



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

OCTOBER 15, 2025
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, October 15, 2025 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/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 18, 2025 Meeting and September 10, 2025 E-Meeting Minutes..... Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items..... Tab 2

(5 minutes/Parsons)

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 2025 year-end obligations.

II. New Business

A. *Destination 2045* Amendment Number 11..... Tab 4

(2 minutes/Longpine)

One project is requested to be added to the Constrained project list in the long range transportation plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
DESTINATION 2045 AMENDMENT 11 TO THE BOARD OF DIRECTORS**

B. FY 2026-2029 TIP Amendment Two Tab 5

(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 TWO TO THE BOARD OF DIRECTORS**

C. FY 2027-2031 STIP Priorities Tab 6

(10 minutes/Fields)

A Subcommittee of the Technical Planning Committee has recommended priorities for inclusion in the FY 2027-2031 Statewide Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND STIP PRIORITIES TO
THE BOARD OF DIRECTORS**

D. September 30, 2025 Federal Funds Balance Report..... Tab 7

(2 minutes/Longpine)

OTO has updated the Federal Funds Balance Report, for the time period ending September 30, 2025. Members are requested to review the report and advise staff of any discrepancies. The report will be provided separately ahead of the meeting.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. FY 2026-2029 Administrative Modification 2..... Tab 8

(1 minute/Longpine)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

A. **Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

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

B. **Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

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

C. **Articles for Technical Planning Committee Member Information..... Tab 9**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, December 17, 2025 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 10/15/2025; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the June 18, 2025 meeting and September 10, 2025 e-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 June 18, 2025 and September 10, 2025 meetings.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
JUNE 18, 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)	Jeremy Parsons, City of Ozark (Chair)
Eric Claussen, City of Springfield	Jeff Roussell, City of Nixa
Matt Crawford, City Utilities	Beth Schaller, MoDOT
Karen Haynes, City of Republic	Ben Tegeler, Ozark Greenways
John Matthews, Missouri State University	Mark Webb, Greene County
Frank Miller, MoDOT	

(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	David Schaumburg, Springfield-Branson Nat'l Airport
Sydney Allen, Greene County	Mark Schenkelberg, FAA
Justin Crighton, City of Springfield	Tim Schowe, City of Strafford
Gerri Doyle, FTA	Aishwarya Shrestha (non-voting), SMCOG
Adam Humphrey, Greene County	Ben Vickers (non-voting), Springfield Chamber
Tristian Losh, City of Battlefield	Jeremy Wegner, BNSF
Mike Ruesch, City of Willard	Todd Wiesehan, Christian County

Others present were: Connor Wilcox, MoDOT; Mary Kromrey, OWN; Nicole Boyd, 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

Jeff Roussell made a motion to approve the Technical Planning Committee Meeting Agenda for June 18, 2025. Eric Claussen seconded the motion. The motion passed.

C. Approval of April 16, 2025 Meeting Minutes

Jeff Roussell made a motion to approve the minutes from the April 16, 2025 meeting. Mark Webb 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.

II. New Business

A. *Destination 2045* Amendment Number 10

Natasha Longpine presented the *Destination 2045* Amendment 10.

Beth Schaller made a motion to recommend the Board of Directors approve *Destination 2045* Amendment 10. Jeff Roussell seconded the motion. The motion passed.

B. Federal Functional Classification Change Request

David Knaut reviewed the requested changes to the Federal Functional Classification System.

- **City of Ozark**

Roadway Name – N 22nd St/N 21st St/Longview Rd/N 20th St

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Secondary Arterial

- **City of Strafford**

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

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan- Collector

- **City of Willard**

Roadway Name – Hughes Road from Miller Rd to Hwy 160

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Collector/Future Collector

Mark Webb made a motion to recommend the Board of Directors approve the Functional Classification Change requests. Karen Haynes seconded the motion. The motion passed.

C. FY 2025-2028 Administrative Modification 5

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

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

This was informational only. No action was requested.

D. Trail and Sidewalk Funding Recommendation

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

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

Karen Haynes made a motion to recommend the Board of Directors award TAP and CRP funding for the recommended trail and sidewalk projects. Scott Bachman seconded the motion. The motion passed.

E. Draft FY 2026-2030 Statewide Transportation Improvement Program

Frank Miller highlighted the draft FY 2026-2030 Statewide Transportation Improvement Program.

This was informational only. No action was requested.

F. FY 2026-2029 Transportation Improvement Program

Natasha Longpine shared the draft FY 2026-2029 Transportation Improvement Program.

Frank Miller made a motion to recommend the Board of Directors approve the FY 2026-2029 Transportation Improvement Program with minor changes as needed. Karen Haynes seconded the motion. The motion passed.

G. 2027-2031 Draft STIP Project Prioritization Criteria

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

The Committee was asked to review the prioritization criteria and propose any changes for consideration by the Board of Directors.

H. FY 2027-2031 Draft STIP Prioritization Project List

Sara Fields presented the list of projects proposed for prioritization ahead of the 2027-2031 STIP project prioritization process.

The Committee was asked to review the STIP Prioritization Project list.

III. Other Business

A. Technical Planning Committee Member Announcements

Eric Claussen shared the City of Springfield held the Jefferson Avenue Footbridge project kickoff ceremony at 10:30 am today.

Karen Haynes reported that the Shuyler Creek Trail expansion has been completed.

Jeremy Parsons stated there will be a ground breaking for the Chadwick Flyer Trail in mid to late July.

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

With no further business to come before the Committee, the meeting adjourned at 2:25 pm.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
SEPTEMBER 10, 2025**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Wednesday, September 10, 2025, to consider recommending approval of the FY 2026-2029 Transportation Improvement Program (TIP) Amendment One to the Board of Directors.

Chair Jeremy Parsons called the electronic meeting to order at approximately 1:30 p.m.

Beth Schaller moved the Technical Planning Committee recommend approval of the FY 2026-2029 Transportation Improvement Program (TIP) Amendment One to the Board of Directors. Adam Humphrey seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Scott Bachman, Eric Claussen, Justin Crighton, Adam Humphrey, Kirsty Ketchum, John Matthews, Frank Miller, Jeff Roussell, Mike Ruesch, Ben Tegeler, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Jeremy Parsons adjourned the electronic meeting at approximately 3:19 p.m.

Jeremy Parsons
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; 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 August 20, 2025 and October 8, 2025.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: At Grade Separations & Bridges & Loop

City/County of concern: Nixa, Ozark, Republic, Strafford, Willard/Greene & Christian County

Date received: 08/19/2025

Received through: MoDOT Comment

Contact Name: John [REDACTED]

Contact Email#: [REDACTED]

Comment:

High priority projects should include grade separation at all intersections with four lane highways in Greene County. Bridges at low water crossings on state routes in Greene County and corridor preservation for an outer loop connecting Strafford, Ozark, Nixa, Republic, and Willard.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partners, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: Grant Avenue Parkway to Lost Hill

City/County of concern: Springfield/Greene County

Date received: 08/31/2025

Received through: Comment Email

Contact Name: Joe [REDACTED]

Contact Email#: [REDACTED]

Comment:

Please advocate for the completing the Grant Avenue Parkway to Lost Hill. It would be a transformative project that would change our community.

Here are some reasons I hope OTO will strongly advocate for it:

1. The Grant Avenue Parkway has been a magnet for encouraging investments in homes and properties near the current project scope, which is pulling in private funds to improve the quality of place. If the Grant Avenue Parkway were completed to Lost Hill, it would encourage investments in houses along Grant Street and neighboring neighborhoods like Grant Beach, Woodland Heights, Doling Park area, etc. Improving housing is one of the goals for Forward SGF and Restore SGF (<https://www.restoresgf.com/>) and completing the Grant Avenue Parkway to Lost Hill would create an environment for those investments. I believe it would encourage neighbors to band together and join the Restore My Block Challenge (<https://www.restoresgf.com/blockchallenge>) organized by Restore SGF. Creating that type of environment would be great for the City's goal of improving housing.
2. It would align with several other projects local governments and groups already have slated.

The grant received for improving the downtown Grant Avenue bridge (<https://www.ky3.com/2024/07/11/federal-grants-help-springfields-longest-downtown-bridges-get-first-major-repairs-almost-half-a-century/>) could help with the effort and cost.

It would encourage businesses to consider west Kearney Street, which would align with the City's goal of Kearney Street revitalization, to be near the Grant Avenue Parkway. Businesses like to be near trail systems. There are great things happening at Kearney and Glenstone, but pulling development west on Kearney Street would make a significant impact and create a more beautiful city.

City Utilities of Springfield (<https://www.news-leader.com/story/news/local/ozarks/2024/09/18/springfield-city-utilities-replacing-gas-pipes/75266105007>) received a grant to renew gas mains in Zone 1. If the Grant Avenue Parkway project could align work with that effort, it might save money for the utility and help support the project.

The widening of I-44 over Grant Avenue might allow for funds to help in the area on Grant Avenue below the widening (Interstate 44 Corridor Upgrades in Greene County | Missouri Department of Transportation). It seems like the Grant Avenue Parkway effort might be able to benefit from some of the other projects slated for our community.

1. Education is the hope of North Springfield and long-term flourishing of the community. Completing the Grant Avenue Parkway to Lost Hill would allow students who attend Pipkin Middle School, Weaver

Elementary, Bowerman Elementary, Reed Middle School, and Hillcrest High School to all have a safer path to school. If you drive down Grant Avenue, near the fairgrounds, you will see electric poles in the middle of the sidewalk. The Parkway extension would create better walking and biking paths for these students, improving student outcomes. Improved student outcomes always lead to improved communities.

Students would also connect with their community being invested in as they see the work on the project happening in their neighborhoods. It would be a deep source of encouragement to the students and community to see those improvements and allow for improved attendance. Improved attendance, long term, will lead to a better business environment because those graduating will have learned more in school and be able to get better jobs and have more disposable income. The positive impact would last generations.

1. It would encourage business owners to consider locating them in Springfield. Businesses want to locate where their employees will enjoy living, and improving the quality of place in Springfield by completing the Grant Avenue Parkway to Lost Hill would make that happen, especially since it would encourage improvements to the housing stock. Also, business owners like to be near parkways, so it could encourage businesses to consider Kearney Street. A revitalized Kearney Street would pour life into the community.
2. It would connect Springfield together. It would be beautiful if a visitor to Springfield was able to visit Bass Pro, rent a bike, and ride to the Ozark's Empire Fair Grounds for a special event, while making stops in downtown Springfield and on Commercial Street to visit shops and restaurants. If the Grant Avenue Parkway was completed to Lost Hill, it could help revitalize west Kearney and allow visitors to visit restaurants and shops on Kearney Street too. Completing the Parkway would enhance connectivity for both visitors and citizens. It would also provide a bike path for residents north of Chestnut Expressway to reach the bus transfer station, enabling those without a vehicle to experience more community engagement and foster inclusivity. We want a connected community, and I believe completing the Grant Avenue Parkway to Lost Hill will provide for that.

It would extend Springfield's connection regionally. The Parkway would allow cyclists who ride the Frisco Highline Trail from Bolivar, Walnut Grove, and Willard to ride Farm Road 94 to Lost Hill Park and then connect to the Grant Avenue Parkway to ride to Sunshine Street. This would allow them to spend time in Springfield enjoying what the city has to offer.

I am grateful for the work OTO does for our community - thank you! Your efforts are blessing and improving our community in real ways. Please use your important voices to advocate for completing the Grant Avenue Parkway to Lost Hill.

Thank you for your important work.

Sincerely, Joe [REDACTED]

OTO Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partners, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: CC and Highway 65

City/County of concern: Ozark/Christian County

Date received: 09/09/2025

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

Contact Name: Not Provided

Contact Email/Ph #: N/A

Comment:

Vehicles block intersection at 65 when their light is green, but since traffic is slow to turn left at 22nd, the light at 65 often turns red with traffic being blocked - causing traffic backups and delays.

Map



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



PUBLIC COMMENT



Area of concern: CC and 22nd Street

City/County of concern: Ozark/Christian County

Date received: 09/09/2025

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

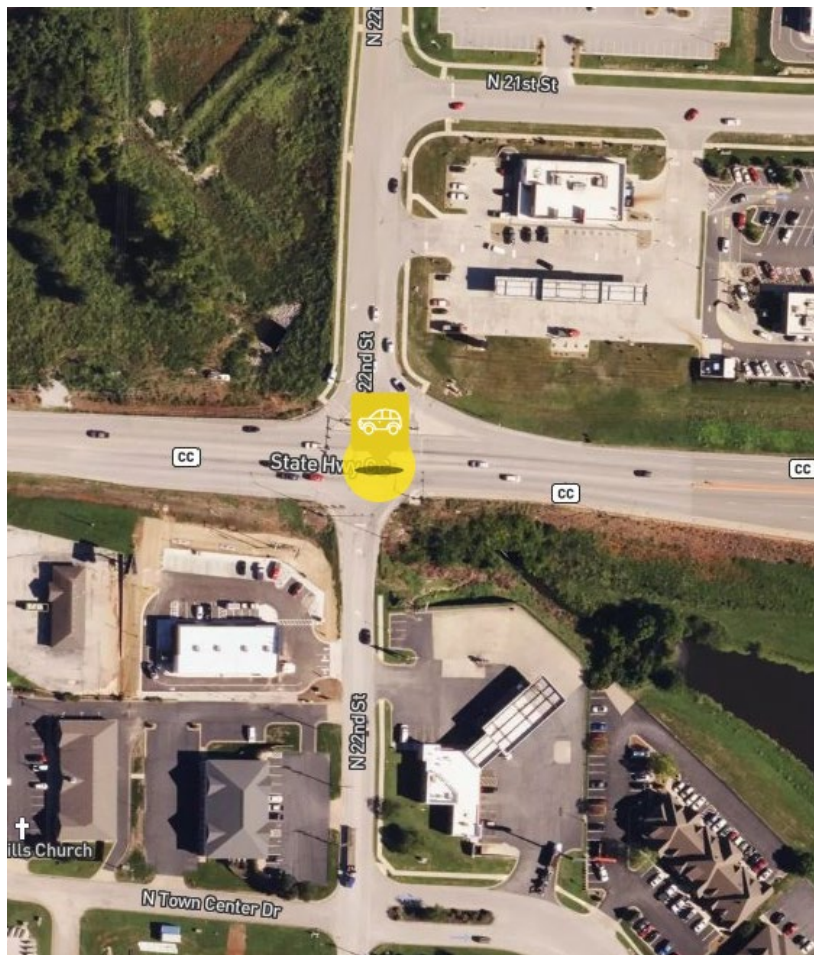
Contact Name: Not Provided

Contact Email/Ph #: N/A

Comment:

With the growing neighborhoods on 22nd, there is often more traffic turning left on 22nd than the turn lane on CC can hold. This causes backups through the light at CC and 65.

