



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JUNE 17, 2026
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, June 17, 2026, 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of April 15, 2026 Meeting Minutes..... Tab 1

(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

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

(5 minutes/Foster)

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

E. Executive Director’s Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

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

H. Committee/Project Reports and Grant Opportunities Tab 3
(2 minutes/Staff)
Staff will provide an update on OTO Committee work activities and grant opportunities.

I. Federal Funds Status Update Tab 4
(2 minutes/Thomas)
Staff will provide an update on FY 2026 obligations.

II. New Business

A. Destination 2045 Amendment Number 12 Tab 5
(5 minutes/Longpine)
Several projects are 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 12 TO THE BOARD OF DIRECTORS

B. FY 2026-2029 Administrative Modification 5 Tab 6
(1 minute/Longpine)
Changes were made to the FY 2026-2029 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. 2026 Public Participation Plan Update Tab 7
(5 minutes/Knaut)
Staff will present the 2026 Public Participation Plan update. Included is the 2025 Public Participation Plan Evaluation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PUBLIC PARTICIPATION PLAN TO THE BOARD OF DIRECTORS

D. Draft FY 2027-2031 Statewide Transportation Improvement Program Tab 8
(5 minutes/Miller)
MoDOT will provide an update on the Draft FY 2027-2031 STIP.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. FY 2027-2030 Transportation Improvement Program Tab 9
(10 minutes/Longpine)
Staff will present the draft FY 2027-2030 Transportation Improvement Program (TIP).

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM BY THE BOARD OF DIRECTORS

F. 2028-2032 Draft STIP Project Prioritization Criteria Tab 10
(5 minutes/Fields)
The Technical Planning Committee is asked to review the criteria used for prioritizing projects

ahead of the 2028-2032 STIP project selection process.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO REVIEW THE PRIORITIZATION CRITERIA AND RECOMMEND THE STIP PROJECT PRIORITIZATION CRITERIA TO THE BOARD OF DIRECTORS

- G. FY 2028-2032 Draft STIP Prioritization Project List..... Tab 11**
(5 minutes/Fields)
The Technical Planning Committee is asked to review the list of projects proposed for prioritization ahead of the 2028-2032 STIP project prioritization process.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO REVIEW THE STIP PRIORITIZATION PROJECT LIST

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 12**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, August 19, 2026 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the April 15, 2026 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee minutes for the April 15, 2026 meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
APRIL 15, 2026**

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

The following members were present:

Matt Crawford, City Utilities	Frank Miller, MoDOT
Justin Crighton, City of Springfield	Jeremy Parsons, City of Ozark
Trey Davis, City of Battlefield	Jeff Roussell, City of Nixa
Brett Foster, City of Springfield (Chair)	Ben Tegeler, Ozark Greenways
Karen Haynes, City of Republic	Mark Webb, Greene County
Adam Humphrey, Greene County	Todd Wiesehan, Christian County
Kirsty Ketchum, Greene County (a)	

(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
Scott Bachman, City of Springfield	Mark Schenkelberg, FAA
Gerri Doyle, FTA	Aishwarya Shrestha (non-voting), SMCOG
John Matthews, Missouri State University	Tommy VanHorn, City of Strafford
Mike Ruesch, City of Willard	Ben Vickers (non-voting), Springfield Chamber
Beth Schaller, MoDOT	Jeremy Wegner, BNSF

Others present were: Cliff Spangler, City of Ozark; Nathan Adams, TREKK Design; Mary Kromrey, OWN; Michael Martinez, Wilson & Co.; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, and Debbie Parks, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Foster 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 April 15, 2026. Adam Humphrey seconded the motion. The motion passed.

C. Approval of February 18, 2026 Meeting Minutes

Mark Webb made a motion to approve the minutes from the February 18, 2026 meeting. Karen Haynes seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director’s Report

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

F. Legislative Report

There were no legislative reports.

G. MoDOT Report

Frank Miller shared the MoDOT report.

H. Committee Reports and Grant Opportunities

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

Debbie Parks shared grant informational news.

I. Federal Funds Status Update

Natasha Longpine provided the Federal Funds Status Update.

II. New Business

A. FY2027 Unified Planning Work Program

Debbie Parks presented the FY2027 Unified Planning Work Program.

Adam Humphrey made a motion to recommend the Board of Directors approve the FY2027 Unified Planning Work Program and incorporate any changes recommended by FHWA or MoDOT. Brett Foster seconded the motion. The motion passed.

B. FY 2026-2029 Transportation Improvement Program Amendment 5

Natasha Longpine reviewed the change requested by City Utilities to the FY 2026-2029 Transportation Improvement Program.

1. *Revised* FY25 Purchase of (2) Fixed Route Buses (CU2505)
2. *Revised* FY26 Purchase of (1) Fixed Route Bus (CU2607)

Brett Foster made a motion to recommend the Board of Directors approve the FY 2026-2029 Transportation Improvement Program Amendment Five. Justin Crighton seconded the motion. The motion passed.

C. FY 2026-2029 Administrative Modification 4

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

1. South Creek Greenway – Posenke Gap (EN2602)

This was informational only. No action was requested.

D. Destination Safe Streets Annual Report

Natasha Longpine presented the Annual Report of the Destination Safe Streets Action Plan.

This was informational only. No action was requested.

E. US 60 and US 65 Study Update

Sara Fields shared an update on the US 60 and US 65 Study.

This was informational only. No action was requested.

F. I-66 Corridor Discussion

Natasha Longpine reported that the TransAmerica Corridor Authority had reached out to the region to request a letter of endorsement for the proposed I-66 corridor.

Mark Webb made a motion not to recommend any action by the Board of Directors at this time, but as further information comes forward, the Committee will consider a support letter for an East-West Corridor across the state. Ben Tegeler seconded the motion. The motion passed.

G. OTO Growth Trends Report

Dave Faucett presented the OTO Growth Trends Report.

This was informational only. No action was requested.

III. Other Business

A. Technical Planning Committee Member Announcements

Brett Foster shared the City of Springfield is starting their Transportation Master Plan and that there is a Route 66 Festival at the end of the month. Sara Fields also shared that the FHWA Administrator will be speaking at 4:00 on April 30th at the Route 66 Plaza.

Jeremy Parsons stated the Chadwick Flyer Trail Overpass ribbon cutting will be on May 14th at 10:00 am.

Natasha Longpine reported the OTO staff will be at the Showcase Ozark on April 25th for the Long Range Transportation Plan.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for the Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

Scott Bachman made a motion to adjourn. Andy Thomason seconded the motion. The motion passed. The meeting adjourned at 2:42 pm.

Brett Foster
Technical Planning Committee Chairman

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between April 15, 2026 and June 9, 2026.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: W. Battlefield near Sanford Park

City/County of concern: Springfield/Greene County

Date received: 04/21/2026

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

Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

I seen several people trying to cross get to the Sanford park to walk their dogs

Map



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



PUBLIC COMMENT



Area of concern: North Street between Maplewood Hills Rd and Jerico Street

City/County of concern: Nixa/Christian County

Date received: 04/26/2026

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

Contact Name: Blaire Chrouser

Contact Email/Ph #: N/A

Comment:

This area is desperately in need of a sidewalk. Also, the hill is very dangerous coming out of our neighborhood at old castle road and north st.

Map



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



PUBLIC COMMENT



Area of concern: Bike Boulevards

City/County of concern: Springfield/Greene County

Date received: 05/06/2026

Received through: Email

Contact Name: Kevin [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I advocated for these at a city meeting in 2003. I used to commute 9 miles to work through Palo Alto on these. I was told that we don't have enough bicyclists to establish bike boulevards. Obviously, someone was not aware of what they were. Can we start putting these in? It takes paint, signs, small intersection traffic calming devices, and willpower. It is insane to not have these in a grid city. Waiting 20+ years for imaginative people to rise to the top is exhausting. Just do it!

OTO Response:

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



PUBLIC COMMENT



Area of concern: Bus Stops near OTC

City/County of concern: Springfield/Greene County

Date received: 05/06/2026

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

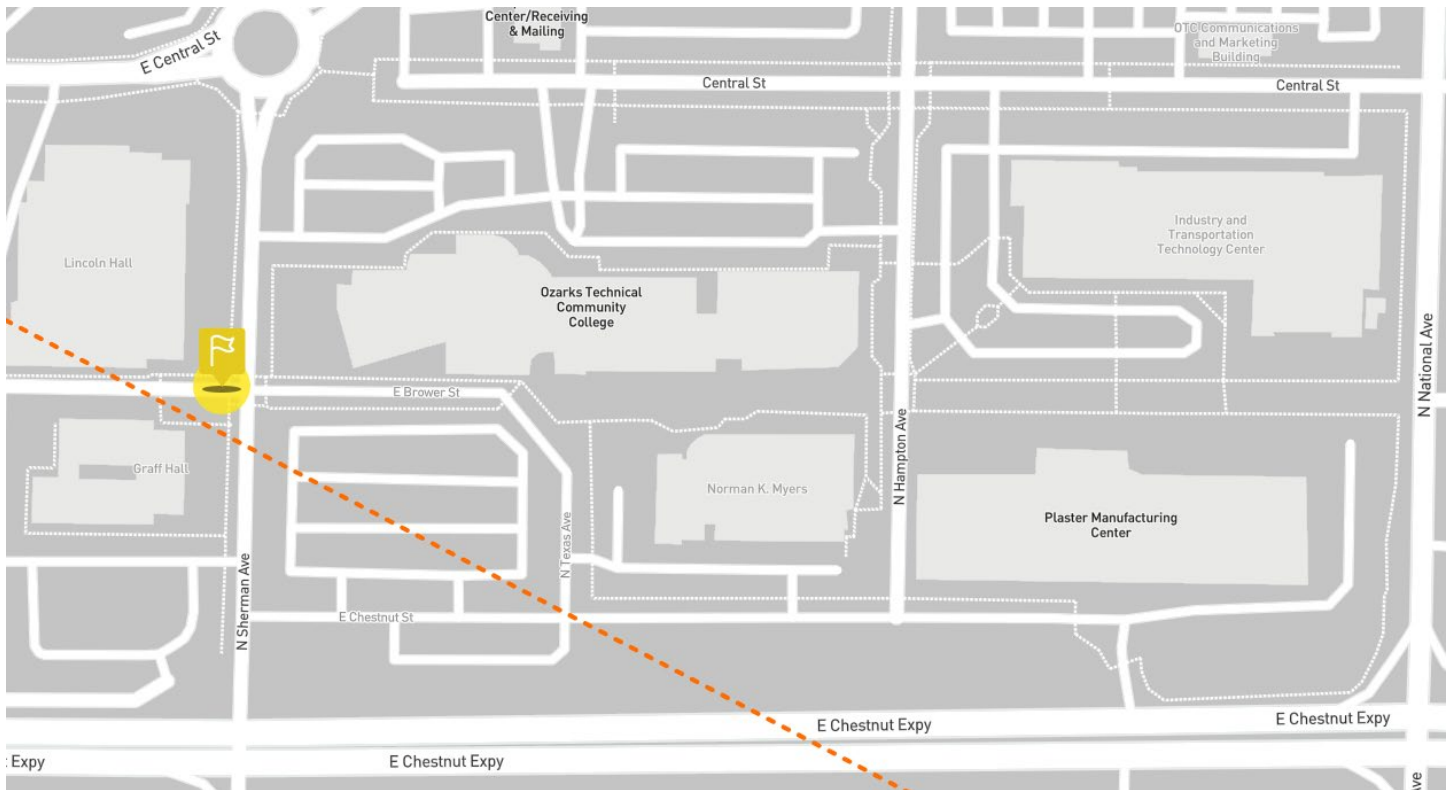
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

More bus stops around the OTC campus would be very beneficial for students and faculty!

