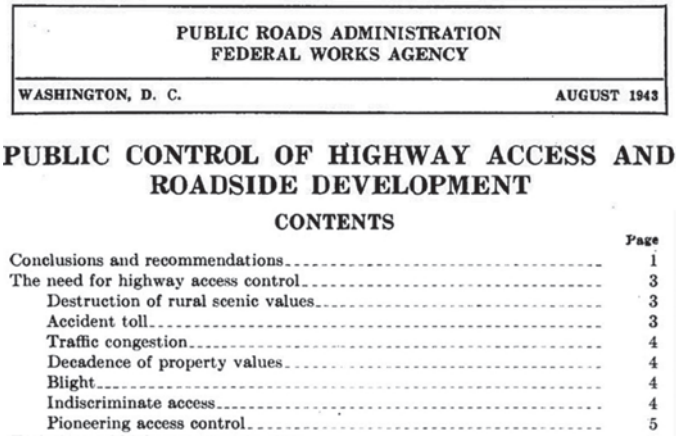
How Did We Get Here?

The ITE Working Group was established in late 2024 under the Transportation Planning Council and comprises roughly two dozen ITE members with a range of geographical and functional areas of practice. The Working Group developed background information during fall 2024 and sponsored technical sessions on FC at both the 2025 Virtual Spring Conference and Annual Meeting.

Initial Working Group activities included looking at the history of the U.S. federal FC as well as looking globally at case studies, with technical presentations including systems in the Netherlands, Abu Dhabi, and New Zealand. The historical perspective helped illuminate the origins of the U.S. federal FC system in focusing on improving intercity travel. This early focus on channelizing intercity travel was due largely to the fact that many city streets had already been evolving for centuries. The advent of motor vehicles created a demand for higher-speed, longer-distance commerce on streets and highways. Initially (such as in the Highway Research Board's 1926 committee recommendations), the focus of FC was on prioritizing structural elements such as grading and pavement that would support the rapidly increasing axle-loads. As better travel surfaces were provided, the focus of AASHO's FC activities shifted to safe and efficient motor vehicle movement with an emphasis on design speeds and needed capacities.[1]

The U.S. motor vehicle death rate per 100,000 residents peaked in 1941, largely due to the kinetic effects of higher speeds on those improving road surfaces. The transition to safety emphasis began. Even with the conceptualization of an access-controlled Interstate highway system to help reduce the 31 deaths per 100,000 U.S. population, the contemporary FC planners recognized that not all high-speed roads could feasibly be converted to Interstate-level control of access. Modern access management was born, with the first dozen states adopting access management legislation between 1937 and 1942.[2] Figure 2 summarizes contemporary concerns. Individual states and other jurisdictions began implementing FC systems, typically based on the federal system.

After the establishment of the planned Interstate Highway system, the federal focus on FC began to shift toward implementation and management. The passage of the Federal-Aid Highway Act in 1968 mandated a national functional classification study, resulting in the first of the Federal Highway Administration's (FHWA) periodic guidance documents for state-level jurisdictions to apply a uniform roadway classification system nationwide for the purposes of biennial reporting to Congress on highway funding needs.[3] This legislation shifted the most common utility of



PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

WASHINGTON, D. C. AUGUST 1943

PUBLIC CONTROL OF HIGHWAY ACCESS AND ROADSIDE DEVELOPMENT

CONTENTS

BUREAU OF PUBLIC ROADS

Figure 2. Early Access Management efforts focused on safety and land use

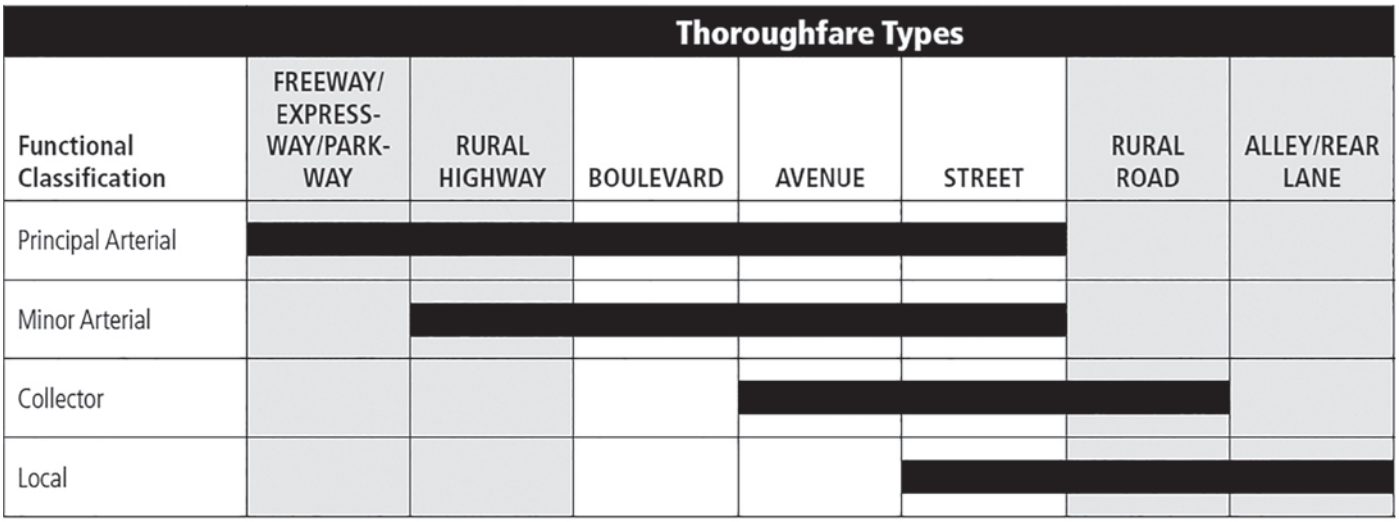


Figure 3. ITE/CNU 2010 guidance reflecting overlaps between thoroughfare function and design.

FC away from roadway network planning toward managing federal funding apportionment.

During the past few decades, the transportation planning and design communities have recognized the importance of context-sensitive design. While a roadway's functional classification is indeed one element of its context, the land use density, diversity, and design generally exert a far greater influence on selecting appropriate design treatments and controls (such as target speed or lane widths). The 2010 ITE/CNU recommended practice on context-sensitive urban thoroughfares was one of the first reports to propose a more context-sensitive "thoroughfare type" to help practitioners recognize how very different approaches to design could overlap with functional classification, as indicated in Figure 3.[4]

This matrix-style approach has evolved to recognize that land-use context is not only a useful overlay for functional classification, but that land use does influence roadway function, particularly in terms of its propensity to attract non-motorized trips. Also, in many communities, portions of the roadway rights-of-way are cherished elements of community space. Famous streets like Broadway or the Miracle Mile reflect their roles as destinations as much, if not more, than as pathways.

While the discussions of the Working Group have focused on problems faced by practitioners in the United States and Canada, interest in how best to apply FC has a global reach, with one meta-analysis examining, rating, and ranking some 128 national FC approaches from a multimodal, place-based perspective.[5] One of the more recent innovations in this regard is the "movement/place" framework that more explicitly expresses the value of place as an element of roadway function, as reflected in Figure 4 from New Zealand's transport agency.[6]

Where Are We Headed?

During spring 2025, the Working Group issued a survey of practitioners seeking perspectives on their concerns about FC and the types of products ITE could develop to help provide better guidance on understanding and addressing FC nuances. The survey results, posted to ITE Community on April 21, indicated fairly consistent interest in having better descriptions of roadway function and improved guidance on considering placemaking objectives, target speeds, and all modes of travel.

The U.S. federal focus tends to lean into funding allocation, management and operation. Guidance on using FC as part of roadway planning to develop desired community outcomes through design must reflect several overarching concerns.

Influence of Land Use Policy. The degree to which an FC at least appears to be successful is tied largely to policies and practices regarding land development, reflecting in large part a society's cultural approach to private property rights. For instance, FC applications in the EU or Middle East often reflect more rigid access management decisions than found in the United States. Such differences may limit transferability of otherwise good ideas from one culture to another.

In the United States, land development concerns have historically focused on level of service for auto travel. While access management rules and guidelines exist, they are often focused on ensuring site-level driveway and cross-street spacing meet policy minimums. This site-level focus fosters safe operation of individual driveways but does not consider the cumulative effects on mobility created by mile after mile of development that satisfies minimum requirements.