Map



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



PUBLIC COMMENT



Area of concern: CC between Fremont Road and 25th Street

City/County of concern: Ozark/Christian County

Date received: 09/09/2025

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

Contact Name: Not Provided

Contact Email/Ph #: N/A

Comment:

Between the traffic signal at McDonalds and the traffic signal at the school, the single lane road struggles to accommodate the traffic - especially during school pickup times. Additionally, drivers do not like to let others merge, which forces some vehicles to stop in the road with blinker on, or turn off the road and make a u-turn.

Map



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



PUBLIC COMMENT



Area of concern: Highway N and Farm Road 168 Intersection

City/County of concern: Greene County

Date received: 09/12/2025

Received through: Comment Email & In Person

Contact Name: Jerry [REDACTED]

Contact Email#: [REDACTED]

Comment:

This is Jerry [REDACTED]. We had a conversation earlier this week when I stopped by your office about an intersection north of Republic. The intersection in question is State Highway N and Farm Road 168 north of Republic. State Highway N changes to Farm road 81 south of the intersection with farm road 168.

The issue is that when southbound traffic on State Highway N wants to turn left to go east on farm road 168. Farm road 168 is on a hilltop which prevents the southbound traffic from being able to clearly see oncoming traffic before turning left.

I don't know the traffic accident numbers, but in my 40 years of living in this area I believe that there have been several serious accidents and possibly fatalities at this intersection. The speed limit was lowered from 55 to 45 mph several years ago as Republic has grown, which helps make this intersection safer. But it is still dangerous to make that left turn, especially if a northbound driver is speeding.

I propose installing a traffic sign and signal like the one in the attached pictures. The unit could be placed on the southeast corner of the intersection facing north. These pictures came from the intersection of NW south outer road and NW 22nd street in Blue Springs, Mo.

I think having a unit like this installed would give drivers a warning a second or two before the driver would have a visual of the oncoming traffic and make this a safer intersection. I would think that it would not be exorbitantly expensive and could be in place quickly and easily.

Niccole, please submit this request for me for your organization to review and feel free to call or email me if you need any other information. Thanks again.

-Jerry [REDACTED]
[REDACTED]



OTO Response:

It was great to get to speak with you. Thank you for sending in the comment. Public input is vital to the planning process. It will be shared with our Technical Planning Committee and Board of Directors. Thank you again for reaching out!

Have a wonderful week!



PUBLIC COMMENT



Area of concern: West Sunshine Bridge Project

City/County of concern: Springfield/Greene County

Date received: 09/11/2025

Received through: Phone

Contact Name: Russ [REDACTED] & Irene [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Called regarding the businesses and food truck park near US Automotive near the bridge project. The detour is hurting the businesses. Could there be signage stating the businesses are open? Is MoDOT able to do anything to update Google Maps? There has been a lot of confusion for food delivery drivers.

OTO Response:

OTO told the callers they would look into it and get back with them soon.



PUBLIC COMMENT



Area of concern: 160 and Rosedale

City/County of concern: Nixa/Christian County

Date received: 09/16/2025

Received through: Map-A-Concern & Called

Contact Name: Lynette

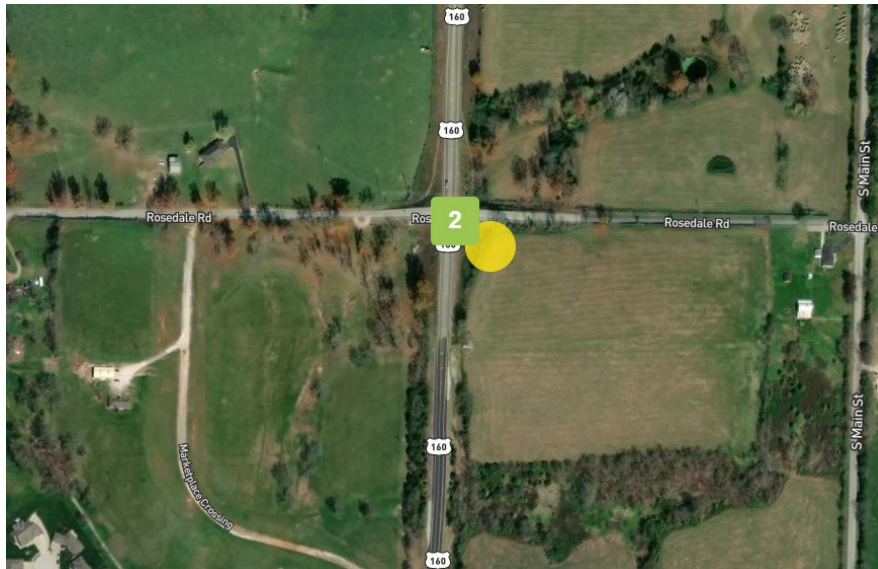
Contact Email/Ph #: [REDACTED]

Comment:

Map-a-concern comment: I spoke with MODOT and was told a study of this intersection was done. It was concluded that something should be done to reduce hazards at this intersection. There have been numerous accidents, even deaths at this intersection. It is incredibly dangerous and only keeps getting more dangerous as traffic increases.

Phone comment: Caller inquiring about what the community could do to bring awareness to the intersection and what funding may be available.

Map



OTO Response: Let the patron know their comment would be included in next Technical Planning Committee and Board of Directors meeting packets. Also, will call the patron back after staff return from a conference with any other information.



PUBLIC COMMENT



Area of concern: Driver/Car Focus

City/County of concern: OTO MPO Area

Date received: 09/02/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting



Facebook Comments

Carolyn McGhee

Springfield has acted for years like only drivers mattered and covid only exacerbated the issue. We need to consider our priorities: do we want to be drive thru only and exclusive or do we want to increase sidewalk miles and be inclusive? Vocational rehab, rehab services for the blind, the career center, and others have been telling people to leave for years because there's no opportunities here for non drivers. How much longer are we going to let this bleed out? We can put in as much sidewalk as funding will allow but if we don't fix the car centric attitude of the business community we're still going to have issues. We've been losing population for over 15 years. How much longer? When will we get inclusive infrastructure and a city culture that cares about its people??

1w Like Reply Hide Edited



SGF Yields

September 2 at 1:04 PM · 🌐

New sidewalk!

Public Works currently maintains around 780 miles of sidewalks - but we know there are still many streets in Springfield in dire need of sidewalks.

We have an annual budget of 1.2 million dollars for new and existing sidewalks - however, the need is much greater: Public Works identified 80 miles of high priority sidewalk gaps, which are estimated to cost \$40 million dollars. Another \$100 million on top of that is needed to bring existing sidewalks into ADA compliance.

That being said, the City of Springfield is committed to pedestrian safety and wants to hear from you to help us prioritize. Visit springfieldmo.gov and select "Report a concern" to submit a service request.



PUBLIC COMMENT



Area of concern: Distracted Driving

City/County of concern: OTO MPO Area

Date received: 09/02/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting



Missouri Department of Transportation September 2 at 1:01 PM · 🌐

One 🧠 thing 🧠 at 🧠 a 🧠 time! We may like to think we're good multitaskers, but driving should be our sole focus when behind the wheel. Do your part in keeping you, your passengers and other road users safe!

Facebook Comments



Carolyn McGhee

People think being unable to see is worse. I disagree, being sighted and distracted is worse. A lot of blind people are more aware of their surroundings than drivers these days because unlike drivers they're not distracted by phones or other things. When the national federation of the blind designed the first blind driver assist car the Virginia tech students wanted to blindfold a sighted person but the president told them they were too used to not paying attention. In contrast blind people use their hearing, touch, and mind to keep track of what's going on around them. I got a chance to ride in the blind driver car in 2011 and he's a better, smoother driver than a lot of people on the roads then and especially now as distractions have increased.

1w Like Reply Hide





PUBLIC COMMENT



Area of concern: Safety and Non Drivers ID

City/County of concern: OTO MPO Area

Date received: 08/05/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting

Facebook Comments



Ozarks Transportation Organization
August 5 · 🌐

...



empower: abilities
August 5 · 🌐

🚗 Get Wise in 45: Transportation & Safety 🚗

Safety = Independence!

Join us for our next Get Wise in 45 session to explore:

Transportation options available in your community

Safety tips and knowledge to help you keep the keys to your car longer



When: August 12 and August 28



Where: empower: abilities

Don't miss this quick, 45-minute session designed to give you practical tools to stay mobile and independent!

#GetWiseIn45 #SafetyEqualsIndependence #EmpowerAbilities
#TransportationOptions #StayIndependent



Carolyn McGhee

We need to get the public to understand that regardless of transportation method of choice or necessity all are just trying to get to their destination safely. Why are non driving jobs requiring a drivers license when walking, biking, and transit are also options and a non drivers ID is just as valid and is issued by the same government agency? The question should not be can you drive for a desk job the question should be can you be here reliably by (insert time).

5w Like Reply Hide Edited



1



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PUBLIC COMMENT



Area of concern: Highway 63 North of Licking

City/County of concern: Outside of the OTO MPO Area

Date received: 08/04/2025

Received through: Facebook

Contact Name: Ed Corder

Contact Email/Ph #: not available

OTO's Original Shared Posting



Ozarks Transportation Organization

August 4 · 🌐

MoDOT staff have been working with planning partners across the state the past few months to update the High-Priority Unfunded Needs document. The draft document will be presented at the following meetings. The Springfield meeting will be August 14th from 4:00 pm-5:30pm at the Library Station Frisco Community Room, 2535 N Kansas Expressway. For more information, please follow the link below or contact MoDOT directly.

<https://www.modot.org/high-priority-unfunded-needs-public...>

PLEASE JOIN US TO DISCUSS

**SOUTHWEST DISTRICT
TRANSPORTATION NEEDS**

including the long-range transportation plan, unfunded transportation needs, and provide feedback on the order of priorities that could be funded in the future.

Three meetings will be held:

August 7 4 pm - 5:30 pm Clinton Rotary Club 200 West Franklin Street, Clinton 64735
August 12 4 pm - 5:30 pm Joplin Public Library 1901 East 20th Street, Joplin 64804
August 14 4 pm - 5:30 pm The Frisco Room at Library Station 2535 North Kansas Expwy, Springfield 65803

Facebook Comments



Ed Corder

They need to do something about old Highway 63 north of Licking, Mo. The state took over 2 stretches of road connecting Licking with Raymondville and Houston but has long neglected Schafer Road. This portion of road is over 6 miles of the original route 7 then US 63, which by the way is the only road to the George O White Nursery a state run agency!
<https://www.thelickingnews.net/2025/07/23/meet-one-of-shafer-roads-heroes/>
fbclid=IwY2xjawL99OZleHRuA2FlbQlxMQBicmlkETE2Z1Fvd21wSEY1UDVkrnZBAR4YV-gmSryk5vrl8W91IKBbVDODPG9a1vqKJwgSduGfZrOxc4xBHR8pif9WrA_aem_ZO9gf5WJ-tR6suSDyTXuow

6w Like Reply Hide Edited



Ed Corder



6w Like Reply Hide



Author

Ozarks Transportation Organization

Ed Corder Thank you for your comment. Please share this information with MoDOT as it is outside our planning area.

6w Like Reply



Ed Corder

Ozarks Transportation Organization I don't know how to do that. Money was approved but the governor used a line item veto to stop the road repairs.

6w Like Reply Hide



Author

Ozarks Transportation Organization

Ed Corder Texas County is part of MoDOT's Southeast District. Here is a link to their webpage: <https://www.modot.org/southeast>. Their contact information is on that page. Hopefully they can provide you with more information.

6w Like Reply Commented on by **Ozarks Transportation** Edited



Ed Corder

Ozarks Transportation Organization Thank you so much.

6w Like Reply Hide



PUBLIC COMMENT



Area of concern: City Utilities Transit App

City/County of concern: Springfield/Greene County

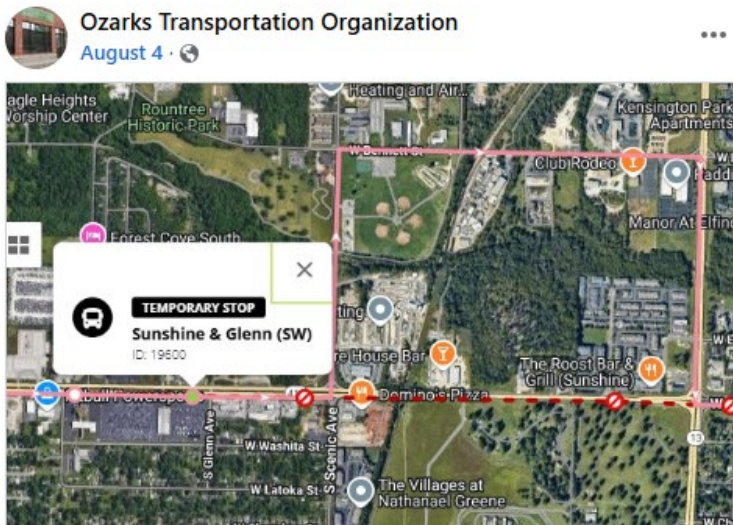
Date received: 08/04/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting



Facebook Comments



Carolyn McGhee

One nice thing about the new app is it seems to be easier for them to communicate closures like this vs just trying to have a list at the top of the main page.

6w Like Reply Hide



CU Transit
August 2

Starting Monday, August 4, 2025, through November 30, 2026, the 36 South Loop route will be detoured due to a service disruption.

- Closed Bus Stops:
 - Sunshine & Scenic (SW)
 - Sunshine at Marion
 - Sunshine & Kansas Expy (SW)

- ✓ Temporary Stop Added:
 - Sunshine & Glenn (SW)

We appreciate your patience and understanding as we work to improve your transit experience. For updates and route information, visit cutransit.net



PUBLIC COMMENT



Area of concern: Public Perception of Transportation via Bicycle

City/County of concern: Springfield/Greene County

Date received: 07/30/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting



Ozarks Transportation Organization
July 29 · 🌐

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



City of Springfield, MO
July 29 · 🌐

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

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

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

Facebook Comments



Carolyn McGhee

Getting there. It's not just about the infrastructure though, it's also about public perception regarding the transportation method. Unless it is seen as a valid way to access the community vs just recreation we will continue to have barriers even if the infrastructure is there. You have to be almost grown and have almost perfect vision to drive meanwhile kids and many legally blind people can see well enough to ride safely and independently. We also need to get employers to recognize that the non drivers ID is just as valid as the drivers license as a form of state ID and that employers SHOULD NOT specify a drivers license unless the job itself...not the commute to an office...requires it.