Map



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



PUBLIC COMMENT



Area of concern: Bus Line on Bennett Street

City/County of concern: Springfield/Greene County

Date received: 05/06/2026

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

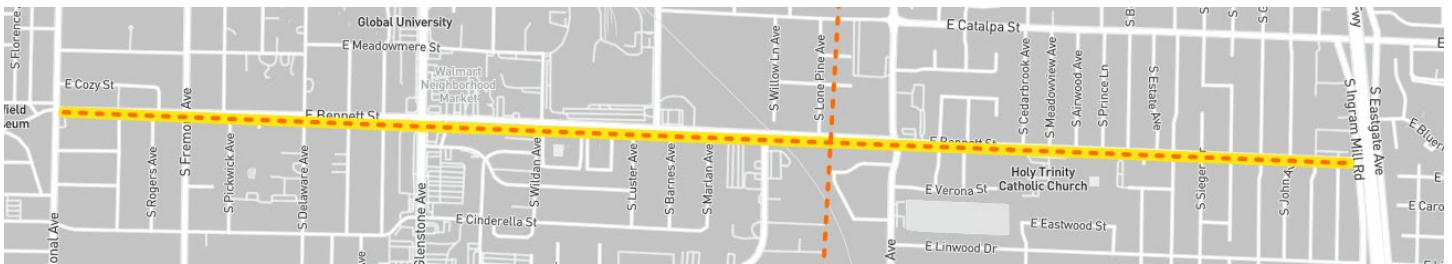
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

I think a bus line going through Bennett Street would be very beneficial for Kraft factory workers, residents in Rosewood/Briarwood apartments, and the many others!

Map



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



PUBLIC COMMENT



Area of concern: Railroad Crossing on Battlefield Road near Lone Pine

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

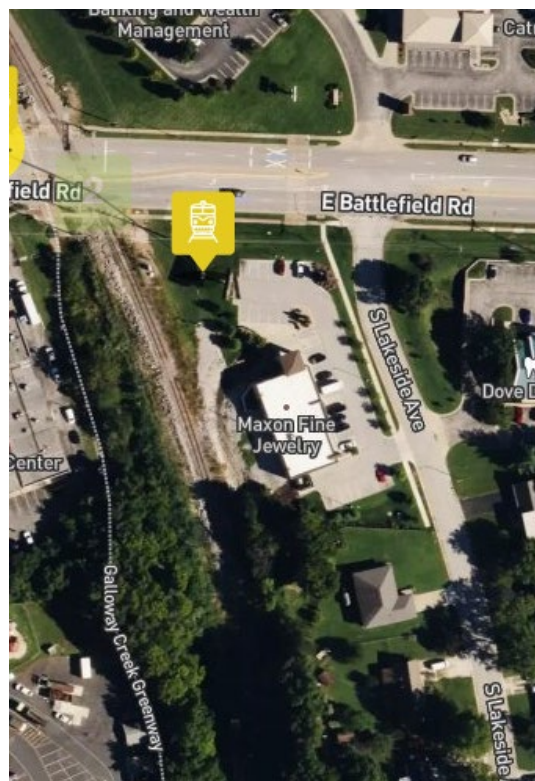
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

This a abandon line has already been damaged and warning lights do not work yet for the last 5 years school busses are required to stop. I've seen multiple wrecks and one involving a school bus. This needs to be gone along time ago

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.



PUBLIC COMMENT



Area of concern: US 65 to US 60 Exit

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

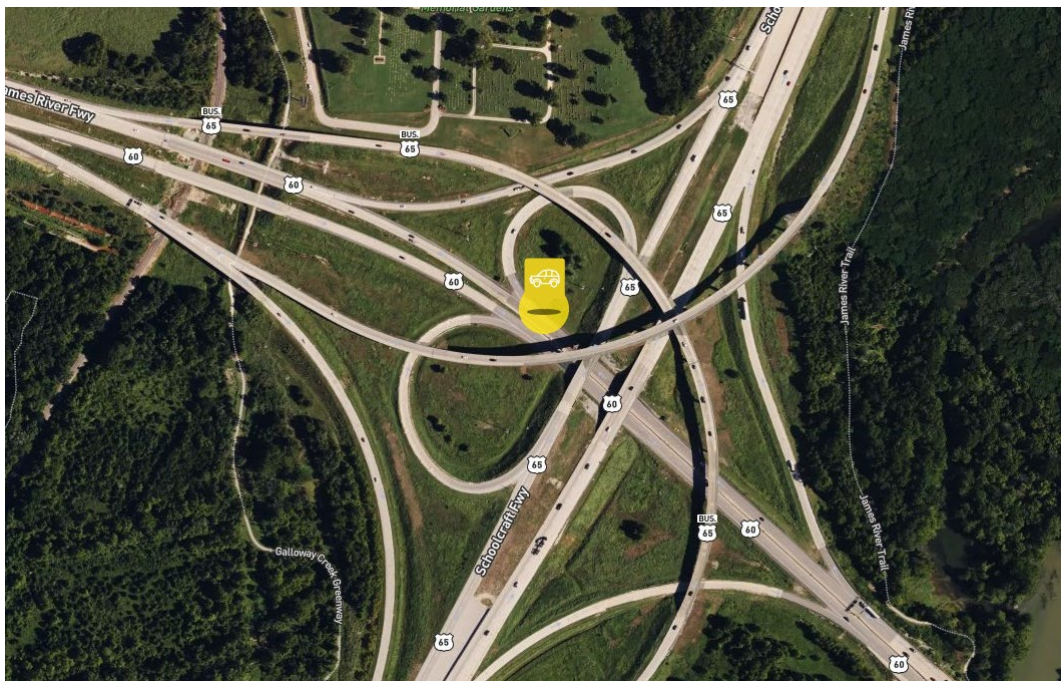
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

This exit is awful in placement and is very dangerous not enough space to merge from 20 miles per hour to 70 plus traffic coming off the hills if your behind a truck it's white knuckles time

Map



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



PUBLIC COMMENT



Area of concern: Nature Center Trails

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

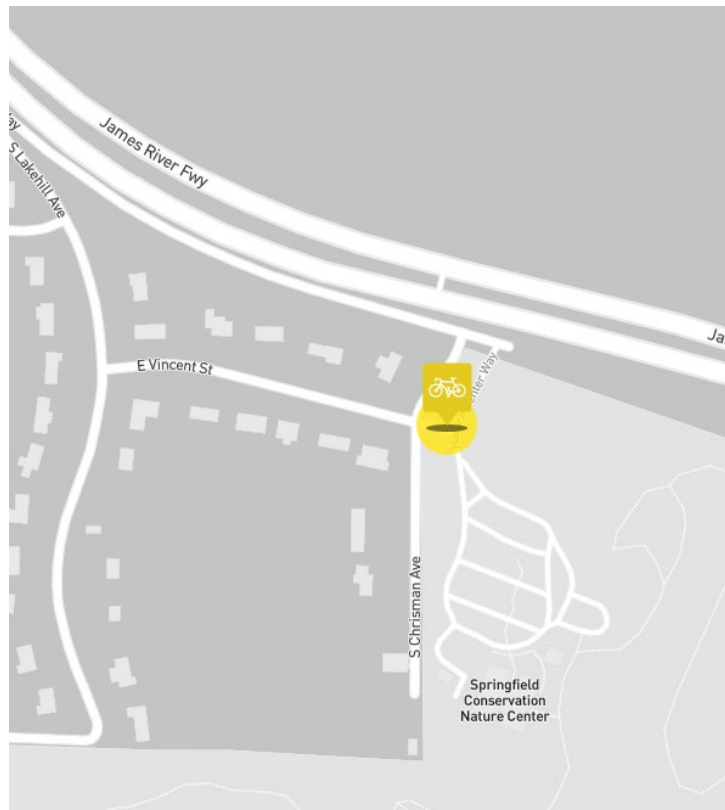
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The trails of the nature center are not acceptable to bike traffic and should not be

Map



OTO Response: Thank you for reaching out. Public input is vital to the planning process. This trail is within the Department of Conservation’s Jurisdiction.



PUBLIC COMMENT



Area of concern: Battlefield and Fremont Intersection Curbs

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

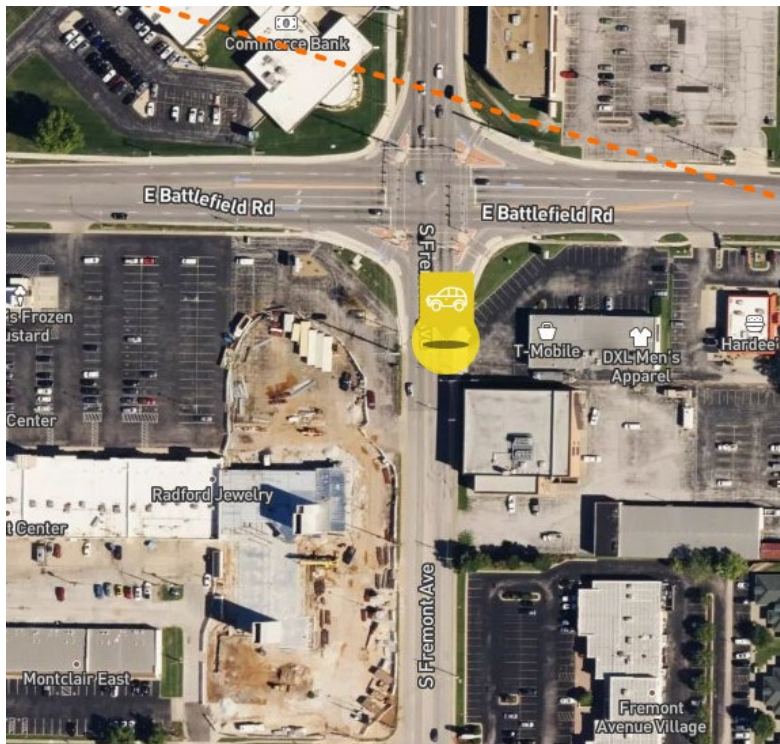
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I've hit the curbs here several times times with my trailer not delineated correctly to hard to see the curbs

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.