Duplicative FC Systems Serving Different Purposes. Functional classification serves multiple purposes across a range of

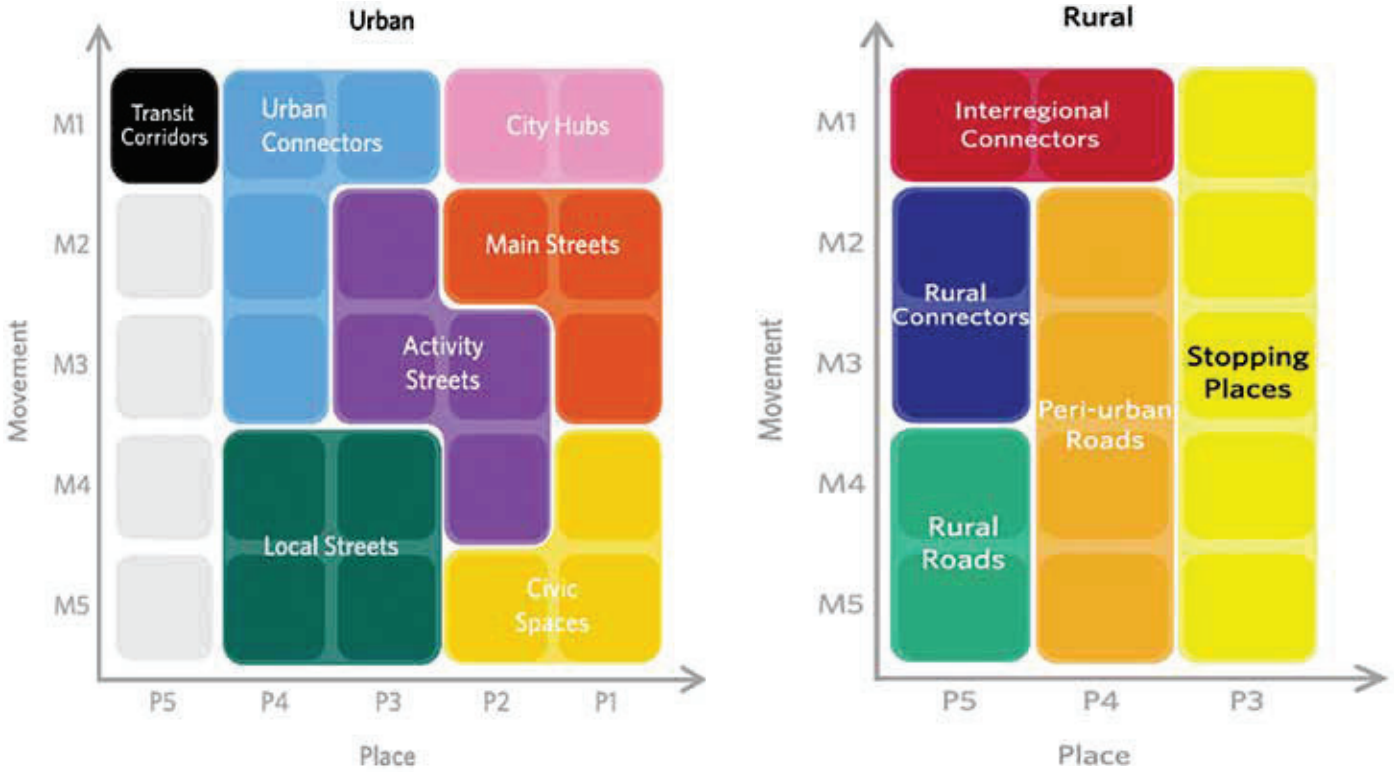


Figure 4. Example of movement/place framework from New Zealand.

practitioners. In the United States, the federal government directs state DOTs to administer an FC system that is integral to roadway system funding allocations, management and operations. This is logical from a management perspective. The FHWA direction is to exclude the effect of any planned facilities not funded for construction in the near term.[7] This is a management perspective: one shouldn't down-classify Main Street for the purposes of operations until the bypass that's planned to replace some of its mobility function has opened to traffic. This perspective facilitates system maintenance, but not systems planning.

Conversely, land use development in the United States is approved by elected and appointed officials following unique, context-sensitive policies across several thousand different local jurisdictions. Many of these jurisdictions have FC systems that are entirely separate from the federal/state system, reflecting locally adopted land development policies and specific safety, modal, and quality of life goals for community members in those specific areas. Since local jurisdictional systems tend to be used for long-range planning and development approvals, they typically go beyond the current state of the system (per FHWA's focus). In addition, they consider conditions expected over a facility life-cycle so that the transportation design helps to fulfill the desired community context.

Regardless of documented FC details, another natural tension exists between land use approvals made at the local level and roadway system management at the state level. In many jurisdictions, the state and local FC paradigms are entirely different, in large part because local zoning codes often link property development rights to local FC definitions for legal practicalities. Furthermore, since local land-use authorities address community issues at a much more granular level than state, provincial, or federal agencies, this tension can become more pronounced. Different perceptions of what constitutes local versus through travel—which can influence both functional classification designations and funding decisions—often arise simply because these agencies operate at different geographic scales with different constituent expectations.