6w [Like](#) [Reply](#) [Hide](#) [Edited](#)





PUBLIC COMMENT



Area of concern: 160 and Rosedale

City/County of concern: Nixa/Christian County

Date received: 09/16/2025 **Received through:** Map-A-Concern & Comment Email

Contact Name: Amy [REDACTED]

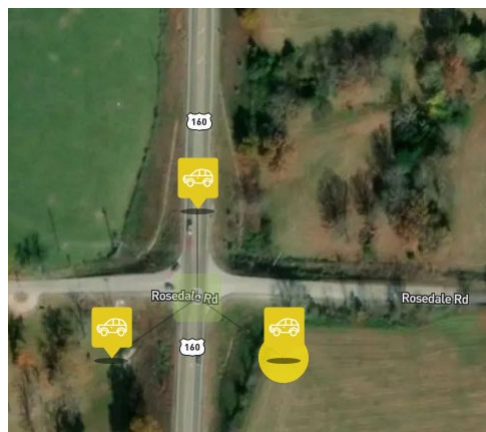
Contact Email/Ph #: [REDACTED]

Comment:

Email comment: Good evening...this email is regarding the safety of the intersection of Hwy 160 & Rosedale. I have lived in this area since 2006. This intersection has been a safety issue for almost two decades. It is a heavily traveled area both on 160 and Rosedale. There have been countless accidents, including fatalities, at this intersection. Although the SB right turn lane on 160 onto Rosedale has helped, the accidents continue to happen. It has become a common occurrence for the guardrail to be damaged, requiring replacement. Traffic going EB on Rosedale has a visibility issue for oncoming 160 traffic both directions due to the incline at the intersection as well as seasonal tall grass/weeds that can block the view completely. Countless requests have been made for a traffic light to be put in for the safety of all drivers and to reduce the cost of replacement of the guardrail to no avail. A suggestion has been made for a roundabout but unfortunately with the speed on 160 and the visibility hindrance that would not solve the safety issue. A traffic light would reduce the guardrail expense and improve the safety for traffic. Thank you for your consideration.

Map-A-Concern comment: My concern is at Rosedale & Hwy 160. There have been NUMEROUS accidents at this intersection, including fatality accidents. Despite adding a southbound right turn lane there is a visibility issue for traffic on Rosedale trying to either turn onto or cross Hwy 160. A traffic light is needed at this intersection to stop the continuous damage to property, including the guardrail, as well as injuries to drivers and passengers.

Map



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



PUBLIC COMMENT



Area of concern: Silent Bike vs Blind Pedestrian

City/County of concern: Springfield/Greene County

Date received: 09/25/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting



Ozarks Transportation Organization
July 29 · 🌐

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



City of Springfield, MO
July 29 · 🌐

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Whether you're a daily commuter, weekend rider or simply familiar with biking in our city, your input counts! The survey is open till October 5. Please take a few minutes to share your thoughts and feel free to spread the word to fellow riders, neighbors and friends!
https://www.surveymonkey.com/r/BFC_2025

Facebook Comments

Carolyn McGhee

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

3d Like Reply [Send message](#) [Hide](#)



Author

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

2d Like Reply





PUBLIC COMMENT



Area of concern: Electric Vehicle Speed on Trails

City/County of concern: MPO Area

Date received: 09/27/2025

Received through: Facebook

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

OTO's Original Shared Posting



Ozarks Transportation Organization
July 29 · 🌐

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



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July 29 · 🌐

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

Facebook Comments

David Blevins

[Ozarks Transportation Organization](#) if your taking it up I WOULD LIKE TO SEE THE SPEED OF ELECTRIC VEHICLES ON THE TRAIL limited I have nearly been hit several times cause I can't hear them or react quick enough to close.

2d Like Reply [Send message](#) Hide

Carolyn McGhee

[David Blevins](#) I think what it's going to come down to is speed limits vs vehicle type not just on the trails but some are trying to use electric trikes as mobility scooter replacements too. What is the top speed of a typical wheelchair? Maybe that's the starting point.

2d Like Reply [Send message](#) Hide

Carolyn McGhee

[Shelby Butler United Spinal Association](#)

2d Like Reply [Send message](#) Hide

Author

[Ozarks Transportation Organization](#)
[David Blevins](#) Thank you!

Author

[Ozarks Transportation Organization](#)
[Carolyn McGhee](#) Thank you!



PUBLIC COMMENT



Area of concern: Bicycle Friendly Community Status

City/County of concern: Springfield/Greene County

Date received: 09/27/2025

Received through: Facebook

Contact Name: David Blevins

Contact Email/Ph #: not available

OTO's Original Shared Posting



Ozarks Transportation Organization
July 29 · 🌐

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July 29 · 🌐

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

Facebook Comments

David Blevins
What was it before?

2d Like Reply Send message Hide



Author

Ozarks Transportation Organization
Good question. The first time the status of a Bicycle Friendly Community was applied for through the League of American Bicyclists was in 2010. The status has been maintained since then.

2d Like Reply



PUBLIC COMMENT



Area of concern: Walnut Lawn between Culpepper Ct & Kickapoo Ave/Deerfield St.

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

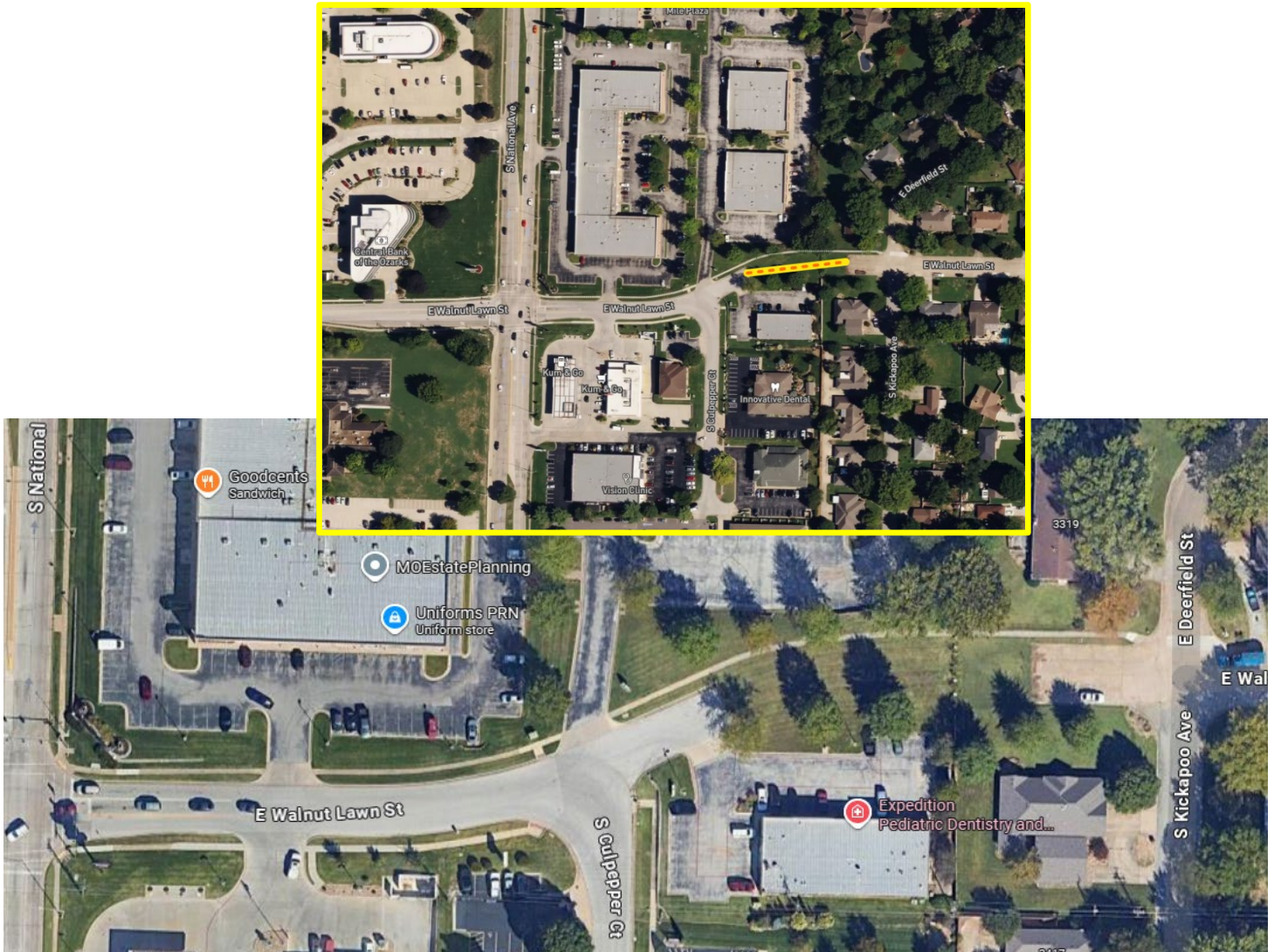
Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

Ungap this section of road for bike use. Use bollards to prevent car access?

Map



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



PUBLIC COMMENT



Area of concern: Cox Rd./FR 141 between Battlefield and Butterfield

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

Pedestrian/Bicycle Trail would be helpful for continuing to ungap the map. Chesterfield is a relatively low traffic neighborhood. Adding a safer intersection from Austin Ave/Cox Rd and Battlefield would help cyclists and pedestrians.

Map



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



PUBLIC COMMENT



Area of concern: Scenic Ave and Chesterfield Blvd

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

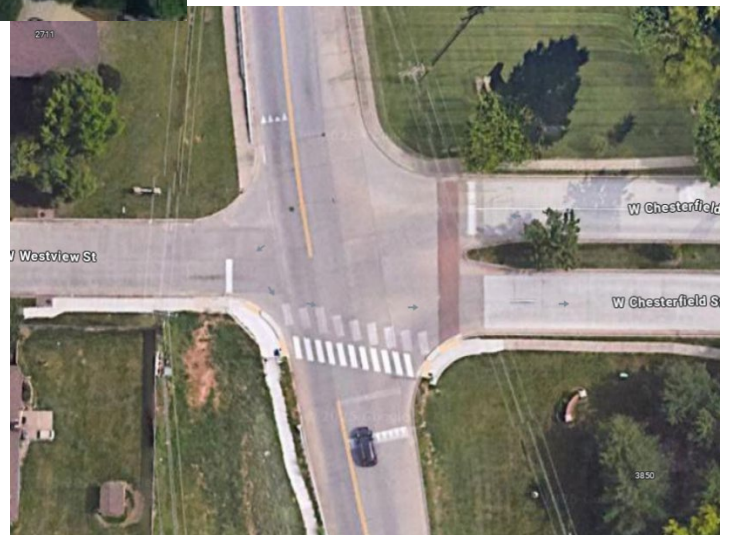
Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

This intersection is dangerous for pedestrians as many drivers speed on this road.

Map



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



PUBLIC COMMENT



Area of concern: Scenic Ave from Republic Rd to the Botanical Gardens

City/County of concern: Springfield/Greene County

Date received: 10/05/2025

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

Contact Name: Dylan Bolger

Contact Email/Ph #: N/A

Comment:

Make Scenic Ave bicycle/pedestrian friendly with a mixed-use trail/greenway! Republic Rd to Chesterfield Blvd offers a very narrow sidewalk. After Chesterfield, a wide gap exists where a wider trail could live. At Scenic/Walnut Lawn, the sidewalk ends. After Battlefield, a mixed-use trail exists on the left side of the road when heading north. Adding a mixed-use trail would provide infrastructure for kids to get to Jeffries Elementary safely and connect neighborhoods to Nathaniel Greene Park.

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; ITEM I.I.

Federal Funds Obligation Status – FY 2025 Year End

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

AGENDA DESCRIPTION:

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

In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. As of September 30, 2025 **OTO obligated 103.8% of the FY 2025** annual allocation. Thank you to everyone who has helped move projects forward.

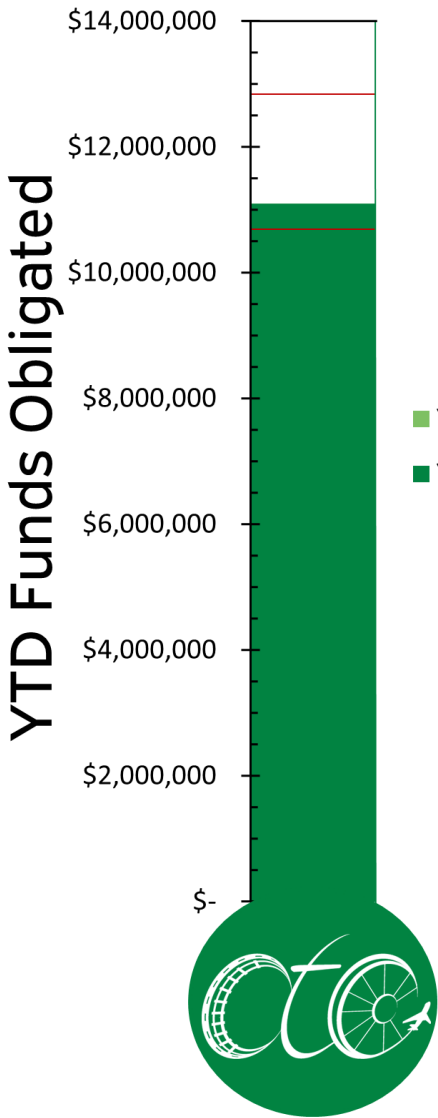
FOR FY 2026, THE OTO AREA MUST OBLIGATE ANOTHER \$10.9 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.

Staff has developed a status report which documents Federal Fiscal Year End obligations. Also included for member review is a projection of obligations for FY 2026.