PUBLIC COMMENT



Area of concern: Light Rail/Streetcar on Boonville from the Square to Commercial

City/County of concern: Springfield/Greene County

Date received: 05/10/2026

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

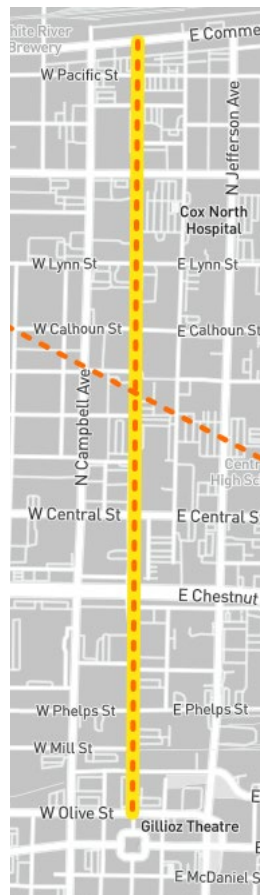
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

Some sort of lightrail/streetcar system could promote connectivity and a better way of transport between Commercial street and Downtown. It could in theory be expanded to connect the universities (Drury, MSU, etc.) and even to other prominent corners of the city (Eg. Medical Mile, Bass Pro, etc.)

Map



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



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail at Battlefield Road

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

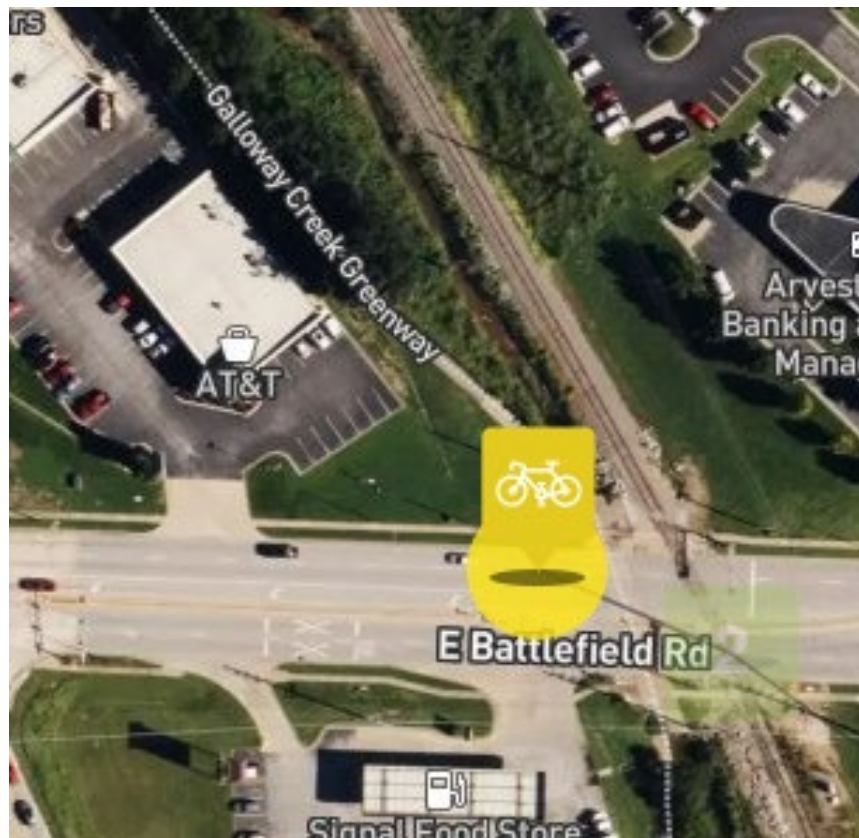
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

How will the trail cross this road the last engineering I saw had three options which non were correct I submitted drawing of my proposed route but was never contacted back.

Map



OTO Response: Ozark Greenways responded to the patron.



PUBLIC COMMENT



Area of concern: US 60 / US 65 Study

City/County of concern: Springfield/Greene County

Date received: 05/25/2026

Received through: Email

Contact Name: Stephen [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hi. We are moving to Springfield and buying a house at [REDACTED], Springfield and this neighborhood is immediately NW of the 60/65 interchange. It is also secluded from any quick access to either of those major routes even though both 60 and 65 touch the edges of that neighborhood. I would request that consideration be given to creating improved means for residents of this large neighborhood and general Galloway region to be able to quickly access either 60 or 65. Doing so would be helpful for quickly reaching emergency medical care, if needed, and would also benefit those residents who want to visit and receive the services of a multitude of Springfield businesses via those routes, as well as benefit the businesses that can profit from those customers who visit because of the improved access. Thanks

OTO Response:

Thank you for reaching out. Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee, and Board of Directors. We appreciate it!



PUBLIC COMMENT



Area of concern: US 60 / US 65 Study

City/County of concern: Springfield/Greene County

Date received: 05/28/2026

Received through: Email

Contact Name: Mike [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

You may want to revise your crash numbers because the at grade crossovers were closed a good portion of 2023 and 2024 with the road construction and also 189 and Highland Springs closed during 65 expansion.

OTO Response:

Thank you for this information. It will be shared with the study team. We appreciate you reaching out!



PUBLIC COMMENT



Area of concern: N. Glenstone from I-44 to Sasha Lane

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

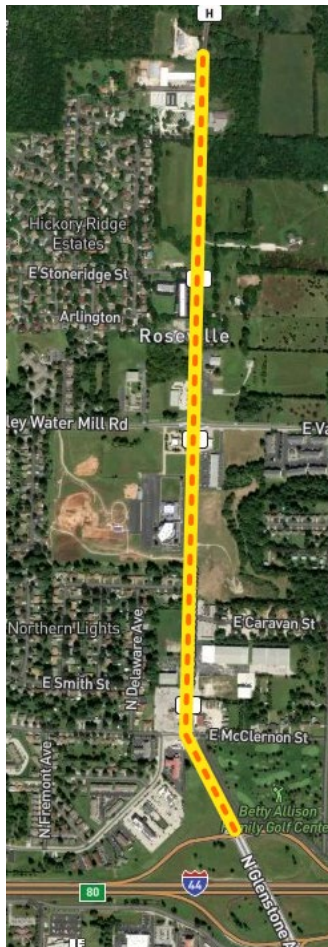
Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

this stretch of N. Glenstone needs to be widened. They are building a ton of houses and several HUGE apartment buildings along Valley Water Mill; this area is already congested; mark my words: in 12 months this area is going to be a nightmare if not widened.

Map



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



PUBLIC COMMENT



Area of concern: US 65 South to US 60 East On Ramp

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

(Highlighted line) - This on-ramp from the 65 going south to take the 60 going east is terrible., the curve is too sharp and not concentric, i see people almost go into the grass several times because the curve gets suddenly sharper, in addition, the acceleration lane is much too short when trying to merge with traffic.

Map



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



PUBLIC COMMENT



Area of concern: US 60 / US 65 Interchange

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Patrick Dailey

Contact Email/Ph #: N/A

Comment:

(Highlighted line) - Very dangerous part of the 65/60 interchange. People getting off 60 (going westbound) to go southbound on 65 colliding with people continuing southbound on 65 and/or people looking to exit southbound 65 to go east bound on 60. That needs to be fixed!

Map



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



PUBLIC COMMENT



Area of concern: US 65 from Kearney to I-44 NB

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

This area of the 65 going north where the on ramp from Kearney merges in the same place as cars going North on the 65 are trying to get into the right lane to take the I-44 on-ramp... all at the same time as the farthest left lane ends... WAY too much going on in this short distance, I drive through here every day, I've witnessed multiple accidents and countless close calls over the past 5 years.

Map



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



PUBLIC COMMENT



Area of concern: Chestnut Expressway at US 65

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

WTF is this all about..??!

Map



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



PUBLIC COMMENT



Area of concern: Kansas Expressway at I-44

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

WTF is this all about..??!

Map



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



PUBLIC COMMENT



Area of concern: US 60

City/County of concern: Springfield/Greene County

Date received: 06/06/2026

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

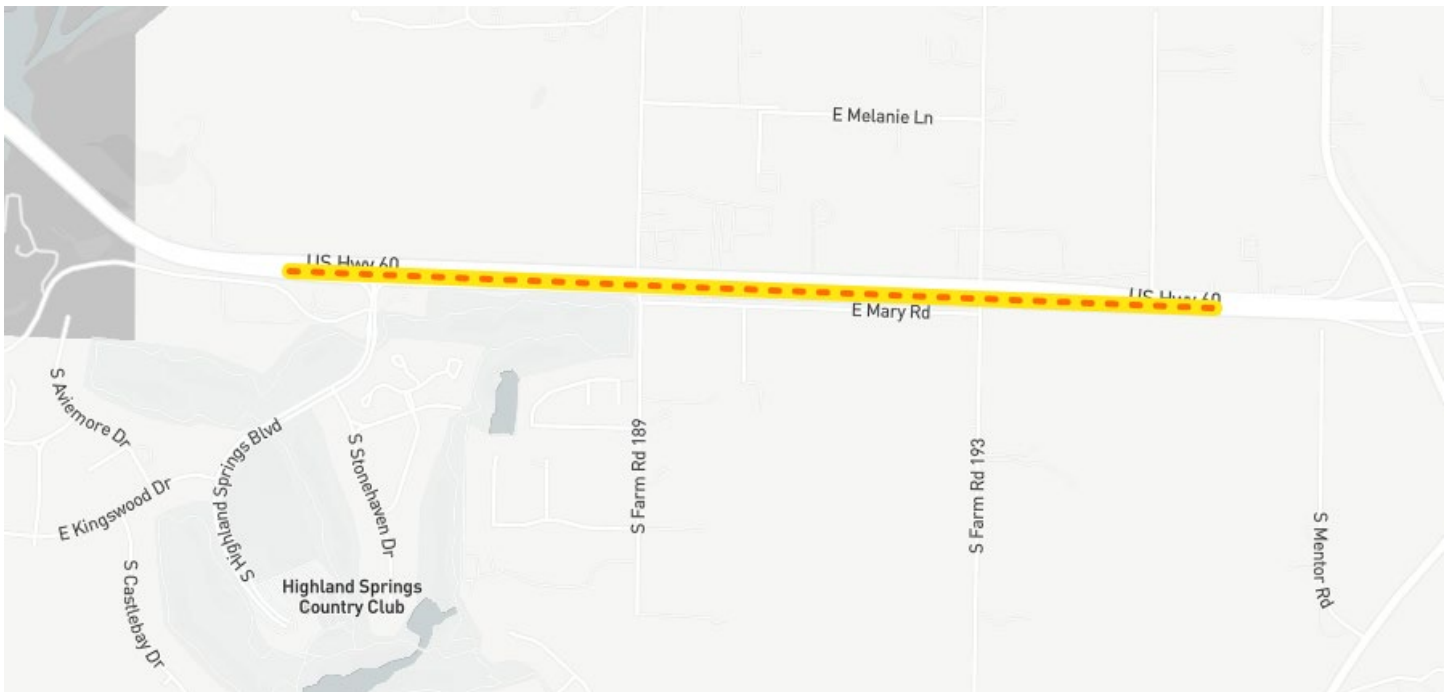
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