Modal Emphases. All transportation systems need to accommodate the needs of all users regardless of ability or mode. The concept of FC can be applied to achieve both access and mobility functions within nearly every trip made by any mode, as well as trips using multiple modes. A common truism regarding planning for access is that "all trips start and end as pedestrian trips." And some describe transit service as "an arterial for pedestrians," because transit provides greater mobility than walking in exchange for fewer opportunities for access.

Functional distinctions within a transit network tend to revolve around rolling stock technologies. While fixed-route buses on public streets have a system hierarchy, the transit services with the greatest functional priority for mobility over access don't share public street rights-of-way (e.g., Amtrak, subways, elevated trains), primarily due to operational and public safety concerns in managing kinetic energy.

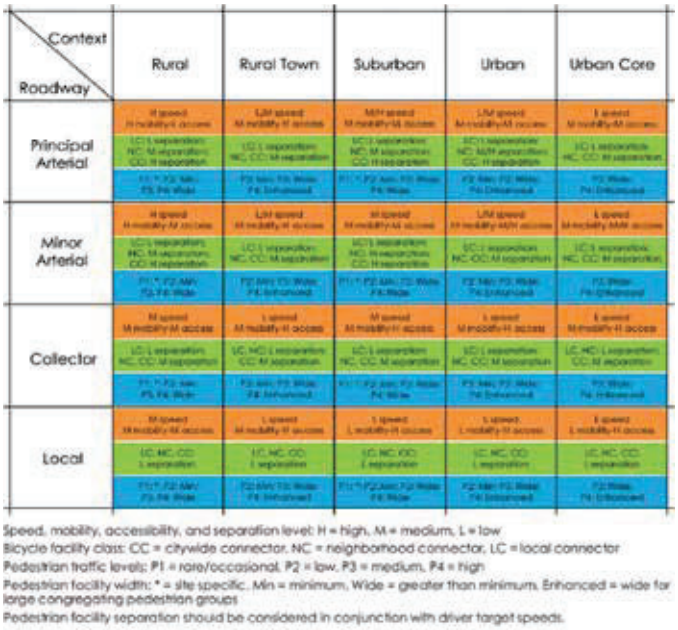


Figure 5. NCHRP Report 855 Guidance for Desired Modal Attributes Depending on Function and Context.

Most non-motorized trips in the public transportation network are arguably local, particularly as compared to auto, truck, and transit travel. It therefore follows that most non-motorized facility planning and design decisions are based on the nature and intensity of those localized movements, not the kinetic energy generated by the speed or distance traveled by those walking (or rolling for micromobility).

These characteristics are reflected in the NCHRP Report 855 recommendation that modal attributes be related to both roadway function and context, but without defining separate modal functions, illustrated in Figure 5. The focus of public road and street FC systems must incorporate multimodal needs. But the FC of roads and streets is most effective when it remains focused on the speed differential and kinetic energy concerns created by motor vehicle mobility functions to resolve conflicts with access functions among all travel modes.

Outreach Findings

Through working group surveys and technical sessions several points have been made clear:

- Practitioners utilize FC a lot and find it useful.
- Most see room for improving FC.
- FC should consider the importance of system connectivity (also characterized as intercity travel, regional/state significance, length of travel, and VMT), abutting land use/access spacing, travel modes, goods movement, and speed/throughput/volume.
- Design criteria should reflect context (i.e., more rigid for roads whose function focuses on mobility at higher speeds (e.g., freeways, expressways) and more flexible on roads whose function focuses on access).
- Practitioners would like help with defining function for all modes, incorporating context categories/sensitivities and communicating FC with elected officials.
- Address definitions to consider rural needs unique from urban needs and transitions to urbanized areas.
- Provide better solutions for planning and designing arterial streets including how to address the balance between safety and mobility objectives.
- Better define the separation of funding allocation and prioritization needs of FC from the transportation planning needs.

The Working Group proposes developing three types of products during the next year (each is discussed further below):

- Guidance on best and emerging practices for navigating FC opportunities and constraints in network planning, land use planning, and facility design.
- Explanatory materials describing the range of functions roadways provide and why functional classification is integral to network planning.
- Continued review of FC case studies with a focus on planning and design, including consideration of the transferability of innovations across multiple physical and cultural contexts.