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 2025 Project Tracking

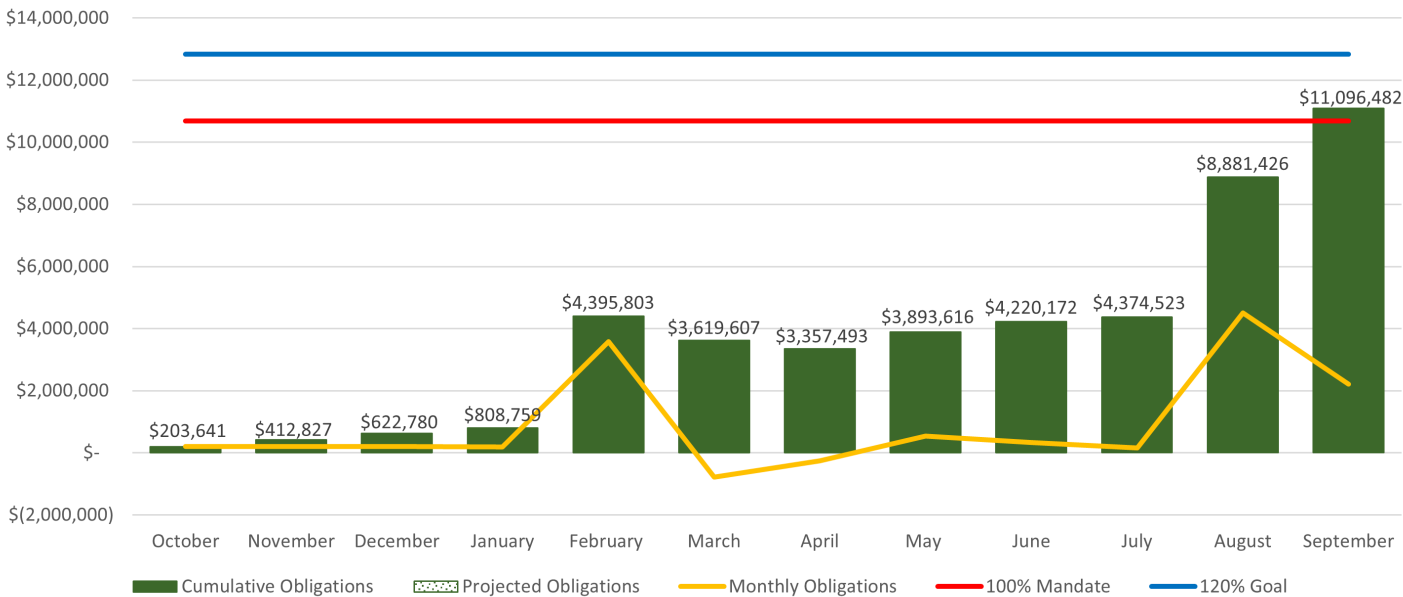


FY 25 Beginning Balance	\$11,972,230
120% Target	\$12,830,792
100% Mandate	\$10,692,327
YTD Obligations	\$11,096,482
Federal FY25 Percent Obligated	103.8%

- YTD Obligation & Pending
- YTD Obligation

Thank you to everyone for your dedication in helping the OTO region successfully meet its Federal Fiscal Year 2025 obligation mandate. As of 9/15/25, we have obligated approximately 103.8% of our annual allocation, ensuring that no federal funds are lost.

FY25 Federal Funding Obligations



Federal Funds Balance Report

FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,279,903.33
FY 2025 Allocations (100%)	All Funds	10,692,327.00
FY 2025 Obligations/Deobligations	All Funds	(11,096,482.27)
Balance as of 9/16/2025	All Funds	875,748.06

List of FY 2025 Obligations/Deobligations

9900766 Correction	TAP	44,555.65
9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
5901824 TMC Signal Replacements	STBG-U	(1,074,771.00)
5901832 EV Chargers	CRP	592,800.00
S603067 E. Sunshine SW	STBG-U	125,200.00
S603067 E. Sunshine SW	TAP	178,689.86
5901834 South Creek ESC	CRP	(4,346.55)
5901836 Fasnigh ESC	CRP	(36,421.83)
5901827 Jordan Creek Smith Park	TAP	(79,725.61)
9901878 Finley River Trail West	CRP	(1,701.69)
5901837 Bennett ESC	CRP	(2,159.20)
5936804 Ward Branch ESC	CRP	(41,799.00)
0442344 I-44 Kansas to Glenstone	STBG-U	351,773.21
S604064 Strafford 125 West SW	STBG-U	(29,227.04)
9901867 Lost Hill Park Bridge ENG	TAP	(24,720.00)
0442344 I-44 Kansas to Glenstone	TAP	9,947.46
5901829 Mt. Vernon/Miller Sidewalks	TAP	(628,387.79)
9901858 Route OO East Sidewalks	TAP	(175,223.35)
5901819 Walnut St. Bridge	STBG-U	231,572.08
5901839 South Crk at Glenstone	CRP	(66,603.82)
S605063 N. Main Street	STBG-U	485,679.59
5901826 LeCompte Trail	TAP	(383,160.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(786.06)
5900852 ADA Improvements	STBG-U	609,928.80
00FY826 UPWP FY 2026	STBG-U	(268,019.00)
5905813 FY 2026 TMC Staff	STBG-U	(504,000.00)
9901883 WC Trail and FF Phase 2	TAP	(163,679.03)
5901822 Chadwick Flyer Phase III	STBG-U	189,843.63
5901827 Jordan Creek Smith Park	TAP	25,236.01
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)
S604089 Melville over I-44	STBG-U	(21,767.61)
5901834 South Creek ESC	CRP	(23,319.45)
9901881 US 160 Trail Underpass	TAP	(98,178.65)
9901884 Route 66 Trail Phase 3	CRP	(215,271.40)
5901830 South Ck Fremont/Glenstone	CRP	(644,270.00)
5901839 South Creek at Glenstone	CRP	(250,555.73)
5919806 Grant Avenue Viaduct	STBG-U	(2,022,338.86)
5901838 MLK Jr. Bridge	STBG-U	(935,284.00)
9901864 Finley River Trail Extension	CRP	(439,183.43)
S604074 MM Shared Use Path/Underpass	TAP	(346,864.00)
5901842 Springfield Intersection Engineering	STBG-U	(395,956.47)
5901841 Bennett-Nat to Glenstone	STBG-U	(348,871.00)
9900905 21st & 22nd St. ENG	STBG-U	(32,423.86)
9901860 Nixa Multi-Use Path	TAP	(27,447.33)
9901860 Nixa Multi-Use Path	STBG-U as TAP	(564,733.33)
9901838 N. Old Orchard	STBG-U	(481,362.00)
9901864 Finley River Trail Extension	CRP	(17,398.11)

Amount subtracted from balance **(11,096,482.27)**

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,692,327.00
FY 2025 Obligations/Deobligations	All Funds	(11,096,482.27)
100% Goal Obligations Remaining	All Funds	(404,155.27)

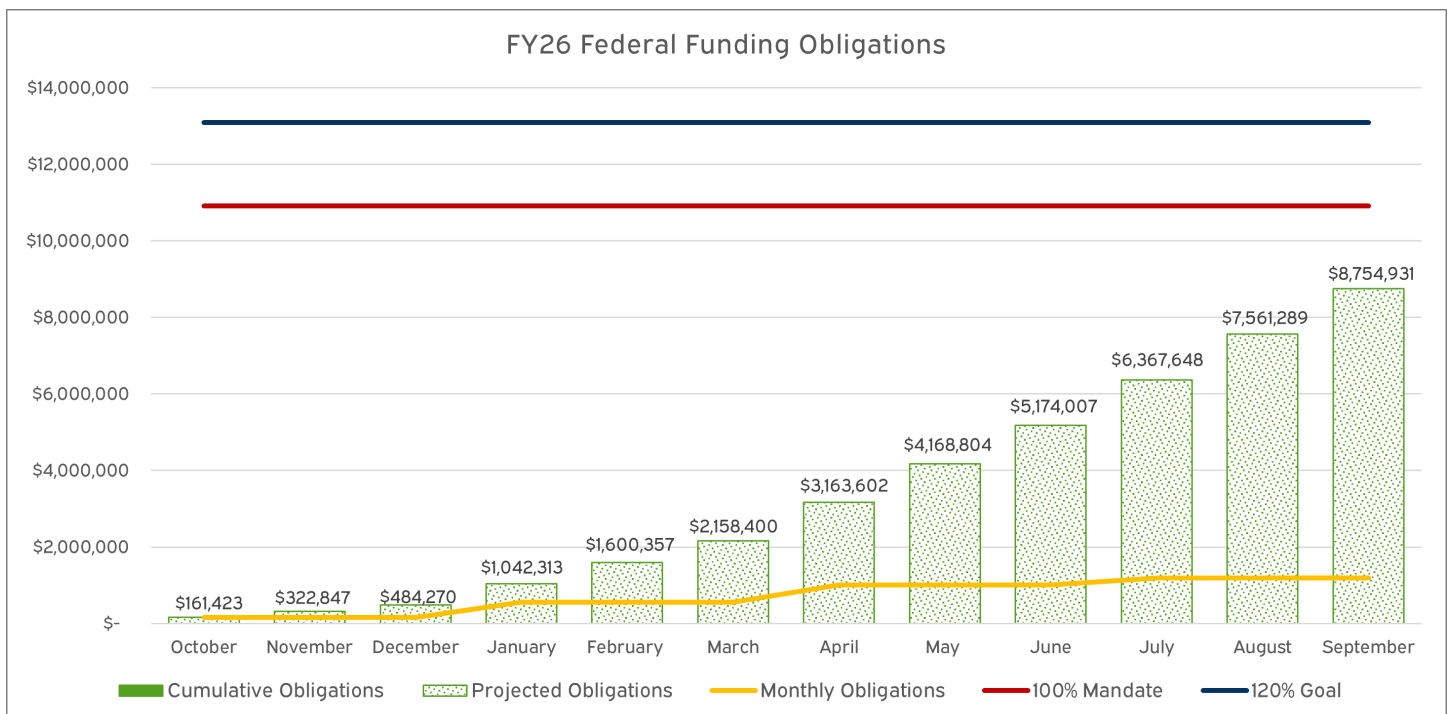
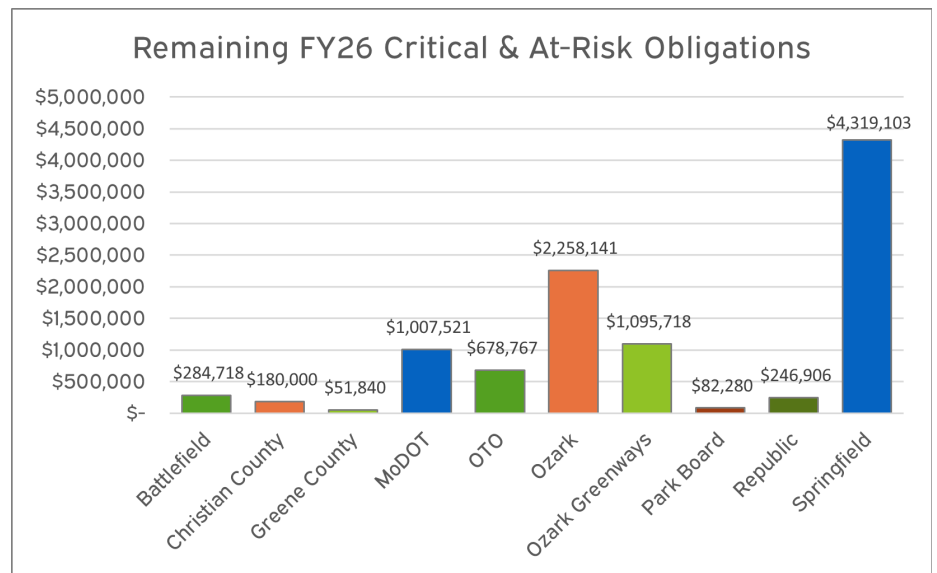
MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(11,096,482.27)

FY 2026 Project Tracking

WATCH THIS SPACE!
THERMOMETER COMING SOON!

FY 26 Beginning Balance (est.)	\$11,781,922
120% Target (tentative)	\$13,087,409
100% Mandate (tentative)	\$10,906,174
YTD Obligations	—
Amount Needed to 100% Mandate	\$10,906,174
Remaining Critical Obligations	\$8,754,931



FY 2026 Planned Obligations

Name	Responsible Agency	Planned Obligations	Total Obligations
PENDING OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	155,000.00	282,240.00
5901830 South Ck Fremont/Glenstone	Springfield	(160,000.00)	122,240.00
5901839 South Creek at Glenstone	Springfield	(6,135.73)	116,104.27
PLANNED CRITICAL OBLIGATIONS			
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(168,613.73)
CC2504 - Tracker/Nicholas	Christian County	(180,000.00)	(348,613.73)
5901832 EV Chargers - Greene	Greene County	(51,840.00)	(400,453.73)
MO2521 I-44 Aesthetics/Safety	MoDOT	(408,000.00)	(808,453.73)
SP2509 Division RR	MoDOT	(300,000.00)	(1,108,453.73)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(1,243,289.73)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(1,640,637.73)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(1,922,056.73)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(2,176,975.73)
9900905 N. 21st and N. 22nd	Ozark	(1,111,232.00)	(3,288,207.73)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(4,180,197.33)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(4,852,450.93)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(4,934,730.93)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(5,345,938.07)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(5,857,938.07)
SP2608 Campbell Ave ROW	Springfield	(360,000.00)	(6,217,938.07)
SP2609 Kansas Ave ROW	Springfield	(400,000.00)	(6,617,938.07)
SP2610 Springfield Resurfacing	Springfield	(2,400,000.00)	(9,017,938.07)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		1,830.21	(9,016,107.86)
00FY824 OTO Operations/Planning		140,170.20	(8,875,937.66)
1602076 Kearney/West Bypass		26,449.00	(8,849,488.66)
7441012 Kearney/Packer		69,522.96	(8,779,965.70)
9901827 ChadwickFlyr Jackson/Clay		41.57	(8,779,924.13)
5944805 Jackson Street Resurfacing		24,993.47	(8,754,930.66)
AT-RISK TO OBLIGATE			
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(352,000.00)
EN2604 Wilson's Creek Republic Rd Trail	Ozark Greenways	(423,464.80)	(775,464.80)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(1,022,371.20)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(1,187,056.20)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; ITEM II.A.

***Destination 2045* Amendment Number 11**

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

AGENDA DESCRIPTION:

New Project

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the Board of Directors approve Amendment Eleven to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Eleven to *Destination 2045* with the following changes...”