You should do something like Texas does with their frontage roads. Create two one-way roads. Leave middle where eventually you could put a interchange in when you get the money and a crate able this area to economic development

Map



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



PUBLIC COMMENT



Area of concern: Route 60 Safety

City/County of concern: Springfield/Greene County

Date received: 06/07/2026

Received through: Email

Contact Name: Richard Seagrave

Contact Email/Ph #: rseagr49@gmail.com

Comment:

Subject: Public Comment: Support for Northern Corridor Realignment with FR 189 Dogbone / Highland Springs Split-Diamond Compromise

To the Project Engineers and Leadership at MoDOT & OTO,

My name is Richard Seagrave and I am a charter member and long term resident of Highland Springs. I submit the following for your review:

As a resident of the Highland Springs community and an invested stakeholder in the safety and future growth of the U.S. 60 corridor, I am writing to submit a balanced, collaborative design solution for the ongoing U.S. 60 Corridor Planning and Environmental Linkages (PEL) study.

I fully endorse MoDOT's directive to upgrade U.S. 60 to a limited-access, free-flowing freeway. Furthermore, I recognize that a continuous-flow **Dogbone Interchange at Farm Road 189** is the structurally superior choice to handle high-volume regional traffic, eliminate dangerous right-angle "T-bone" conflict points, and safely unlock the immense future economic potential of the 600-acre development parcel situated directly to the north.

However, an isolated, standalone dogbone at FR 189 that forces all **eastbound incoming traffic** to completely bypass our neighborhood and back-track through slow, localized roundabouts creates severe and unnecessary commuter penalties. Therefore, I formally request that MoDOT and project consultants Crawford, Murphy & Tilly (CMT) engineer and model a **Northern Alignment Shift that pairs the FR 189 Dogbone with a localized Split-Diamond framework at Highland Springs Boulevard.**

This integrated compromise satisfies all state engineering safety mandates while preserving critical local access via the following civil mechanics:

1. **Preserved Eastbound Inbound Convenience:** Eastbound commuter traffic traveling from Springfield preserves its direct, non-stop entry into the corridor via a dedicated freeway off-ramp leading straight onto Highland Springs Boulevard. Residents, emergency first responders, and country club guests coming from the west are never forced to drive past the neighborhood to turn around.
2. **Efficient Westbound Inbound Convenience:** Westbound traffic arriving from Rogersville and points east exits the new freeway footprint at the Farm Road 189 Dogbone interchange. Drivers cross south over the freeway via the FR 189 overpass bridge, then transition smoothly onto the localized south access road to travel the final mile west straight to the Highland Springs gates.
3. **Safe, Unified Outbound Routing:** In a highly reasonable and proactive trade-off for overall corridor safety, all outbound traffic exiting Highland Springs Boulevard to travel west back into Springfield will utilize the low-speed south access road traveling east. Drivers will transition smoothly onto the FR 189 Dogbone overpass, using its continuous-flow teardrop roundabouts to loop cleanly onto Westbound U.S. 60 without creating gridlock bridge queues or requiring a secondary, costly overpass bridge directly over Highland Springs Boulevard.
4. **The Northern Shift Advantage:** Rather than widening the current corridor footprint symmetrically, the high-speed main lanes of the new U.S. 60 freeway should be constructed entirely on the open acreage to the north. The existing pavement of U.S. 60 can then be seamlessly repurposed into the low-speed local frontage road system. This eliminates the massive capital expenditure of acquiring high-value land on the south side, while protecting the mature tree lines, aesthetics, and property boundaries of an established community anchor.
5. **An Uncontested Coalition for Regional Growth:** This layout provides the 600 acres of northern property with a high-capacity, roundabout-controlled gateway capable of processing heavy retail, medical, or corporate logistics. By separating our direct residential inbound ramp from their heavy commercial intersection, both distinct properties thrive without competing for active lane capacity.

From a construction economics perspective, a Northern Alignment Shift operates as an offline "greenfield" project. Contractors can build the new high-speed lanes on open dirt at maximum speed during daylight hours without interfering with active traffic. This removes the multi-million-dollar "Traffic Control" inflation premium from the state contractor bid and spares Springfield commuters years of lane shifts, orange cones, and construction bottlenecks.

I urge MoDOT, the OTO, and CMT engineers to advance this integrated Northern Split-Diamond / FR 189 Dogbone compromise as a primary design solution. It represents a rare win-win scenario that fully balances regional transit safety with vital community and commercial preservation.

Sincerely,
Richard Seagrave MD
3720 E. Eaglescliffe Dr.

OTO Response:

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



PUBLIC COMMENT



Area of concern: Highway 60 – Bicycle Routes

City/County of concern: Springfield/Greene County

Date received: 06/07/2026

Received through: Email

Contact Name: Bruce Adib-Yazdi **Contact Email/Ph #:** [REDACTED]

Comment:

Please consult Springbike Bicycle Club <https://www.springbike.org/> and consult Strava Heat maps for potential crossings of Highway 60 that deserve accommodation for cyclists. <https://www.strava.com/maps/global-heatmap?sport=RideLike&style=standard&terrain=false&labels=true&poi=true&cPhotos=true&3d=false&gColor=mobileblue&gOpacity=100#9.06/37.1236/-93.1370>

OTO Response:

Thank you for this information. I have forwarded it to the study team.

TAB 3



Study Updates

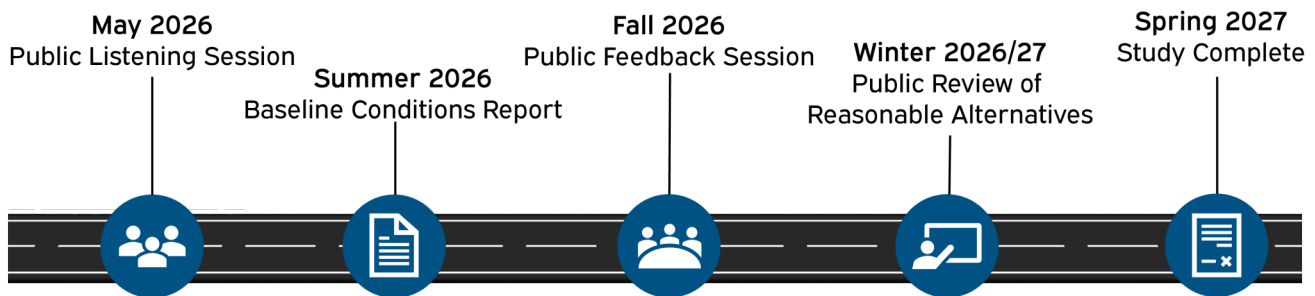
6065study.com



- Over 200 people attended the Public Listening Session on May 28th. KY3, Springfield Business Journal and the Daily Citizen have each reported on the study and meeting.
- The booth at the Farmers Market on June 6th was well received.
- The online survey is open until June 11th. We have received 207 responses so far.

Next Steps

- The Technical Advisory Committee will meet later this month.
- The team will continue to meet with stakeholders individually or in small groups.
- CMT is working on the Baseline Conditions Report.



If members of the public reach out regarding the study, or would like to be contacted with study updates, please refer them to 6065study.com or send their contact information to Jen.

This study is made possible by the following agencies:



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

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM I.I.

Federal Funds Obligation Status – June 2026

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

AGENDA DESCRIPTION:

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

THE OTO AREA MUST OBLIGATE ANOTHER \$5.3 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another \$5.3 million by September 30, 2026.

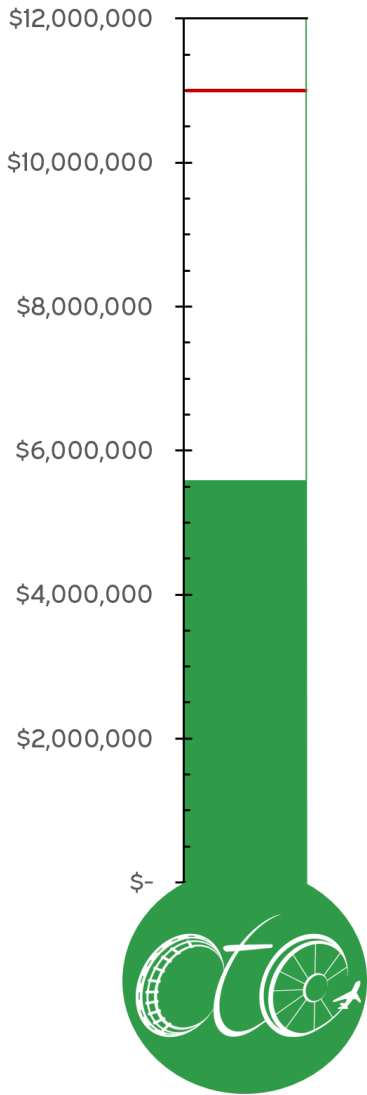
Staff has developed a status report which documents federal fiscal year obligations to date, as well as projected obligations for the 2026 fiscal year.