Using FC for Planning and Design

The first set of products would provide guidance in navigating and applying FC thoughtfully for transportation planning and design. These products would focus on urban arterials, where 6 percent of the nation's mileage accounted for 39 percent of fatalities in 2024. This over-representation of fatalities is the opposite for local streets and freeways. The Working Group notes that the transition from rural or low-density land use conditions to more urbanized development seems to have been an issue for arterials not experienced as much for freeways and local streets. In many urban areas with robust street networks, FC results in the local street grid serving as de facto arterials during periods of congestion (perhaps without the same level of funding opportunities as their formally designated arterial counterparts). But since the primary motivating factor for the ITE focus on FC is related to safety and public health, products will focus on arterials where the speed differentials between mobility and access functions create the greatest safety challenges.

These products are expected to span several concise Technical Briefs, each covering specific topics such as:

- The roles of network connectivity, target speed, and capacity in the planning and design of networks.
- Guidance on design elements that help reinforce both safe access and safe mobility, particularly related to speed management.
- Means by which access management activities can be made more proactive to plan for corridor and small-area plan performance.
- Best practices and guidance, including decision-support tools, flowcharts, and checklists for reconciling functional classification constraints with goals such as complete streets, climate resilience, and housing access.
- Example scenarios showing how agencies have navigated mismatches between traditional classifications and evolving land use priorities, such as urban infill or rural main street revitalization, and how they reclassified facilities or reinterpreted standards to meet local needs.

Explanatory Products

The Working Group efforts helped illustrate the degree to which the textbook explanations of concepts like access, mobility, and functional classification are interrelated. Topics to be covered include:

- The safety-based rationale for the juxtaposition of access and mobility functions for facilitating movement within networks.
- Methods to conceptualize access and mobility at different scales (i.e., from site-level to statewide), including how concepts like travel speed and distance are communicated.
- The value of different features in different types of FC (from both academic and real-world perspectives):
  - Overlapping federal, state, and local jurisdictional definitions and approaches
  - Emerging ways to consider context at different scales.
- Why and how the original concept of travel speed was replaced by the less specific term "mobility" and what the implications are for assessing different measures of mobility.
- Infographics, policy briefs, and short videos that local staff can use to educate elected officials, planning boards, and community stakeholders about why functional classification matters and how flexible interpretations can improve outcomes.

These products will initially take the form of Quick Bites or webinars geared toward practitioners, with a longer-term objective of updating planning textbook explanations about roadway functionality such as in the evolution of the *Transportation Planning Handbook*.

Case Studies on Emerging Practices

The Working Group will continue to share member news and views on case-study applications of FC as part of good planning and design for communities seeking to better integrate transportation with land use. These case studies could be rolled up into a periodic "State of the Practice" brief that distills cross-cutting themes and policy implications for FHWA and local leaders.

- Innovations in local agency FC systems used for planning and zoning purposes, and how linkages are best made and maintained to higher-level FC systems at state/federal levels.
- Transportation project success stories where a community has creatively incorporated sound FC tenets that balance access and mobility in higher-classified facilities.
- Development review and approval processes that artfully reflect the access/mobility tradeoffs and address mitigation inherent in any application, regardless of abutting roadway classifications.
- Studies on how successful strategies might transfer to different settings (e.g., from suburban to rural, or from one state to another).

If you've got a project you'd like to share or are interested in contributing to the Working Group activities, please reach out to the article authors to get involved. These working products will occur in parallel over the next several months so interested volunteers can get engaged in areas of greatest interest. Reach out to any of the article authors to get involved! **itej**

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Dan Hardy, P.E., PTP (M), *is a transportation planner with more than 35 years of experience in developing transportation solutions that balance transportation and land use options to optimize multimodal travel demand and transportation network services with a focus on growth management. He is a former Chair of the ITE Transportation Planning Council and Sustainability Task Force and a co-author of ITE's Recommended Practices* Multimodal Transportation Impact Analyses for Site Development *and* Planning Urban Roadway Systems.

Jim Olson, P.E. (R), *worked in heavy and highway construction for much of his career. He then spent his last 15 years as the appointed County Highway Engineer for a rural Indiana county. Early in his county highway years, Jim became concerned about the number of new driveways accessing county- and state-jurisdiction highways. Jim became frustrated with the Functional Classification System; its hard-to-see flaws prevented him from expressing, in plain language, the vital unfulfilled access management purposes to elected officials and the public. His recent involvement in ITE has sharpened his ability to explain the role of proactive access management in long-term roadway planning.*

Answer to "Where in the World?" on page 25: Kaunertal Glacier Road, Austria. Photo submitted by Jonathan Upchurch, Ph.D., P.E. (H).