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

97: Non-Transit Constrained Project List

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

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

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

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

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

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

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

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

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

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

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

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

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

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

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

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

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

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; ITEM II.B.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

1. ***New*** Route 160 Pavement Replacement (GR2601)
MoDOT has requested to add a project for scoping pavement improvements on US 160 for a total programmed amount of \$154,000.
2. ***Revised*** I-44 Safety Project (MO2521)
MoDOT has requested additional adjustments and the inclusion of Joplin and Springfield contributions to the I-44 Safety Project for a new total programmed amount of \$512,592,960.
3. ***New*** Scoping for Safety Improvements on Route MM (RP2603)
MoDOT has requested to add a scoping project for safety improvements on Route MM for a total programmed amount of \$170,000.
4. ***Removed*** Corridor Improvements on Hwy 13 (SP2606)
This project has been combined into MO2521 – I-44 Safety Project.
5. ***New*** Corridor Improvements on Hwy 13 (SP2607)
MoDOT has requested to add a scoping project for corridor improvements on Highway 13 for a total programmed amount of \$600,000.
6. ***New*** Campbell Avenue – Westview/Primrose Streets to Republic Road (SP2608)
Springfield has requested to add a project to buy ROW for future improvements on Campbell Avenue for a total programmed amount of \$450,000.
7. ***New*** Kansas Avenue – Walnut Lawn to Maplewood (SP2609)
Springfield has requested to add a project to buy ROW for future improvements on Kansas Avenue for a total programmed amount of \$500,000.
8. ***New*** 2026 STBG Resurfacing – Various Routes (SP2610)
Springfield has requested to add a project for resurfacing various routes in Springfield for a total programmed amount of \$3,000,000.

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 2 to the FY 2026-2029 Transportation Improvement Program.”

OR

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

GR2601-26A2 - ROUTE 160 PAVEMENT REPLACEMENT

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

Project Considerations

-

Project Description

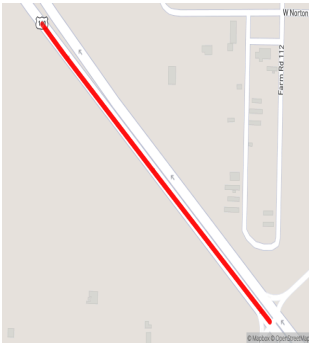
Scoping for pavement improvement on Route 160 from 0.4 mile west of I-44 to I-44.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

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

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



MO2521-26A2 - I-44 SAFETY PROJECT

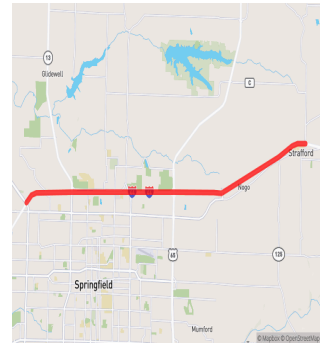
Plan Revision 26A2	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield, Strafford	Status Programmed	Total Cost \$512,592,960
MoDoT ID ST0089	Federal ID -	Project From Joplin	Project To Conway

Project Considerations
-

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

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

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



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	<p>ID changed from "MO2521-26A1" to "MO2521-26A2"</p> <p>Plan Revision Name changed from "26A1" to "26A2"</p> <p>Funding Source Notes changed from "Non-Federal Funding Source: SFY 2025 Special General Revenue Funds" to "Non-Federal Funding Source: SFY 2025 Special General Revenue Funds; local funds from City of Joplin (totaling \$3,910,000) and City of Springfield (totaling \$101,992)."</p>
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$911,000 to \$631,000 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$1,234,000 to \$0 <p>MoDOT</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in ENG from \$26,639,000 to \$35,570,000 - Decrease funds in FY 2026 in ROW from \$7,800 to \$4,600 - Decrease funds in FY 2026 in CON from \$427,027,400 to \$371,004,300 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ENG from \$7,417,000 to \$0 + Increase funds in FY 2026 in ROW from \$15,200 to \$18,400 + Increase funds in FY 2026 in CON from \$44,921,600 to \$94,112,800 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in ENG from \$0 to \$410,000 + Increase funds in FY 2026 in CON from \$0 to \$3,500,000 + Increase funds in FY 2026 in ENG from \$0 to \$7,555 + Increase funds in FY 2026 in CON from \$0 to \$94,437 <p>SAFETY (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$6,831,900 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in ENG from \$0 to \$30,220 + Increase funds in FY 2026 in CON from \$0 to \$377,748
FEDERAL PROJECT COST	Increased from \$53,587,800 to \$101,371,068 (89.17%)
TOTAL PROJECT COST	Increased from \$508,173,000 to \$512,592,960 (0.87%)

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

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

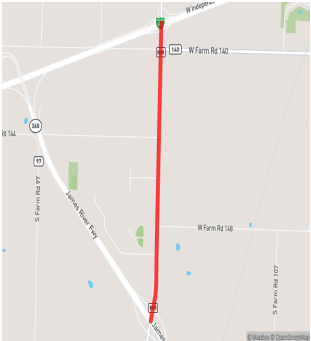
Project Considerations
Bike/Ped Plan

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

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

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

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



SP2606-26 - I-44 AESTHETICS

Plan Revision 26A2	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$500,000
MoDoT ID -	Federal ID -	Project From US 160	Project To Glenstone

Project Considerations
-

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

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

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

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

SP2607-26A2 - CORRIDOR IMPROVEMENTS ON HWY 13

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

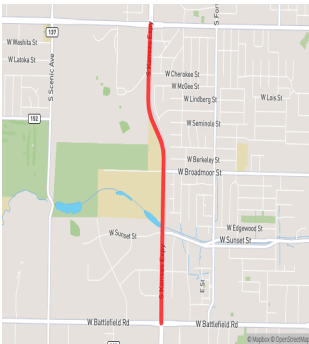
Project Considerations
Bike/Ped Plan

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

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

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

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



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

Plan Revision
26A2

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$450,000

MoDoT ID
-

Federal ID
-

Project From
W Westview Street / W Primrose Street

Project To
W Republic Road

Project Considerations

Bike/Ped Plan

Project Description

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

Funding Source Notes

Non-Federal Funding Source: City of Springfield

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

CURRENT CHANGE REASON

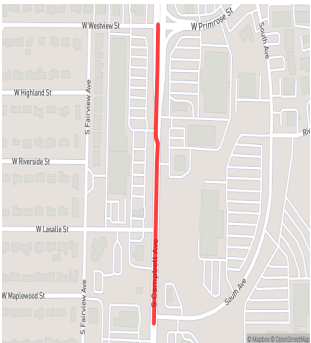
New Project

FEDERAL PROJECT COST

Stays the same \$360,000

TOTAL PROJECT COST

Stays the same \$450,000



SP2609-26A2 - KANSAS AVENUE - WALNUT LAWN TO MAPLEWOOD

Plan Revision
26A2

Section
Sponsored by Local Public
Agencies

Project Type
System Improvement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$500,000

MoDoT ID
-

Federal ID
-

Project From
Walnut Lawn Street

Project To
Maplewood Street

Project Considerations

Bike/Ped Plan

Project Description

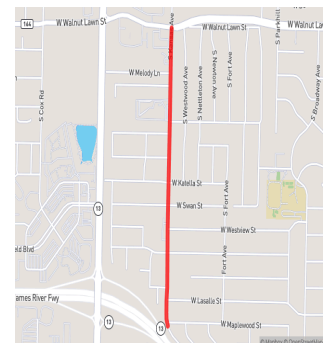
Street, bicycle/pedestrian, and storm-water improvements on S Kansas Avenue from W Walnut Lawn Street to W Maplewood Street.

Funding Source Notes

Non-Federal Funding Source

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

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



SP2610-26A2 - 2026 STBG RESURFACING - VARIOUS ROUTES

Plan Revision
26A2

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Pavement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,000,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

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

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

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

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

REVENUE

Revenue Source	Carryover	2026	2027	2028	2029	Total
MoDOT State/Federal	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
RAISE	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313
SS4A	\$1,152,000	\$0	\$0	\$0	\$0	\$1,152,000
Suballocated STBG-U	\$5,628,795	\$8,251,401	\$8,416,429	\$85,848	\$8,756,453	\$31,138,926
Suballocated TAP	\$1,662,371	\$1,786,840	\$1,703,775	\$1,737,851	\$1,772,608	\$8,663,445
Suballocated CRP	\$1,650,174	\$984,404	\$1,004,092	\$1,024,174	\$1,044,657	\$5,707,501
Aviation - FAA	\$0	\$25,474,500	\$11,745,000	\$3,000,000	\$8,051,000	\$48,270,500
FTA 5307	\$2,486,536	\$3,950,171	\$4,029,174	\$4,109,757	\$4,191,952	\$18,767,590
FTA 5310	\$823,914	\$419,117	\$427,499	\$436,049	\$444,771	\$2,551,350
FTA 5339	\$324,432	\$330,921	\$3,563,139	\$344,290	\$351,176	\$4,913,958
Transit MO HealthNet Contract	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
Transit State Operating Funding	\$43,500	\$153,415	\$153,415	\$153,415	\$153,415	\$657,160
CU Transit Utility Ratepayers	\$7,447,745	\$7,284,226	\$8,063,689	\$7,024,039	\$7,722,024	\$37,541,723
CU Transit Farebox, Ads, Rent	\$955,000	\$955,000	\$955,000	\$955,000	\$955,000	\$4,775,000
Human Service Agencies		\$57,629	\$58,781	\$59,957	\$61,156	\$237,523
TOTAL	\$70,863,780	\$617,994,624	\$77,161,993	\$64,108,380	\$79,411,212	\$909,539,989

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2026	2027	2028	2029	Total
CART All Jurisdictions (Projected)	\$21,185,583	\$21,185,583	\$21,185,583	\$21,185,583	\$84,742,330
O&M (637.42 miles * \$6,299/mile)	(\$4,015,109)	(\$4,115,487)	(\$4,218,374)	(\$4,323,833)	(\$16,672,803)
TIP Programmed Funds All Jurisdictions	(\$16,515,420)	(\$3,396,523)	(\$1,149,004)	(\$220,567)	(\$21,281,514)
Other Committed Funds All Jurisdictions	\$57,515,582	\$57,515,582	\$57,515,582	\$57,515,582	\$230,062,328
TOTAL	\$58,170,636	\$71,189,155	\$73,333,787	\$74,156,765	\$276,850,342

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	\$36,000	\$36,000	\$36,000	\$36,000
CRP (FHWA)	\$1,563,899	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$0	\$0	\$0
NHPP (FHWA)	\$103,824,000	\$11,539,200	\$28,474,400	\$35,855,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$10,807,900	\$370,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,256,000	\$40,000	\$1,600	\$1,600
STBG-U (FHWA)	\$18,791,472	\$4,054,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$186,624,748	\$16,175,505	\$32,809,681	\$36,820,066
STATE				
MoDOT	\$418,872,766	\$8,671,000	\$9,217,800	\$9,385,800
MoDOT-AC	\$13,753,203	\$21,718,000	\$7,078,400	\$442,400
MoDOT O&M	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444
State Subtotal	\$439,219,888	\$37,134,579	\$23,196,928	\$16,887,644
LOCAL/OTHER				
Local	\$12,020,699	\$3,396,523	\$1,149,004	\$220,567
Local-AC	\$4,494,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$16,615,420	\$3,396,523	\$1,149,004	\$220,567
Total	\$642,460,056	\$56,706,607	\$57,155,613	\$53,928,277

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$16,615,420	\$3,396,523	\$1,149,004	\$220,567	\$21,381,514
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
TOTAL AVAILABLE FUNDING	\$58,782,653	\$602,533,984	\$58,263,398	\$56,030,605	\$64,715,729	\$840,326,370
Carryover		\$58,782,653	\$18,856,581	\$20,413,372	\$19,288,364	--
Programmed State and Federal Funding		(\$642,460,056)	(\$56,706,607)	(\$57,155,613)	(\$53,928,277)	(\$810,250,554)
TOTAL REMAINING	\$58,782,653	\$18,856,581	\$20,413,372	\$19,288,364	\$30,075,816	\$30,075,816

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; ITEM II.C.

2027-2031 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

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

FUTURE STEPS

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2027-2031 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2027-2031 STIP.”

FY 2027-2031 Proposed Projects for STIP Prioritization

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

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

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

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

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; ITEM II.D.

Federal Funds Balance Report – September 30, 2025

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

AGENDA DESCRIPTION:

REPORT TO BE PROVIDED SEPARATELY

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

The OTO Federal Funds Balance Report, ending September 30, 2025, with funding and programming projections through FY 2029, will be provided separately ahead of the meeting. It is imperative that future balances and programmed projects are monitored to stay ahead of the OTO annual allocations, as MoDOT is now requiring 100 percent of the OTO annual allocation be obligated each year.

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.

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 10/15/2025; ITEM II.E.

Administrative Modification 2 to the FY 2026-2029 Transportation Improvement Program

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

AGENDA DESCRIPTION:

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

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

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

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

8 October 2025

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

Dear Mr. Henderson:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on October 8, 2025. Please find enclosed the administrative modification, which is outlined on the following pages. These changes did not affect Fiscal Constraint.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



MO2305-26AM2 - 5310-TRADITIONAL PROJECTS RESERVE 2024

Plan Revision
26AM2

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$283,948

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2024

Includes two OATS vehicles - Wide Body Cutaway Floor Plan II High Roof Extended Conversion Van Floor Plan ADA Flip Seat

Includes one VSL Springfield Assisted Living vehicle - Medium Roof Extended Conversion Vans (IFB) MODOT-FY25-0027-SL Aluminum Floor Central States Bus Sales Ford T-350 Transit X2C 2025

Funding Source Notes

Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding, including OATS and VSL Springfield Assisted Living LLC

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	\$227,158	-	-	-	-	\$227,158
Capital	Local	-	\$56,790	-	-	-	-	\$56,790
Total Capital		-	\$283,948	-	-	-	-	\$283,948
Total Programmed		-	\$283,948	-	-	-	-	\$283,948

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

TAB 9

October 7, 2025

Re: Communication on DBE Changes

Dear Stateholder:

On September 30, 2025, USDOT published an Interim Final Rule (IFR) that significantly changes the Disadvantaged Business Enterprise (DBE) and Airport Concessionaire (ACDBE) programs.

The IFR was effective immediately upon publication in the Federal Register on October 3, 2025.

The immediate steps MoDOT is taking to comply with the IFR are:

1. MoDOT will not be setting DBE goals on future contracts - including Professional Service and Construction Contracts - while next steps are being developed and implemented, to fully comply with the required changes to the DBE program.
2. MoDOT will continue to work with USDOT and federal transportation administrations to develop timely guidance and direction for the DBE community regarding implementation of the IFR.
3. Further guidance will be forthcoming as MoDOT staff develops additional action needed for full compliance with the IFR.