BOARD OF DIRECTORS ACTION REQUESTED:

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

FY 2026 Project Tracking

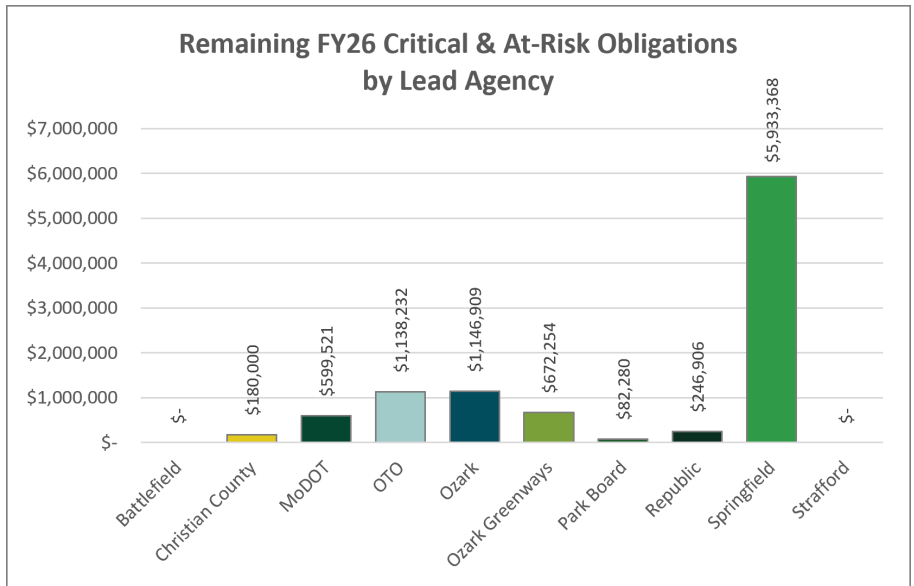
YTD Funds Obligated



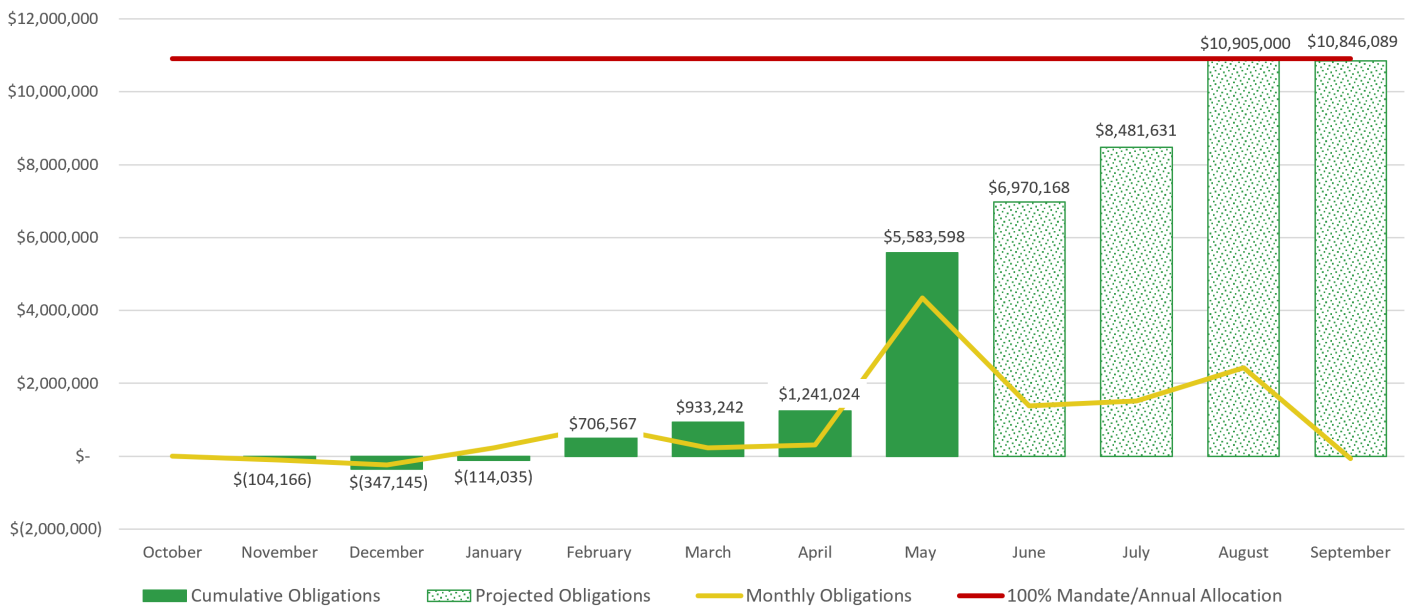
FY 26 Beginning Balance	\$13,329,147
100% Mandate/Annual Allocation	\$10,907,804
YTD Obligations	\$5,583,598
Amount Needed to 100% Mandate	\$5,324,206
Remaining Critical Obligations	\$5,608,979

■ YTD Obligation & Pending
■ YTD Obligation

Remaining FY26 Critical & At-Risk Obligations by Lead Agency



FY26 Federal Funding Obligations



Balance Report

FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
9901864 Finley River Trail Extension	Ozark	97,478.13	201,644.40
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	192,832.93
5901829 Mt. Vernon/Miller Sidewalks	Springfield	154,312.00	347,144.93
5901839 South Creek at Glenstone	Springfield	(23,310.35)	323,834.58
9900905 N. 21st and N. 22nd	Ozark	(209,800.00)	114,034.58
5901846 60/65 Study	OTO	(393,429.90)	(279,395.32)
5901828 Sherman Parkway Link	Springfield	(392,171.20)	(671,566.52)
9901868 N. Old Orchard Road	Strafford	(35,000.00)	(706,566.52)
5920842 Campbell Ave ROW	Springfield	(360,000.00)	(1,066,566.52)
9901860 Cheyenne Trail	Nixa	(4,501.74)	(1,071,068.26)
5901824 TMC Signal Replacements	Springfield	137,825.96	(933,242.30)
9901859 Trail of Tears Connector	Battlefield	(284,718.39)	(1,217,960.69)
S603067 E. Sunshine SW	Springfield	(23,063.56)	(1,241,024.25)
0441126 I-44 Aesthetics/Safety	MoDOT	(407,967.88)	(1,648,992.13)
5901824 TMC Signal Replacements	Springfield	(427,364.25)	(2,076,356.38)
5901846 60/65 Study	OTO	(14,312.67)	(2,090,669.05)
5901837 Bennett St. Fassnight Creek ROW	Springfield (CRP)	(1,279.71)	(2,091,948.76)
5901837 Bennett St. Fassnight Creek ROW	Springfield (STBG-U)	(2,650,720.29)	(4,742,669.05)
9900905 N. 21st and N. 22nd	Ozark	(840,929.11)	(5,583,598.16)
PENDING OBLIGATIONS			
5901828 Sherman Parkway Link		66,571.20	(5,517,026.96)
9901859 Battlefield Trail of Tears		44,272.67	(5,472,754.29)
PLANNED CRITICAL OBLIGATIONS			
CC2504 - Tracker/Nicholas PE	Christian County	(100,000.00)	(5,572,754.29)
SP2509 Division RR	MoDOT	(300,000.00)	(5,872,754.29)
EN2604 Wilson's Creek Republic Rd Trail	OTO	(423,464.80)	(6,296,219.09)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(6,577,638.09)
EN2612 Area wide School Flashing Beacons	OTO	(36,000.00)	(6,613,638.09)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(6,868,557.09)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(7,760,546.69)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(7,842,826.69)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(8,089,733.09)
MO2701 FY 2027 TMC Staff	Springfield	(592,000.00)	(8,681,733.09)
5901844 Springfield Resurfacing	Springfield	(2,400,000.00)	(11,081,733.09)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		915.20	(11,080,817.89)
00FY824 OTO Operations/Planning		140,170.20	(10,940,647.69)
7441012 Kearney/Packer		69,522.96	(10,871,124.73)
9901827 ChadwickFlyr Jackson/Clay		41.57	(10,871,083.16)
5944805 Jackson Street Resurfacing		24,993.47	(10,846,089.69)
AT-RISK TO OBLIGATE			
CC2504 - Tracker/Nicholas ROW	Christian County	(80,000.00)	(80,000.00)
S604083 South Sidewalks 6th-14th	MoDOT	(306,359.00)	(386,359.00)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(783,707.00)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(1,455,960.60)
SP2614 Flashing Beacon Equipment	Springfield	(545,608.00)	(2,001,568.60)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(2,101,568.60)
5901845 Kansas Ave ROW	Springfield	(400,000.00)	(2,501,568.60)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(3,245,328.60)
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(3,597,328.60)
SP2612 Fremont ROW	Springfield	(880,000.00)	(4,477,328.60)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(4,642,013.60)

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM II.A.

***Destination 2045* Amendment Number 12**

**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*.

- A121 –Campbell Avenue Safety Improvements (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 Twelve to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Twelve 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
A121	Campbell	Springfield Campbell Avenue Safety Improvements	Safety and related improvements from W Minota Street to W Sunshine Street and from W Walnut Lawn Street to S South Avenue	2027	\$17,300,000
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
246	Main	<i>Nixa</i> Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	<i>Springfield</i> Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
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					(\$2,072,225,226)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,178,714,911
Remaining Funding					\$165,422,964
*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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
46	EW Arterial	<i>Greene</i> East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	<i>Greene</i> East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	<i>Greene</i> East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	<i>Greene</i> E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	<i>Greene</i> 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	<i>Greene</i> Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	<i>Greene</i> Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	<i>Greene</i> Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	<i>MoDOT</i> Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	<i>Ozark</i> Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000
73	Fremont	<i>Ozark</i> Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	<i>MoDOT</i> Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	<i>Republic</i> Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	<i>Willard</i> 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	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
117	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
35	Route FF	<i>MoDOT</i> Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	<i>MoDOT</i> Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	<i>MoDOT</i> Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	<i>MoDOT</i> Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	<i>MoDOT</i> 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	<i>MoDOT</i> Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	<i>MoDOT</i> Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000
79	Route W	<i>MoDOT</i> Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	<i>MoDOT</i> Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	<i>Ozark</i> Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	<i>Ozark</i> Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	<i>Strafford</i> Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	<i>Greene</i> 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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$634,747,070

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM II.B.

Administrative Modification 5 to the FY 2026-2029 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one change included as part of Administrative Modification 5 to the FY 2026-2029 Transportation Improvement Program. This change does not affect Fiscal Constraint.