Sincerely,



Eric Schroeter, P.E.
Deputy Director/Chief Engineer



USDOT ISSUES INTERIM FINAL RULE, GUIDANCE REGARDING DBE PROGRAM

USDOT AND JUSTICE DEPARTMENT CONCLUDE RACE- AND SEX-BASED PRESUMPTIONS ARE UNCONSTITUTIONAL

The U.S. Department of Transportation (USDOT) this morning published an [interim final rule](#) and guidance related to the status of the Disadvantaged Business Enterprise (DBE) Program, which the U.S. Department of Justice (DOJ) considers inconsistent with equal protection under the Fifth Amendment of the Constitution.

The rule by USDOT appeared in the [Federal Register](#) this morning with an immediate effective date. The rule provides a 31-day comment period that ends Nov. 3.

Comments should be identified by docket number DOT-OST-2025-0897 and submitted one of three ways:

- **Federal Rulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- **Hand Delivery:** U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except federal holidays. (NOTE: With the current federal government shutdown, confirm the office is open regular hours before attempting hand delivery.)

USDOT and DOJ reviewed a Sept. 23, 2024 ruling by the U.S. District Court for the Eastern District of Kentucky that “the DBE program’s use of race- and sex-based presumptions” of being socially and economically disadvantaged “likely does not comply with the Constitution’s promise of equal protection under the law,” according to a [Sept. 30 USDOT memo](#) detailing the rule.

USDOT and DOJ, “consistent with the ruling of the District Court, have determined that the DBE program’s race- and sex-based presumptions do not comply with the Fifth Amendment’s Due Process Clause, which prohibits the Federal Government from depriving individuals of the equal protection of the laws,” the Sept. 30 memo states.

The memo also notes that, “On June 25, 2025, the Solicitor General wrote to the Speaker of the House, consistent with 28 U.S.C. § 530D, to advise the Speaker that DOJ had concluded that the DBE program’s presumptions violate the Constitution, that DOJ would no longer defend the presumptions in court, and that DOJ had taken that position in ongoing litigation. DOT agrees with and adopts the Solicitor General’s analysis.”

USDOT’s issuance of an interim final rule removes the presumptions from the DBE program regulations as a result of that position.

USDOT issued guidance for recipients of its highway, transit and airport funding. The guidance notes that race- and sex-based presumptions are removed from the definition of “socially and economically disadvantaged individual” and that applicants will be evaluated on a case-by-case basis for the Unified Certification Programs (UCP) based on five criteria.

All current DBEs must be re-evaluated to see if they meet the new certification standards or must be decertified.

Today’s listing in the Federal Register is [here](#).

The Sept. 30 memorandum from the USDOT is [here](#).



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\$1.2 Billion in Biden RAISE and MEGA Grant Awards May Be Withdrawn

\$1.2 Billion in Biden RAISE and MEGA Grant Awards May Be Withdrawn

SEPTEMBER 19, 2025 | JEFF DAVIS

At the U.S. Department of Transportation, the opening months of the second Trump Administration have been preoccupied with holdover business – a review of “over 3,200 projects the previous administration announced but did not execute.” That review is now almost complete, and it appears that a number of bicycle and pedestrian-oriented projects announced by the Biden Administration may be withdrawn by the Trump Administration.

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Earlier this week, DOT sent Congress an updated list of 2,998 projects that have been reviewed and are now moving forward for grant execution. 2,998 is close enough to “over 3,200” that it allows us to draw some conclusions about the other 200-some projects that have not been approved yet. The Biden-era projects that are not on the approved list tend heavily towards bicycle-pedestrian infrastructure, and because the Trump Administration is not particularly supportive of spending federal money on such projects, funding for many of these projects may be withdrawn and redistributed.

(This is probably legal. The standard for when the government has made a binding legal commitment to grant awardees is normally when the grant agreement is signed by all parties and the obligation is recorded, not the issuance of a press release. This “withdrawal” process is separate from what is happening elsewhere, which we reported on last week, where DOT has started “terminating” grants that have already executed their grant agreements, on the grounds that the grant “no longer effectuates... agency priorities,” which is of more questionable legality.)

These grants aren’t officially dead until one of three things happens:

- The Department sends a formal notification of withdrawal to the project sponsor, or
- The Department sends out a new NOFO soliciting new applications for the money, or
- The appropriation lapses or is repealed. (This can depend, on a project-by-project basis, if the appropriation for the project came from the IIJA or from the annual appropriations bill. NII appropriations from the regular bill tend to have a four-year obligation deadline, but IIJA appropriations for NII are good forever.)

For at least some of these projects, the formal notification of withdrawal has been sent and received (see here for the Naugatuck Valley, Connecticut project, and here for the McLean County,



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**Capitol Hill Events –
Week of August 4,
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Illinois project, both of which are listed below). But right now, at best these projects are in limbo, with DOT staff forbidden to execute project agreements for these projects, preventing federal funding from moving forward.

Will there be a centralized public announcement? The Administration already made a public statement last month about withdrawing \$679 million in Biden-era grants awarded for projects that support offshore wind farms.

Our analysis focuses on the multimodal National Infrastructure Investments appropriations account, which covers both larger “MEGA” project grants and smaller grants that used to be called TIGER, then BUILD, then RAISE, and now BUILD once more. And we looked at recent awards, which were the least likely to have already been obligated.

For the “MEGA” grant program, all of the Biden Administration’s FY 2023-2024 grant selectees are on the Trump approved list. But of the Biden Administration’s eleven grant selectees for the FY 2025-2026 cycle, only seven are on the Trump approved list. The Department announced on August 26 that one of the projects (\$54.5 million to build a station in Merced, California for the state’s high-speed rail system) was being withdrawn as part of the Administration’s holistic war against the California bullet train.

The other three MEGA projects from the FY 2025-2026 cycle that are not on the Trump Administration’s approved list are:

- Maywood, Illinois – reconstruction of Interstate 290 and the 1st Avenue interchange and implement nearby signalized interchanges, with an emphasis on reducing the chances of red-light running and on increased protection for pedestrians and cyclists – \$95.6 million
- New York, New York – rebuild the Brooklyn Marine Terminal, to wit: (1) rehabilitate Pier 10, (2) demolish Piers 9A and 9B and construct a new Pier 9, and (3) improve traffic and circulation on the BMT campus for pedestrians, cyclists, and motorists – \$163.8 million

- New York, New York – create a 1.35-mile grade-separated two-way bicycle path along 10th Avenue in Inwood, including curb extensions, raised crosswalks, bus bulbs, and lighting treatments under overpasses – \$96 million.

Again, we must emphasize that these projects aren't officially dead yet, but they have not been approved by the current Administration, and they seem like the kind of projects that this Administration would most want to cancel.

This represents \$410 million in no-year appropriations from the IIJA that the Administration could redistribute through another NOFO.

For the more numerous RAISE grants, we looked at the FY 2024 awards (announced July 29, 2024) and the first round of FY 2025 awards (announced January 10, 2025). Our analysis shows that 35 awards totaling \$459 million in FY 2024 funding, and another 22 awards totaling \$333 million in FY 2025 funding, have not been approved by the Trump Administration yet (and not obligated, either).

Those projects, which are not quite dead yet but should be considered as if on life support, are listed below. Note the common themes of bike-ped and mass transit, as well as some planning-only grants. Separated by fiscal year and then alphabetized by state.

FY 2024 RAISE Grant Awards Not Approved by the Trump Administration **(35)**

- Fairfield, Alabama – “construct approximately 3.8 miles of bicycle facilities along Dr. MLK Boulevard, Vinesville Road, and 52nd Street Ensley in Fairfield and Birmingham. The project will also construct three mobility hubs near the bicycle facilities.” – \$11.75 million
- Central Connecticut – “comprehensive study of the approximately 11-mile Berlin Turnpike Corridor (US-5/CT-15) from the Berlin/Meriden town line to the

Wethersfield/Hartford line to review and identify a feasible route and conceptual plan to accommodate bicycle, pedestrian, and transit users. The study will provide recommendations that address vehicle speed reduction, traffic calming, access management, active transportation connections, and land-use planning scenarios for a potential multi-modal transit hub.” – \$2 million

- Naugatuck Valley, Connecticut – “environmental, engineering design, and pre-construction activities for approximately 16.3-miles of gap along the Naugatuck River Greenway Trail (NRG Trail) between Breen Field in Naugatuck to East Main Street in Thomaston.” – \$5.73 million
- Dover, Delaware – “construction of bicycle and pedestrian improvements on the northside of South Little Creek Road from Horsepond Road to Bay Road and at the intersections of US13, Bay Road, MLK Boulevard and South Little Creek Road. Improvements will include installation of shared-use paths, crosswalks, curb ramps, pedestrian refuge islands and median fencing.” – \$12.25 million
- Washington, D.C. – “construction of an approximate 1.8-mile multi-modal shared use path connecting the Fort Lincoln neighborhood to the Anacostia Riverwalk Trail via a new pedestrian bridge and the rehabilitation of the New York Ave NE bridge.” – \$25 million
- Lake Wales, Florida – “This project will fund the Complete Streets redevelopment of four road segments in Lake Wales: 1st Street, Central Avenue, A Street, and Lincoln Avenue. Enhancements include a road diet, a separated cycle track, expanded ADA accessible sidewalks, safety enhancements at crosswalks and railroad crossings, increased shade tree canopy cover and raingardens, lighting, underground high-speed fiber and streetlight power sources, and streetscaping.” – \$22.93 million
- Tampa, Florida – “engineering design, permitting, and construction of Complete Streets improvements along 22nd Street, Bermuda Boulevard, and 26th Street. The project

includes a shared-use trail that connects to the City's 22-mile Green Artery Trail, pavement resurfacing, landscaped buffer area, ADA sidewalks, traffic calming measures, mid-block crossings, landscaping, and on-street parking." – \$22.47 million

- Decatur, Georgia – "This project will fund planning activities including public engagement, concept development, NEPA documents, survey database, preliminary plans, right-of-way plans, and final plans for the future complete street improvements to Scott Boulevard." – \$1.87 million
- Fairburn, Georgia – "planning and design of pedestrian safety improvements along US 29 and near the intersection of US 29 and Harbor Lake. Planned improvements include a pedestrian bridge over US 29 and the CSX railway. Project activities will include preliminary engineering, project design and permitting, compliance with the National Environmental Policy Act (NEPA), public outreach, and stakeholder coordination. The project will also plan and analyze Intelligent Transportation System (ITS) improvements." – \$1.01 million
- Central Illinois – "This project will conduct a feasibility study for express bus service along an approximate 47 mile corridor between Bloomington-Normal and Peoria." – \$1.2 million
- McLean County, Illinois – "plan and design approximately 9-miles of the final three segments of the 47.2-mile Historic Route 66 Bike/Pedestrian Trail. The final three segments include approximately 2.9-miles from the northern terminus of the existing trail to Lexington, approximately 5.0-miles from Lexington to Chenoa, and approximately 1.2-miles from Chenoa to the Livingston County Line." – \$675 thousand
- Michiana, Indiana – "plan a multi-use trail across an approximate 11-mile gap of the Crossway Trails between the Riverwalk Trail in Mishawaka and the Elkhart Riverwalk, resulting in an approximate 58-mile multi-use trail. Planning activities include public engagement, alternatives analysis, preferred alignment, implementation and funding, and up to 30 percent design on priority segments. The project will also evaluate electric vehicle charging stations and docking stations

for bike share at trailheads, as well as transit connections to the trail.” – \$817 thousand

- Wichita, Kansas – “complete a Planning and Environmental Linkages (PEL) Study to develop options for replacing infrastructure along an approximate 5.5 mile segment of I-135 in Wichita. The study area is comprised of the two largest bridge structures in Kansas, two interchanges, 53 roadway bridges, and four pedestrian bridges.” – \$1.6 million
- Coffey County, Kansas – “This project will plan and design approximately 47 miles of trail within 6 communities in Coffey County.” – \$2.65 million
- Topeka, Kansas – “This project will construct approximately 50 miles of new or improved ADA compliant sidewalk.” – \$25 million
- Portland, Maine – “construct active transportation and roadway infrastructure in the East Deering neighborhood of Portland. The project will construct a network of shared-use paths that include improved lighting and drainage. The project will also improve active transportation pathways on neighborhood roads and intersections, as well as modify the I-295 ramp system that feeds into the neighborhood.” – \$25 million
- Gardner, Massachusetts – “planning activities for a Downtown Mobility Plan. The effort will address active transportation infrastructure, multimodal transit options, neighborhood scaled mobility hub, last-mile connectivity, and parking infrastructure. The project will also including the planning and engineering of a 4-story parking garage on West Street located in the Downtown area.” – \$1.25 million
- Worthington, Minnesota – “reconstruct Oxford Street and Humiston Avenue (Hwy 59) to include Complete Street enhancements such as sidewalks, shared-use paths, roundabouts, and Rectangular Rapid Flashing Beacons.” – \$15.14 million
- Pascagoula, Mississippi – “plan for Complete Streets along Market Street, 14th Street, Old Mobile Highway, and Ingalls

Ave. It will plan for the addition of bike lanes, sidewalk network improvements, and other pedestrian amenities. Additionally, the project will plan for access management improvements and upgrades to water, wastewater, and broadband infrastructure.”
– \$1 million

- Springfield, Missouri – “construct approximately 3.14 miles of greenway trails connecting neighborhoods on the westside of Springfield. The project will eliminate at grade crossings, install approximately four pedestrian bridges, remove abandoned culverts, install traffic calming and green infrastructure, construct ADA accessible sidewalks, and provide dedicated bicycle paths.” – \$24.82 million
- Lake Tahoe, Nevada – “complete final design and construction for a section of the Tahoe East Shore Trail, totaling approximately 1.75 miles of a multi-use path, which will meet Class 1 standards to maximize trail use. The path will have vista points, safety and wayfinding signage, and user access points.” – \$24.03 million
- Rockingham, New Hampshire – “planning and engineering for Phase 3 of the New Hampshire Seacoast Greenway – New Hampshire’s segment of the East Coast Greenway. The project to be planned will convert approximately 2.3 miles of former railroad corridor to rail trail extending from Drakeside Road in Hampton to the Hampton Falls/Seabrook town line.” – \$1.45 million
- New York, New York – “prepare a Corridor Profile Planning Assessment for the Interborough Express (IBX) project. The IBX is a high-capacity light rail transit link that would provide a critical direct public transit connection between the boroughs of Brooklyn and Queens in New York City.” – \$15 million
- New York, New York – “This project will support the development of an Urban Freight Mobility Collaborative. Planning activities will include developing guiding principles and freight prioritization metrics, data collection, identifying pilot programs and strategies, and creating a stakeholder and community involvement plan.” – \$5.66 million

- Cleveland, Ohio – “construct the Second Phase of the Slavic Village Downtown Connector, which includes the North and Morgana Run and Booth Avenue Extension trail projects totaling approximately 2.7 miles.” – \$19.5 million
- Toledo, Ohio – “construct approximately 4,184 feet of a one-mile multi-use path as part of the Glass City Riverwalk project.” – \$19.11 million
- Oklahoma City, Oklahoma – “construct a multi-modal bridge west of the southbound I-35 bridge. The new bridge will connect both sides of the recently built Oklahoma River Trail system. The new bridge will be approximately 20-feet wide and 820-feet long with a primary span extending at least 360’.” – \$17.36 million
- Portland, Oregon = “design and construct a facility to store, fuel, and maintain TriMet’s hydrogen fuel cell electric bus fleet.” – \$25 million
- York County, Pennsylvania – “construct approximately one mile of waterfront trail and includes upgrades to flood control infrastructure along Codorus Creek.” – \$15 million
- Greenville, South Carolina – “construct approximately 2.2 miles of shared-use path with approximately five grade separations and e-bike charging stations.” – \$20.34 million
- Memphis, Tennessee – “construct approximately one mile of trail to complete the Wolf River Greenway in Memphis, which will require the construction of one bicycle/pedestrian bridge over a railroad and one underpass under Highway 14/Jackson Avenue.” – \$21.83 million
- Southeast Utah – “conduct the planning activities for the construction of a separated, paved, shared-use trail along US-191, US-163, and SR-162 in southeast Utah and in the Navajo Nation. The project will perform approximately 160-miles of feasibility study on the entire corridor, and approximately 61-miles of design work on the highest priority segments. The feasibility study will focus on public outreach, alignment with upcoming UDOT projects, right-of-way investigation,

identification of environmental concerns, cost estimates, and prioritization. The design work will identify exact trail alignments, perform survey work for exact cut/fill quantities, and deliver a complete design package.” – \$9.6 million

- Suffolk, Virginia – “engineering design, right-of-way, and construction for the approximate 2.2-mile Suffolk Seaboard Coastline Trail Segment 3C from the northern terminus of Segment 3B to Nansemond River High School, completing the gap between Segments 3A and 3B of the trail. The trail will consist of an asphalt path with gravel shoulders and approximately 1,800-feet of the alignment will consist of a raised boardwalk to over wooded wetlands.” – \$5.32 million
- King County, Washington – “construct an approximately 1.7-mile segment of the Eastrail shared-use path. The project includes the retrofit of two existing bridges. The on-grade path is for non-motorized use only, and will be paved, lit, and ADA accessible.” – \$25 million
- Woodinville, Washington – “planning, public engagement, environmental review, permitting, and design of an approximately 1.7-mile multi-use trail and linear park” – \$5 million

FY 2025 RAISE Grant Awards Not Approved by the Trump Administration (22).

- Sacramento, California – “construct a new Dos Rios Light Rail Station along North 12th Street between Richards Boulevard and Sunbeam Street that will connect with the Blue line. The project consists of the realignment of approximately 1,400 feet of track, replacement and relocation of the overhead catenary system, construction of the station platform and amenities, urban station with amenities, solar panels on the shelter roofs, passenger amenities, and Complete Street integration.” – \$9.59 million
- San Francisco, California – “planning, design, environmental, and procurement analysis related to the partial demolition and reconstruction of the century-old Presidio Yard bus

maintenance facility that will support the transit agency's maintenance and electric powered trolleys and battery electric bus fleet. The project will also examine safety and connectivity improvements in the surrounding area." – \$9.23 million

- San Francisco, California – "replace the existing [BART] train control system with a new moving-block signaling system known as a communications-based train control (CBTC) system. BART D-Cars will be outfitted with the processor-based controllers, transponders, communication equipment, and location sensors." – \$25 million
- Los Angeles, California – "reconstruct the existing US 101 and Sunset Avenue interchange with two roundabouts. The project will also provide pedestrian and bicycle access, new bus stops, signage, lighting, ADA improvements, as well as connections to the adjacent Class I trail system." – \$14.93 million
- Mesa County, Colorado – "build ADA sidewalks, dedicated bike lanes, bridge replacements for pedestrian access, lighting, curb and gutter, and intersection safety within the existing right of way of approximately 1.75 miles of the rural Orchard Avenue between 29 1/2 Rd and Warrior Way." – \$21.36 million
- Pitkin County, Colorado – "engage stakeholders and community members to establish plans for the transformation of the Aspen/Pitkin County Airport into a mobility hub that integrates with the regional transportation network." – \$2 million
- Bear, Delaware – "elevate a bridge on State Route 9 over Red Lion Creek to be above the 50-year FEMA Stillwater elevation.." – \$13.12 million
- Paul, Minnesota – "reconstruct approximately 1.5 miles of State Highway 3. It will include upgrading pedestrian crossings, improving sidewalks and trails, managing speed, expanding multimodal options, rehabilitating or replacing 100-year old retaining walls/bridge, and improving transit access." – \$25 million
- New Jersey (statewide) – "provide long-term capital investment, fleet, and service implementation plans, while

advancing engineering and facility design to support New Jersey Transit's transition to a zero emission bus fleet." – \$6.87 million

- Suffolk County, New York – "construction of an approximate 12-mile segment of the Long Island Greenway (LIG) from Brentwood to Bethpage. This trail segment is part of a larger proposed 175-mile LIG which once completed will go from Manhattan to Montauk. The trail will be primarily off-road and utilize utility rights-of-way." – \$16.4 million
- Oswego, Cayuga, Madison and Onondaga Counties, New York – "design, engineer, and develop construction-ready plans for approximately 57 miles of bicycle infrastructure, as part of a larger 170-mile bike network." – \$3.9 million
- Suffolk County, New York – "replace a 73-year-old bridge carrying Veterans Memorial Highway (NYS Route 454) over the Long Island Railroad's Ronkonkoma Branch." – \$20 million
- Ulster and Sullivan Counties, New York – "study existing needs related to drainage, seasonal vehicle and parking congestion, and limited pedestrian facilities along an approximately 5.4 mile section of State Route 42 and an approximately 7.35 mile section of State Route 52. The first component will plan for the replacement of a deteriorated closed drainage system. The second component will plan for a sidewalk expansion project to extend sidewalks to evolving areas of development along the Routes 42 and 52 study corridors." – \$6 million
- Greensboro, North Carolina – "construct an approximately 7 mile trail along a former rail corridor. The project includes: construction of an approximately ten foot multi-use path, improvements to pedestrian access, safety improvements, full ADA accessibility, and native landscape plantings." – \$12 million
- Philadelphia, Pennsylvania – "design and construct multimodal improvements to Benjamin Franklin Parkway, including the Eakins Oval in front of the Philadelphia Museum of Art Steps and the adjacent Pennsylvania Avenue. The project includes implementing a new traffic pattern, intersection and traffic signal improvements, pedestrian connectivity and ADA

accessibility improvements, bicycle paths in the outer lanes of the Parkway between 22nd Street and Eakins Oval and Pennsylvania Avenue, and traffic calming measures.” – \$23.3 million

- Knoxville, Tennessee – “fund right-of-way acquisition, final design, utility relocation and construction of an approximate 710-foot bicycle and pedestrian bridge over the Tennessee River. In addition, the bridge’s tie-in on the north side includes three spans connecting to the University of Tennessee (UT) campus, and the south end tie-in includes five spans.” – \$24.71 million
- Middlebury, Vermont – “construct the Addison Bus Storage and Solar Array for Tri-Valley Transit. The new facility will add heated indoor bus storage and expanded rooftop solar array, as well as expand rooftop water collection for bus washing and help prepare the transit agency for future fleet electrification. The project will also upgrade building mechanicals replacing the fossil fuel heat back-up and incorporate electric vehicle (EV) infrastructure including upgraded Phase III power to the building, a dedicated electric meter for EV charging, and a fire suppression system in the fleet storage area.” – \$4.79 million
- Skagit County, Washington – “renovate Skagit Transit’s Maintenance, Operations, and Administration (MOA) Facility. The improvements include the complete buildout of transit staff offices, conference rooms, breakrooms, inventory and file storage, light and heavy duty vehicle maintenance bays, workshops for vehicle body repair, and a parts warehouse. Site improvements include new landscaping, fencing, parking layout, and zero emissions charging infrastructure.” – \$19.5 million
- Martinsburg, West Virginia – “construct approximately 6.2 miles of dedicated multi-use trail generally following the Tuscarora Creek and will connect to the WV Route 9 regional bicycle trail. The project includes the cleanup and removal of abandoned structures over the Tuscarora Creek, slope stabilization to prevent further streambank erosion, multi-use trail with fencing, pedestrian bridges, traffic calming measures,

and approximately 20 improved trail crossings.” – \$20.82 million

- Superior, Wisconsin – “conduct an alternatives analysis, preliminary engineering through 30%, public outreach, NEPA review, and ROW planning for multimodal enhancements and a proposed railroad grade separation over the Burlington Northern-Santa Fe (BNSF) railyard and a Northern Pacific Railroad (NPR) track along 28th Street. The assessment will consider a design that potentially spans up to 6 tracks, encompassing both the railyard and the NPR track located east of the rail yard.” – \$1.98 million
- Milwaukee, Wisconsin – “reconstruct National Avenue from 1st Street to 39th Street and add Complete Streets improvements, including separated raised bike lanes, travel lane reductions (road diet), raised crosswalks, a raised intersection, transit platforms, and improved sidewalk space.” – \$25 million

If the Administration does withdraw all these awards and adds that \$726 million to a future BUILD grant solicitation, there is something else to consider. The law requires that each year’s grant awards be split roughly 50-50 between rural projects and urban projects. To the extent that projects rejected by the Trump Administration throw off this 50-50 balance, it would have to be addressed in the subsequent re-awarding of the money to other projects. Ditto to the requirement of the FY 2024 and 2025 appropriations laws that “not less than 5 percent shall be awarded to projects in historically disadvantaged communities or areas of persistent poverty as defined in section 6702(a)(1) of title 49, United States Code...”

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State DOTs Highlight How Roundabouts Improve Safety

September 26, 2025



Several state departments of transportation recently illustrated how the installation of roundabouts or traffic circles can help improve safety and efficiency at roadway intersections as part of [National Roundabouts Week](#); an annual event spearheaded by the Federal Highway Administration.

[Above photo by Mississippi DOT]

Roundabouts and traffic circles move traffic in a counterclockwise direction around a center island, easing congestion. Its channelized, curved approaches force vehicles to slow down without requiring them to stop and, instead, yield to crossing pedestrians or bicyclists and traffic already in the circle.

Generally, traffic circles are large, with speeds rarely less than 30 mph, while roundabouts are smaller with speeds rarely rising above 25 mph.

To highlight the safety benefits of roundabouts, the Ohio Department of Transportation recently released an analysis of crash data from 76 intersections statewide that had been converted to roundabouts. That analysis indicated single lane roundabouts decreased injury crashes by 69 percent while multi-lane roundabouts resulted in a 25 percent decline.

"Safety is the driving force behind every decision we make, and the results are clear, roundabouts are very effective at reducing crashes and saving lives," said Pamela Boratyn, director of the Ohio DOT, in a [statement](#). "Our goal is to continue to support our local, county, and state partners by providing funding for roundabouts."

She noted that, in July, Ohio Governor Mike DeWine (R) issued an additional \$137 million [for 55 traffic safety projects](#) statewide – with 25 of those projects including the installing roundabouts.

[Editor's note: This Ohio DOT video takes a closer look at a traffic circle in the Town of Somerset before and after its conversion to a roundabout – and how that change improved safety.]



Photo by Ohio DOT

Waco, Texas, Works to Become Futuristic Mobility Corridor

The Waco City Council adopted two resolutions earlier this month for contracts that will take next steps in mobility planning for the city, suburbs and eventually all of wider McLennan County.

September 24, 2025 • Christopher De Los Santos, Waco Tribune Herald



Shutterstock

(TNS) — Waco will soon begin planning and testing processes to bring futuristic mobility technologies into a 9-mile corridor running the breadth of the city along Taylor Street, Franklin Avenue and Highway 84, as well as into downtown intersections.

The Waco City Council adopted two resolutions earlier this month for contracts that will take next steps in mobility planning for the city, suburbs and eventually all of McLennan County. One contract will begin in a few weeks, with the University of Texas at Austin and its Center for Transportation Research, to plan for deploying new technologies along a nine-mile corridor from Taylor Street in East Waco down Franklin Avenue and through the “Y” along a portion of Highway 84 to Ritchie Road, council documents say. The other contract with TNL

USA will employ sensors and algorithms to make intersections near downtown and Baylor University more efficient.

Smart corridor

The contract with the Center for Transportation Research is funded by \$3.5 million from a Federal Highway Administration grant, with a local in-kind match of \$150,000. It is part of an overall \$4.8 million grant under a program now called Better Utilizing Investments to Leverage Development. When the grant was initially awarded in 2023, the program was known as Rebuilding American Infrastructure with Sustainability and Equity.

The Center for Transportation Research ultimately will produce the design and engineering documents to turn the 9-mile Franklin corridor into a “Smart Corridor” with the ability to adapt to changing conditions in real time and accommodate emerging technologies. Some emerging technologies include connected and automated vehicles, vehicle-to-everything wireless technology, roadway sensor deployment, network modeling, decision support systems and resiliency planning, said Mukesh Kumar, who heads the Waco Metropolitan Planning Organization.

Over the next few years, the center will assess the current state of infrastructure, potentially including traffic counts and the use of sensors or cellular data to study traffic patterns; conduct a legal and regulatory assessment; evaluate equity considerations; define future state typologies; define preliminary multimodal, transit and freight plans; define partnership models; and develop the smart corridor network planning framework.

Expectations over eight to 15 years involve preparing the region for rapidly evolving transportation technology that is not yet fully mature, Kumar said. As the technologies pass regulatory assessments, they will be introduced into the corridor.

Stoplight sensors

The contract with TNL USA will implement a \$1.4 million U.S. Department of Transportation grant the city won in December as part of the Strengthening Mobility and Revolutionizing Transportation program. This Stage 1 funding was awarded to conduct demonstration

projects for artificial intelligence “edge” sensors and the MobiMaestro algorithm to improve throughput efficiency at intersections for cars, bikes and pedestrians. It should improve foot traffic access to businesses in downtown Waco downtown.

TNL USA has a strong record of success in similar projects in the U.S, Kumar said previously. Its parent company likewise has had success in Europe.

The project area covers most of downtown and includes demonstration projects that will test and optimize traffic signals while measuring impacts on safety and efficiency, Kumar said. AI edge sensors used in the project consist of cameras to observe traffic with attached computers to run an algorithm for pattern recognition and decision-making for traffic lights controlled by the given sensor.

A key success metric will be maximizing green phases for all four directions. For example, if the sensors detect one driver sitting at a stoplight, while the other direction has green with no drivers going through, the algorithm would briefly switch the greens to allow the one driver through, Kumar said previously.

“The project will also assess impacts on specific use cases, such as improving the pedestrian experience downtown, testing transit prioritization, and improving connectivity between Baylor campus and downtown,” Kumar said. “If successful over the 18-month period, we plan to pursue Stage 2 of the SMART grant and extend the project area to all of McLennan County.”

USDOT opens door to nationwide autonomous vehicles with new rules

The Transportation Department is updating rules for self-driving cars. NHTSA says the changes will modernize safety standards nationwide.

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CityLab | Transportation

Why US Cities Pay Too Much for Transit Buses

A new paper argues that lack of competition, demand for custom features and “Buy America” rules have driven up costs for transit agencies in the US.



A worker polishes a new bus at the New Flyer Industries Ltd. manufacturing facility in St. Cloud, Minnesota, in 2018. *Photographer: Ari Lindquist/Bloomberg*

By David Zipper

September 26, 2025 at 7:00 AM CDT



Save



Translate

✦ Takeaways by Bloomberg AI

- Two US transit agencies, RTD and SORTA, bought similar 40-foot, diesel-powered buses from the same manufacturer in 2023, but RTD's 10 buses cost \$432,028 each, while SORTA's 17 cost \$939,388 each.
- A research paper found that the US bus market is plagued by inefficiencies, including overzealous vehicle customizations and a shortage of domestic suppliers, resulting in high prices for public transportation agencies.

- The paper's authors propose policies to inject competition into the US bus industry, including encouraging small transit agencies to join larger procurements, establishing a "bus formulary" with standard vehicle models, and allowing foreign bus manufacturers to sell vehicles in the US.

In 2023, two transit agencies went shopping for new buses. Denver's Regional Transportation District (RTD) and the Cincinnati area's Southwest Ohio Regional Transit Authority (SORTA) both bought 40-foot, diesel-powered vehicles from the same manufacturer. Although the vehicles were similar, their prices were not: RTD's 10 buses cost \$432,028 each, while SORTA's 17 cost a whopping \$939,388 a pop.

That same year, Singapore's Land Transport Authority also bought buses. Their order called for 240 fully electric vehicles – which are typically twice as expensive as diesel ones in the US. List price: Just \$333,000 each.

Bloomberg CityLab

The Secret to Vancouver's Public Transit Ridership Recovery

1Password Founders Sell a \$75 Million Stake to Utah Jazz Owner's VC Fund

Mapping a Way Out of the US Housing Affordability Crisis

Miami Mayor Lures Trump, Messi, Griffin as Part of Final Act

What explains the dramatic difference?

A new research paper, "Paying Less for Public Transit Buses," offers a set of answers for the inconsistent and exorbitant prices that public transportation agencies pay for new equipment. The authors conclude that the US bus market is plagued by inefficiencies arising from overzealous vehicle customizations as well as a shortage of domestic suppliers and a ban on foreign competition.

"We privilege incumbents," said Harvard economics professor Edward L. Glaeser, part of the study team and the author of *Triumph of the City*, a

celebration of urban economic vibrance. “We don’t actually allow competition to do its magic.”

Published jointly by the American Enterprise Institute and the Brookings Institution, the paper’s coauthors include Lea Bou Sleiman of the National University of Singapore as well as Samantha Silverberg, a nonresident senior fellow at the Brookings Institution, and Julia Shephard, a Harvard student.



An RTD bus in Denver in 2024. *Photographer: Hyoung Chang/Denver Post*

Silverberg, who served in the Biden White House as deputy assistant for infrastructure implementation after working for Boston’s Massachusetts Bay Transportation Authority, said that high vehicle prices undermine the quality of US transit trips, more than half of which occur by bus.

“Agencies want to deliver good transit to their communities,” she said. “Yet the kind of system that they’re stuck in prevents them from achieving that outcome.”

Glaeser’s and Silverberg’s critique aligns with the abundance movement, an influential call-to-arms among policy wonks who argue that supply-side constraints limit the availability of essential products such as housing, health

care and clean energy. Transportation is also a target, although, as I explained previously in CityLab, abundance's applicability to the sector's challenges is more nuanced, since a general increase in the "supply" of trips could cause a surge in driving that would catalyze climate change, increase crash deaths and choke cities in congestion.

Read more: What Would 'Transportation Abundance' Look Like?

In a series of upcoming articles, I will highlight ways in which abundance-oriented reforms could help Americans reach their desired destinations quickly, cleanly, and safely. Bus production – a critical industry that is seldom in the spotlight – is an excellent place to start.

"Just as abundance is calling to question some of the ways that things are happening in housing and clean energy, we're trying to do the same here with transit agencies," Silverberg said. "We need to go back to basics."

Bus As Usual

In 2024, US transit agencies procured some 4,500 new buses with the goal of expanding their existing fleet, replacing outdated models or switching to cleaner hybrid or battery-electric powertrains. Federal funding typically covers 80% of bus purchases, with agencies responsible for the remainder.

To examine bus pricing trends, the report's coauthors assembled a dataset covering roughly 64,000 US transit buses acquired between 2000 and 2024. The average price per diesel bus was \$500,000, while electric buses cost \$1.1 million. (Hybrid models were in between.)

After analyzing the data, the researchers reached several conclusions. First, average prices for diesel, hybrid and electric buses have been remarkably consistent for many years, a stability that is especially striking for electric buses given the rapid evolution in battery technology. Second, individual procurement costs are wildly divergent; one agency may spend twice as much as another for essentially identical vehicles.

Third, even "cheap" US buses are still more expensive than those purchased in Europe or Asia. Singapore's recent bus order, for example, went to BYD

Co., the Chinese electric vehicle giant; Hyundai, a Korean manufacturer, offers electric buses to agencies overseas for \$350,000, less than a third the average price paid by American transit systems.

Since buses are bought with public funds, inflated costs indicate an inefficient use of taxpayer dollars. Worse, they could undermine transit service by delaying the replacement of older, breakdown-prone models. Transit agencies are also forced to issue more debt to cover their 20% federal match, limiting money available to solidify operating budgets that have become dangerously shaky due to escalating costs and ridership that remains below pre-Covid levels.

Part of the problem, the coauthors argue, is that the US bus market is now a duopoly dominated by two manufacturers: California-based Gillig Corp. and New Flyer Industries Ltd., a Canadian firm, neither of which responded to requests for comment. (BYD established a bus plant in California in 2014, but its production has been hamstrung by Federal Transit Administration rules that prohibit using federal dollars to purchase buses made by Chinese companies.) A lack of vendor options hampers transit agencies' ability to negotiate when making a deal. A similar challenge faces US fire departments, which can only procure new ladder trucks and pumpers from a dwindling number of manufacturers.



An "I Love NY" logo is displayed on a bus at the New Flyer Industries Ltd. manufacturing facility in St. Cloud. *Photographer: Ari Lindquist/Bloomberg*

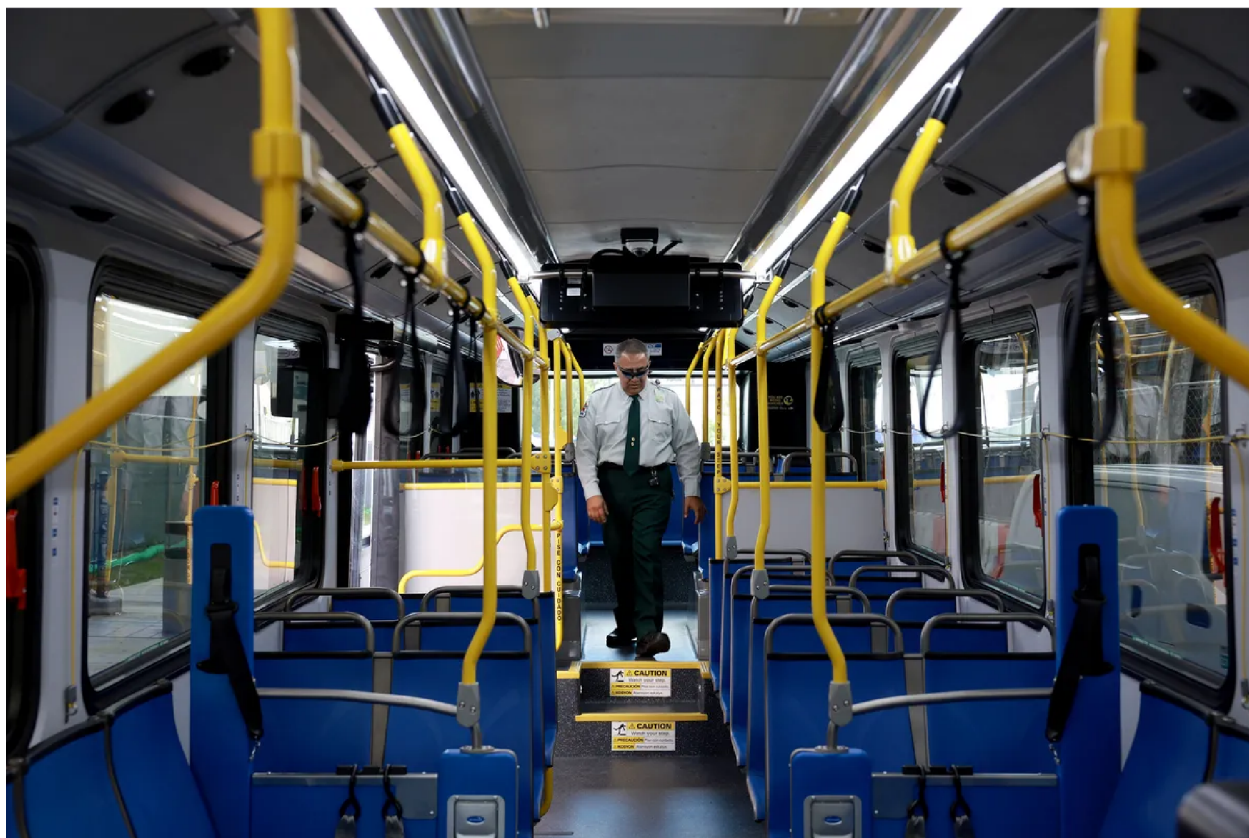
The paucity of bus manufacturers is a relatively recent phenomenon. In 2023, Proterra Inc., a California electric bus maker, declared bankruptcy, while Nova Bus, a unit of Volvo, announced that it would exit the US market. In subsequent research, the Eno Foundation found that both companies' struggles arose in part from transit agencies requesting customizations that complicated production processes and increased costs.

In a large country like the US, some variation in bus design is inevitable due to differences in conditions like weather and topography. But Silverberg said that many customizations are cosmetic, reflecting agency preferences or color schemes but not affecting vehicle performance.

“I’ve heard one of the big vendors say that they have to keep in stock dozens of shades of gray paneling, because every agency wants a different one for their bus,” Silverberg said. She noted that Gerflor, a bus flooring provider, recently sent an email to attendees of a large transit conference pitching its “ability to provide your agency with a truly distinctive floor,” and promising transit officials that “you have complete control over colors and design.”

Such individualization is likely to inflate costs. (Gerflor did not respond to a request for comment.)

Silverberg and her coauthors found that fully 70% of US bus procurements in 2024 were unique, meaning that there was no identical procurement anywhere in the country. (Customization seems to be increasing: 20 years ago, “just” 45% of bus procurements were unique.) With a median contract size of just five vehicles, bus operators cannot exploit economies of scale to lower production costs.



A new battery-powered electric bus from Proterra in Miami in February 2023. The company filed for bankruptcy later that year. *Photographer: Joe Raedle/Getty Images North America*

The final contributor to high bus prices, the coauthors found, are “Buy America” rules that prevent federal funds from being spent on products manufactured in other countries. That requirement has effectively blocked US transit agencies from capitalizing on the lower prices offered by bus manufacturers in other countries.

The problem is not limited to buses: Eric Goldwyn, an assistant professor at New York University’s Marron Institute of Urban Management who leads the

Transit Costs Project, said in an email that Buy America rules also inflate the costs of transit rail cars. (Goldwyn was not involved in the study.)

The bus industry's current modus operandi seems suboptimal for nearly everyone.

“Other than the incumbent bus companies, it's hard to know who the interest groups are that are really benefiting from this,” said Glaeser. And even New Flyer and Gillig, which dominate domestic bus production, are hobbled by superfluous customizations and small order sizes.

Containing Costs

The coauthors outlined a set of policies to inject new competitive energy into the US bus industry. To create economies of scale, they suggest encouraging small transit agencies to join procurements led by larger systems whose bus needs are similar. They also propose that the federal government establish a list of standard vehicle models, dubbed a “bus formulary,” with federal funding priority given to transit agencies that procure new vehicles through the formulary.

To reduce costs, the researchers suggest that the federal reimbursements for bus purchases be capped at the 25th percentile cost of similar vehicles (i.e., the same size and powertrain), with transit agencies invited to find other funding sources if they want to pay more. Finally, they recommend that foreign bus manufacturers be allowed to sell up to 100 vehicles of a given model, at which point they would need to establish a US manufacturing facility to expand sales further.



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Silverberg believes that these proposals would confer a bevy of benefits on public transportation systems and their riders. “Cheaper buses would give

transit agencies budgetary flexibility to buy more buses, which can improve the reliability and service frequency of their current networks,” she said. “Or they can redirect those cost savings into other needs,” such as reducing debt servicing payments that drain operating dollars from budgets that are already overstretched.

Silverberg acknowledged that federal agencies currently lack the power to implement many of the report’s proposals. Congress would need to grant the Federal Transit Administration new authorities, perhaps through its upcoming reauthorization of surface transportation funding.

If that happens, it would be a win for transit agencies and their passengers – and also for the abundance movement.

“Abundance pushes us to reexamine the status quo,” said Silverberg. “This is a perfect example of things currently being broken and standing in the way of delivering the outcomes that our communities need.”



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