Basis for Administrative Modification

- *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
 - *Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*
1. ITS Operations and Management (MO2701)
Moved City of Springfield funding to FY 2026 and increased their STBG-U to \$592,000 with associated match, for a total programmed amount of \$2,019,000.

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

26 May 2026

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

Dear Ms. Barch:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on May 26, 2026. Please find enclosed the administrative modification, which is outlined on the following pages. These changes did not affect Fiscal Constraint.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



MO2701-26AM5 - ITS OPERATIONS AND MANAGEMENT (2027)

Plan Revision 26AM5	Section Cost Shares	Project Type Operations	Lead Agency MoDOT
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$2,019,000
MoDoT ID -	Federal ID -	Project From -	Project To -

Project Considerations
Advance Construction

Project Description
Operations and management of Ozarks Traffic ITS in the urban Southwest District.

Funding Source Notes
Non-Federal Funding Source: City of Springfield, State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	Local	\$0	\$148,000	\$0	\$0	\$0	\$0	\$148,000
Operations	MoDOT	\$0	\$0	\$255,800	\$0	\$0	\$0	\$255,800
Operations	MoDOT-AC	\$0	\$0	\$1,023,200	\$0	\$0	\$0	\$1,023,200
Operations	STBG-U (FHWA)	\$0	\$592,000	\$0	\$0	\$0	\$0	\$592,000
Total Operations		\$0	\$740,000	\$1,279,000	\$0	\$0	\$0	\$2,019,000
Total Programmed		\$0	\$740,000	\$1,279,000	\$0	\$0	\$0	\$2,019,000

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	\$36,000	\$36,000	\$36,000	\$36,000
CRP (FHWA)	\$1,563,899	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$0	\$0	\$0
NHPP (FHWA)	\$103,919,600	\$11,635,200	\$28,554,400	\$35,935,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$10,807,900	\$370,800	\$262,800	\$81,000
SCRP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,256,000	\$40,000	\$1,600	\$1,600
STBG-U (FHWA)	\$19,491,840	\$6,742,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$187,420,716	\$18,959,505	\$32,889,681	\$36,900,066
STATE				
MoDOT	\$381,129,206	\$8,695,000	\$9,237,800	\$9,405,800
MoDOT-AC	\$13,753,203	\$21,718,000	\$7,078,400	\$442,400
MoDOT O&M	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444
State Subtotal	\$401,476,328	\$37,158,579	\$23,216,928	\$16,907,644
LOCAL/OTHER				
Local	\$8,348,291	\$4,068,523	\$1,149,004	\$220,567
Local-AC	\$4,744,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$13,193,012	\$4,068,523	\$1,149,004	\$220,567
Total	\$602,090,056	\$60,186,607	\$57,255,613	\$54,028,277

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$13,193,012	\$4,068,523	\$1,149,004	\$220,567	\$18,631,106
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
TOTAL AVAILABLE FUNDING	\$58,782,653	\$599,111,576	\$58,935,398	\$56,030,605	\$64,715,729	\$837,575,962
Carryover		\$58,782,653	\$55,804,173	\$54,552,964	\$53,327,956	--
Programmed State and Federal Funding		(\$602,090,056)	(\$60,186,607)	(\$57,255,613)	(\$54,028,277)	(\$773,560,554)
TOTAL REMAINING	\$58,782,653	\$55,804,173	\$54,552,964	\$53,327,956	\$64,015,408	\$64,015,408

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM II.C.

OTO 2026 Public Participation Plan and 2025 Evaluation

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

AGENDA DESCRIPTION:

The OTO Public Participation Plan (PPP) provides the framework for public involvement in the regional transportation planning process and outlines how individuals, agencies, stakeholders, and other interested parties can participate in the development of transportation plans and programs.

The PPP is updated every three years to review current practices, evaluate the effectiveness of public involvement activities, and identify opportunities to improve outreach and engagement efforts. This agenda item includes both the 2026 update of the PPP and the 2025 annual evaluation of the public participation activities. The current PPP was approved by the OTO Board of Directors on July 20, 2023.

Updates include:

- A new section was included to describe how OTO evaluates public participation efforts, monitors participation trends, and uses public feedback to improve future outreach and engagement activities.
- Content throughout the plan was revised to reflect federal guidance, improve clarity and readability for the public, and better document OTO's outreach and engagement practices.
- The TIP Amendment Procedures were updated to clarify revision categories, cost thresholds, and documentation requirements, improving consistency and transparency in the management of TIP project changes.
- Results from the 2026 Interested Parties Public Participation Survey were added as Appendix A.

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 the proposed Public Participation Plan.”

OR

“Move to recommend that the Board of Directors approve the proposed Public Participation Plan, with these changes...”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

DRAFT PUBLIC PARTICIPATION PLAN 2026

Approved by the Board of Directors



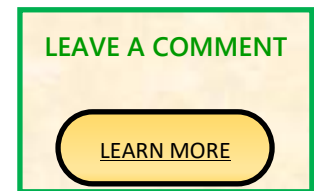
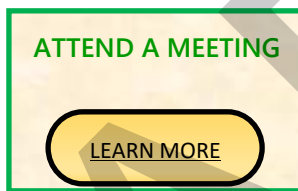
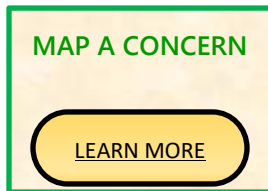
This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission,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

DRAFT

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Our goal at the Ozarks Transportation Organization is to have meaningful involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. Your comments are reviewed by staff and included in agendas for consideration by our Board of Directors and appropriate committees. Here is how you can join the conversation via the linked buttons to the OTO website:



WHAT WE DO WITH YOUR INPUT

The OTO solicits public comments for updates and major amendments to the requisite plans and key decision points in the planning process. Public comments for major plans are summarized along with an explanation of how comments were considered and, when appropriate, how they influenced the final version. Comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. In addition, public concerns are shared with MoDOT and local governments as appropriate. Meaningful public involvement is key to developing a sound and efficient transportation system that works for the people it serves.

Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



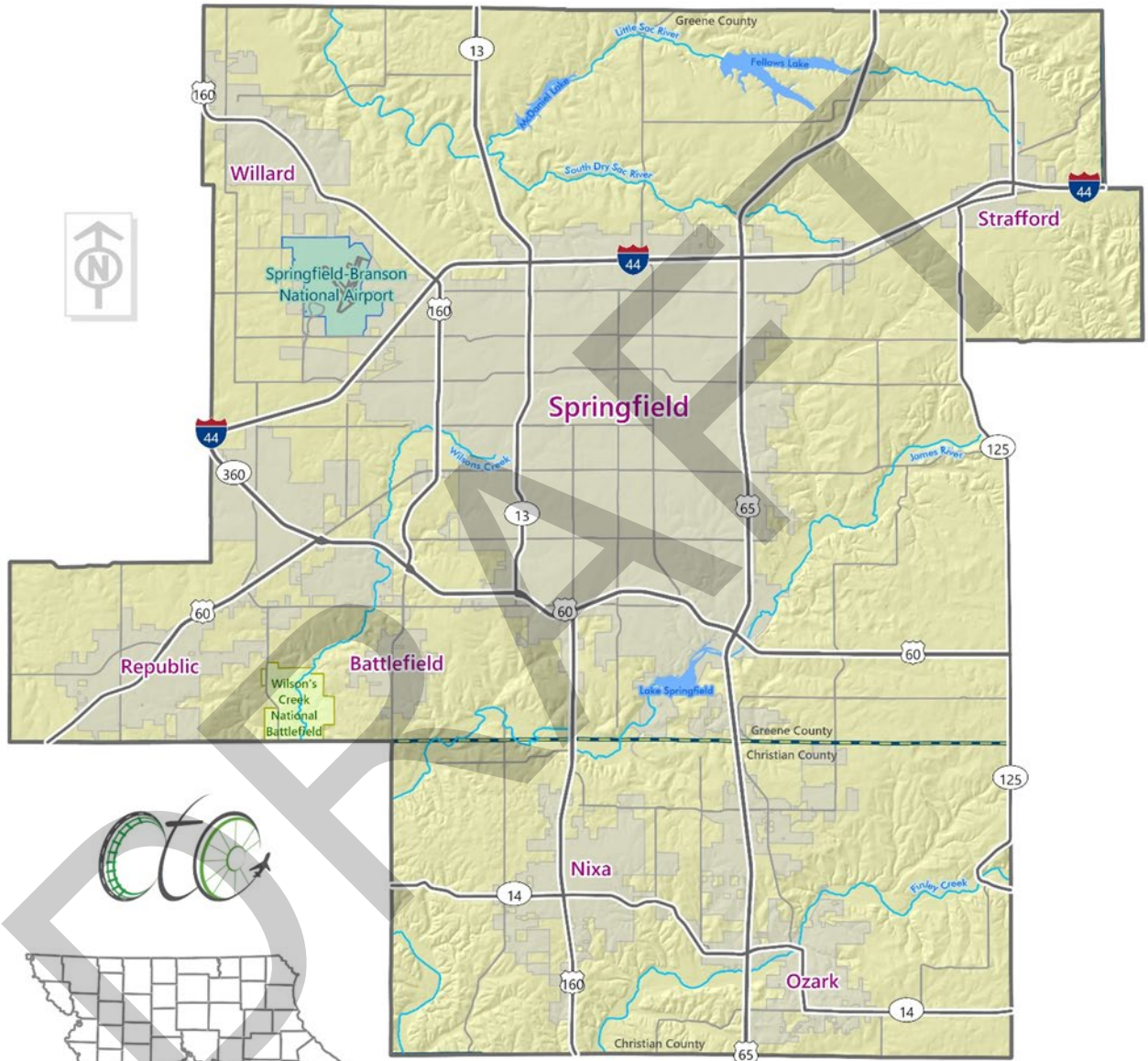
Summary of Changes

The OTO 2026 Public Participation Plan (PPP) is an update of the 2023 PPP. The OTO updates its PPP every three years to review current practices, evaluate outreach methods, and identify opportunities to improve public involvement in transportation planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on July 20, 2023. Updates include:

- A section describing the evaluation of public participation was added to explain how the OTO reviews outreach activities, tracks participation trends, and uses public feedback to improve communication and engagement efforts.
- Content throughout the plan was updated to reflect current federal guidance, simplify descriptions and processes for better public understanding, and better document current OTO engagement practices.
- Results from the 2026 Interested Parties Public Participation Survey have been added as Appendix A.

Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002



- | | |
|-------------------|-------------|
| Major Roadways | County Line |
| Arterial Roadways | Cities |
| Rivers | Lakes |

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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The mission of the OTO is: *To provide a forum for cooperative decision-making in support of an excellent regional transportation system.* The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive**, **cooperative**, and **continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard, representatives from public transportation agencies, and four citizen representatives.

The OTO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a path for meaningful involvement of individuals, public agencies, and other interested parties in OTO's transportation planning processes.

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs, "*include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs.*" (23 CFR §450.316)

To achieve broad public access, the OTO adheres to [other regulations](#) that require MPOs be proactive in involving residents, stakeholders, and interested parties throughout the metropolitan planning area. The OTO strives to provide meaningful opportunities for involvement in transportation decision-making regardless of a person's race, color, national origin, age, disability, income level, language proficiency, or other personal or economic characteristics. Consistent with guidance and requirements from the U.S. Department of Transportation (USDOT), including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the OTO seeks to reduce barriers to participation and provide accessible opportunities for public involvement throughout the transportation planning process. The following laws and regulations form the legal framework for OTO's public participation plan:

- 23 Code of Federal Regulations (CFR) 450.316 outlines the participation requirements for Metropolitan Planning Organizations (MPOs), including the development of a public participation plan
- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Title VI applies to all organizations that receive federal funding;
- Section 504 of the Rehabilitation Act of 1973 and The Americans with Disabilities Act of 1991 prohibit discrimination based on a disability by public and private sector parties;

OTO believes that broad public participation strengthens transportation decision-making and helps plans, programs, and projects better reflect the needs and priorities of the region. Public engagement activities are intended to help identify community priorities,

emerging transportation needs, and establish long-term regional goals that influence transportation planning and investment decisions. The Public Participation Plan (PPP) establishes the framework for an inclusive, accessible, and transparent public engagement process in the OTO's transportation planning activities. The PPP identifies strategies, tools, and procedures the OTO will use to encourage early, continuous, and meaningful public participation and to evaluate the effectiveness of outreach efforts and public involvement activities.

Public involvement is an ongoing effort at the OTO. Whether it is a component of a major plan update, posting agendas for committee meetings, reviewing roadway concerns received from the citizens, or sending press releases to local media to notify the press and citizens of studies and proposed projects. Because public involvement is an ongoing effort at OTO, this plan is intended to provide staff with a common framework for communicating with individuals and stakeholders and reducing barriers to meaningful public engagement.

The remainder of the plan includes goals and policy objectives to ensure effective public involvement processes are in place for OTO planning activities and to hold ourselves accountable. Additional sections of the plan include methods for communicating with and gathering input from the public, public participation requirements for specific plans and activities required of MPOs, and finally, the processes and workflows the OTO employs are illustrated to provide structure and continuity for public engagement in the various activities of our transportation planning efforts.

Policy Objectives

The U.S. Department of Transportation defines public participation as an integral part of the transportation process that helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Furthermore, it states that “conducting meaningful public participation involves seeking public input at specific and key points in the decision-making process, where such input has a real potential to help shape the final decision or set of actions.” To ensure and encourage meaningful and continuous public involvement in transportation decision-making, the OTO will adhere to the following public participation policy objectives:

- The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.
- The OTO will review and consider public comments received during the development of the metropolitan transportation plan and the TIP and, when possible, explain how public input influenced decisions or plan development.
- The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.
- The OTO will develop planning material that is easily understood and visually engaging and strive to ensure citizens have the information necessary to deliver informed input.
- When the OTO prepares visualizations of transportation issues, it will do so with the public in mind.

- The OTO will make public information including technical information and meeting notices, available in electronically accessible formats and means on the OTO website, as appropriate.
- When conducting public meetings where matters related to transportation programs are being considered, the OTO will consider that meeting locations are accessible by public transportation, if available, and meet Americans with Disabilities Act requirements.
- The OTO will strive to demonstrate that public concerns are considered, questions are addressed, and comments are taken into consideration. Upon receiving public comments, the OTO will respond as appropriate and provide comments or content summaries to appropriate boards, committees, project sponsors, and partner agencies when relevant to their decision-making or responsibilities.
- The OTO will maintain an up-to-date database of contacts to ensure that interested parties have reasonable opportunities to comment on the transportation planning process and products.
- The OTO will seek out input from and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, limited English-speaking persons, and persons with disabilities who may face challenges accessing employment and other services.

Methods of Community Engagement

The Resources listed here are the methods the OTO uses to engage and communicate with the individuals and stakeholders served. These methods are not exclusive of one another and may be combined depending on the type of planning activity, the intended audience, and the level of public involvement needed. The OTO will strive to utilize the most effective and appropriate engagement methods to reach affected communities and encourage meaningful public participation.

Virtual Public Involvement

The OTO employs virtual public involvement tools that make public participation more convenient and affordable than in-person public meetings. In-person meetings may conflict with work and school schedules or are less accessible to individuals that rely on transit or have disabilities. OTO utilizes different platforms to live stream Technical Planning Committee and Board of Directors meetings. When meetings are livestreamed or recorded, the OTO will strive to make the recordings available through the utilized platforms as resources allow. Public comments may be submitted through established comment methods identified by OTO. This example illustrates how virtual public involvement has emerged to provide increased transparency and access to transportation planning activities at the OTO. While there are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties, OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.

[The OTO Website](#)

The OTO website provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features a "What we do" page which contains information regarding what a MPO does, and a "Who we are" page which provides information about the OTO and its committees. The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO's planners and

administrative staff. OTO periodically reviews and updates the website to improve access to information for residents, stakeholders and interested parties.

["Give Us Your Input"](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

[News & Updates](#)

This is another component of the "Give Us Your Input" page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

[Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metro area. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. Using this tool, the TIP can be searched by project name, location, project type or agency, and TIP number. The tool also features a map viewer for projects. Comments submitted through the tool may be used to inform OTO staff and project sponsors and may be included in formal comment summaries when submitted during an active public comment period.

[The OTO Logo](#)

The OTO logo is prominently featured on work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

[Social Media](#)

OTO utilizes social media platforms like [Facebook](#) and [X](#) to share information regarding meetings, events, planning activities, surveys, and other opportunities for public

involvement. Social media may be used to distribute links to relevant documents, project information, and engagement tools, as well as to encourage public comments and participation. Platforms and communication methods may evolve over time and the examples identified in this plan are representative of the types of tools that may be utilized.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A [base map](#) consisting of layers for the transportation network, including sidewalks, trails, transit routes, and roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map. OTO publishes other applications that visualize transportation related topics that include, but are not limited to growth trends, congestion management and growth models. The OTO works to make published applications available on the OTO website under "Our Resources." In addition, the OTO continually explores new web maps and applications that help visualize transportation processes and outcomes to better inform and involve the public and stakeholders.

OTO Contacts Database

The OTO maintains a contact database of businesses, governmental agencies, community-based organizations, committee members, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, and special interest groups. The database is used for meeting and survey announcements as well as other project specific notifications.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming OTO BOD and TPC meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees. OTO may choose to also purchase legal ads and/or paid advertisements as necessary.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then shared via email, social media, press releases, and the OTO website. Hard copies may also be produced and distributed at public meetings, and community events and can be made available at the OTO office upon request.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Informational materials such as brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers can be used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

This section describes public participation considerations for OTO primary planning activities. When notice, comment period, or approval requirements apply, they are identified in the applicable subsection. The following also identifies how the OTO provides

for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Individuals;
- Affected public agencies;
- Representatives of public transportation employees;
- Freight shippers;
- Providers of freight transportation services;
- Private providers of transportation;
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of people with disabilities;
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues;
- Parties that have an interest in the planning and development of the transportation network including affected public agencies and private organizations in the OTO planning area;
- Traditionally underserved populations, such as low-income and minority households, who may face challenges accessing employment and other services;
- Other interested parties.

[Long-Range Transportation Plan](#)

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision-making. The LRTP builds on past transportation planning conducted by the OTO. All

transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over a minimum 20 year planning horizon.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will generally use a broad range of the participation techniques employed by the OTO. Public meetings and community events may be utilized as outreach efforts within different member communities during each complete update. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

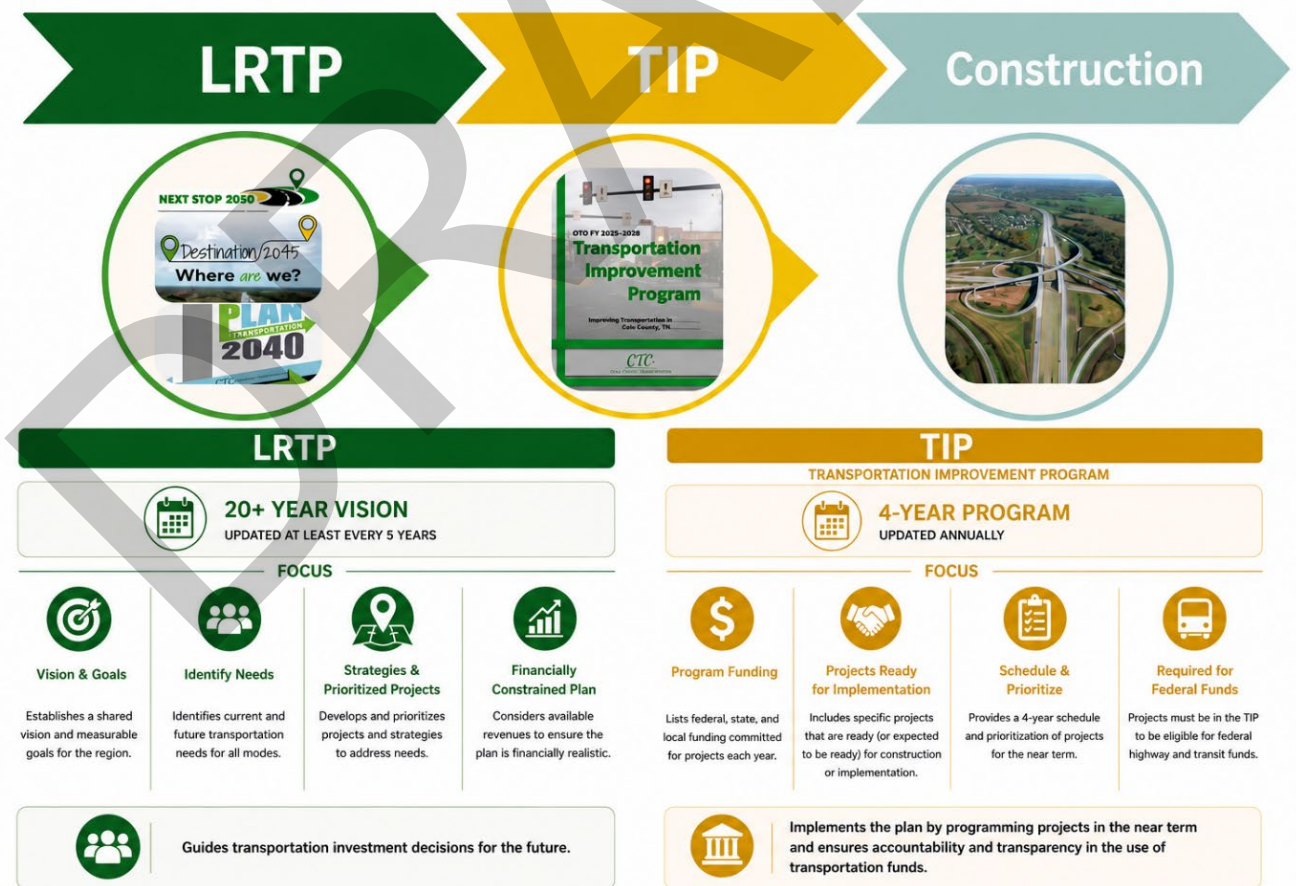
Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below).
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion).
- Moving a project between the unconstrained and constrained lists
- Changes to the Major Thoroughfare Plan.
- Increases to a project's total cost estimate greater than 25 percent (or any amount greater than \$2,000,000).
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than 1/4-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. Administrative modification is a revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project’s cost estimate less than 25 percent (up to \$2,000,000).
- Minor changes to the scope of a project.
- Minor increases to the termini of a non-capacity project (no more than ¼-mile).
- Moving a project to another time band, provided fiscal constraint is maintained;
- Adding a project to the unconstrained list.
- Technical corrections.



Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated annually. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

The OTO consults with city and county governments within its study area during the annual TIP development process. When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

Agencies submitting projects for the TIP are responsible for conducting any project-level public involvement required by their own policies, funding requirements, or applicable law prior to or during the project development. Other required agencies that are consulted during the TIP development process include:

[City Utilities of Springfield](#) - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs;
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs;
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process;
- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO;
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP;
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements;
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP;
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or

- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

Partner Agency Processes

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice;
- Input from advisory groups like county partnerships or other transportation groups; and
- The Southwest Missouri Office on Aging.

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The TIP Public Involvement Process

Ahead of the TIP update process and upon completion of the annual STIP prioritization process, the OTO provides notice to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

The draft TIP is made available for comment for 30 days prior to Board of Directors approval. A legal notice can be placed in a newspaper of general circulation such as the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, and at the OTO offices. Additional paper copies or review locations, such as a branch of the Springfield-Greene County Library, CU Transit office, or the MoDOT SW District office may be used as appropriate. Any public comment received during this review period will be considered by OTO staff and will be presented to the Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP revisions are classified as Formal Amendments and Administrative Modifications. When a proposed change meets more than one category, the highest applicable level of review shall apply. OTO staff may elevate any proposed revision to a Formal Amendment when the change has policy significance, affects regional priorities, raises public interest, or warrants committee and Board consideration. Formal TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Formal TIP Amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is announced by press release, Board & TPC agendas, and on the OTO website.

Revisions Requiring Formal TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section).
2. Changes in a project's total programmed amount that exceed the applicable administrative modification thresholds and are not otherwise specifically allowed as an administrative modification.

3. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion).
4. Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.
5. Moving a project into or out of the first four Federal Fiscal Years of a TIP, except as allowed in Administrative Modification #19.
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source.
7. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. More than one administrative modification can be made to a project if meeting the described allowances. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period. The OTO staff ensures fiscal constraint is maintained.

Revisions Allowed as Administrative Modifications:

1. For existing LPA projects already included in the TIP with a total programmed project cost under \$1,000,000, changes in total programmed amount may be processed administratively, provided the project remains under \$1,000,000 after the change and no other formal amendment trigger applies.
2. For MoDOT projects and LPA projects with a total programmed project cost of \$1,000,000 or more, changes in a project's total programmed amount may be processed administratively if the change is 25% or less, up to a maximum programmed amount change of \$2,000,000, provided no other formal amendment trigger applies.

3. Adding a project that is 100% state, local, private, or other non-federal funding, provided it is not regionally significant, is included for informational purposes or coordination purposes, does not require federal action, and does not affect fiscal constraint or regional project selection. If OTO staff determines that the project may be of regional interest or may warrant public review, the project shall be processed as a Formal Amendment.
4. Adding emergency repair projects or emergency relief funding in response to a declared disaster, emergency event, sudden infrastructure failure, or urgent safety condition requiring immediate repair or restoration, provided the project is consistent with applicable federal and state eligibility requirements and does not create a new regionally significant capacity project. Examples may include emergency bridge repair, roadway washout repair, flood damage repair, slope failure repair, or other work necessary to restore essential transportation function or protect public safety.
5. Adding a project to the TIP which is split from a "parent project," provided the overall scope of work intended to be accomplished does not change. As part of the same administrative modification, funding may be distributed between the parent and split projects and may be revised within the applicable administrative modification thresholds.
6. Combining two or more projects already in the TIP, provided the overall scope of work intended to be accomplished does not change. As part of the same administrative modification, funding may be combined or redistributed between the projects and may be revised within the applicable administrative modification thresholds.
7. Minor changes to the scope of a project that do not substantially alter the project purpose, transportation function, environmental footprint, or public understanding of the project. Examples may include adding or modifying sidewalks, ADA improvements, crosswalks, bicycle accommodations, transit amenities, lighting, drainage, guardrail, retaining walls, signal equipment, ITS elements, access

management features, or other design details developed through project scoping or engineering.

8. Minor changes to the termini of a non-capacity project, meaning a change that increases or decreases the total length of the project by no more than 1/4 mile, provided the change does not substantially alter the project purpose, affected corridor, or public understanding of the project.
9. Adding or deleting a project development phase of a project, such as environmental, PE/design, ROW, utilities, construction, or other phase, without major changes to the scope of the project, provided any associated funding change is within the applicable administrative modification thresholds and fiscal constraint is maintained.
10. Moving funds between development phases of a project, such as environmental, PE/design, ROW, utilities, construction, or other phase, without major changes to the scope of the project, provided any associated funding change is within the applicable administrative modification thresholds and fiscal constraint is maintained.
11. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP, except as described in Number 19.
12. Changes to funding sources between eligible federal funding categories or between state and local sources may be processed administratively, provided the project remains eligible for the revised funding source, the change does not increase federal funding beyond the applicable administrative modification thresholds, does not add federal funds to a previously non-federal project, and does not alter the project scope, termini, or regional priority.
13. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate).

14. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction.
15. Changing a project's lead agency when agreed upon by the two agencies affected.
16. Changes to an existing project's local, state, or other non-federal funds, including non-matching funds, regardless of amount, to reflect updated cost estimates, negotiated engineering service contracts, accepted bid awards, contract awards, or other project-development or delivery costs, provided the change does not increase federal funds or include a scope or termini change beyond what is otherwise allowed administratively. Documentation of the revised cost, award, contract, or local funding commitment must be provided before the change is processed administratively. OTO staff may elevate the change to a Formal Amendment if the cost increase indicates a substantial change in project scope, project intent, or regional priority.
17. Adding or revising funding or project components located outside the OTO Metropolitan Planning Area, regardless of amount, when the funding or components have been approved through another MPO TIP or the MoDOT STIP. Documentation or notification of the prior approval must be received before the change is processed administratively. The change may not substantially alter the scope, termini, funding, or regional priority of the portion of the project located within the OTO area.
18. Adding a project or funding to the TIP, regardless of amount, when OTO has previously approved a resolution, certification, letter of commitment, or other official action committing to add the project or funding to the TIP upon receipt of a federal discretionary grant or similar competitive funding award. Documentation of the award must be received before the change is processed administratively. The administrative modification must be consistent with the project scope, funding purpose, funding sources, funding amounts, and conditions described in the prior OTO action. No additional federal, state, local, or private funding may be added through this provision unless that funding was included in the prior OTO action or is otherwise allowed as an administrative modification.

19. Revising or reinstating a previously approved project or project phase that is no longer shown in the active published TIP for the limited purpose of processing an obligation, award, closeout, or other project-delivery funding action, provided the project or phase was included in a prior approved TIP, the project has proceeded toward delivery, the change does not substantially alter the approved scope or termini, and the funding change is otherwise allowed as an administrative modification.

20. Technical Corrections.

[Unified Planning Work Program](#)

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The UPWP for the coming year is usually completed prior to the beginning of the new fiscal year for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft document is made available on the OTO website and can be made available at the OTO office for public comment. A press release announcing the comment period is sent out, posted on the OTO website, and posted at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

UPWP formal amendments can happen after the UPWP is approved. If a formal amendment is necessary, OTO staff will follow the same processes as for the approval of the plan.

UPWP Administrative Modifications are minor adjustments which can simply be made by OTO staff after verification that the change(s) falls into this category and do not require a formal amendment of the UPWP. No public input is required for administrative modifications.

Adjustments allowed under UPWP Administrative Modifications:

1. Technical Corrections, including, but not limited to, spelling errors, formatting mistakes, and updating dated information.
2. Changes in scope of work that do not involve any increase or decrease in the amount of compensation.
3. Budget component overruns of thirty percent (30%) or less, if the total budget amount of the UPWP is not increased.
4. Adding TEAP awards for member jurisdictions.

[Public Participation Plan](#)

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's policy objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involve an inclusive public participation process. The process will be designed to be consistent with the goals of the currently adopted PPP and may include new or unused methods for engaging the public, particularly to evaluate and validate the effectiveness of current strategies.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and, upon request, make a hard copy available at the OTO office. A press release announcing a 45-day public comment and review period will be sent out. Comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

[Other Plans and Studies](#)

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) as outlined in federal regulations. The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website, and a paper copy can be made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent out providing public notice of the comment period. Figure 1 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include, but are not limited to, the [OTO Title VI/ADA program](#), the [Annual Listing of Obligated Projects](#) (ALOP), the [Limited English Proficiency Plan](#), the Congestion Management Process, and the Performance Measures Report. When public comment is required or appropriate, OTO will provide public notice and a comment period of at least 15 days unless a different timeframe is specified elsewhere in this plan or by applicable requirements. Informational reports may be posted or distributed without a formal comment period.

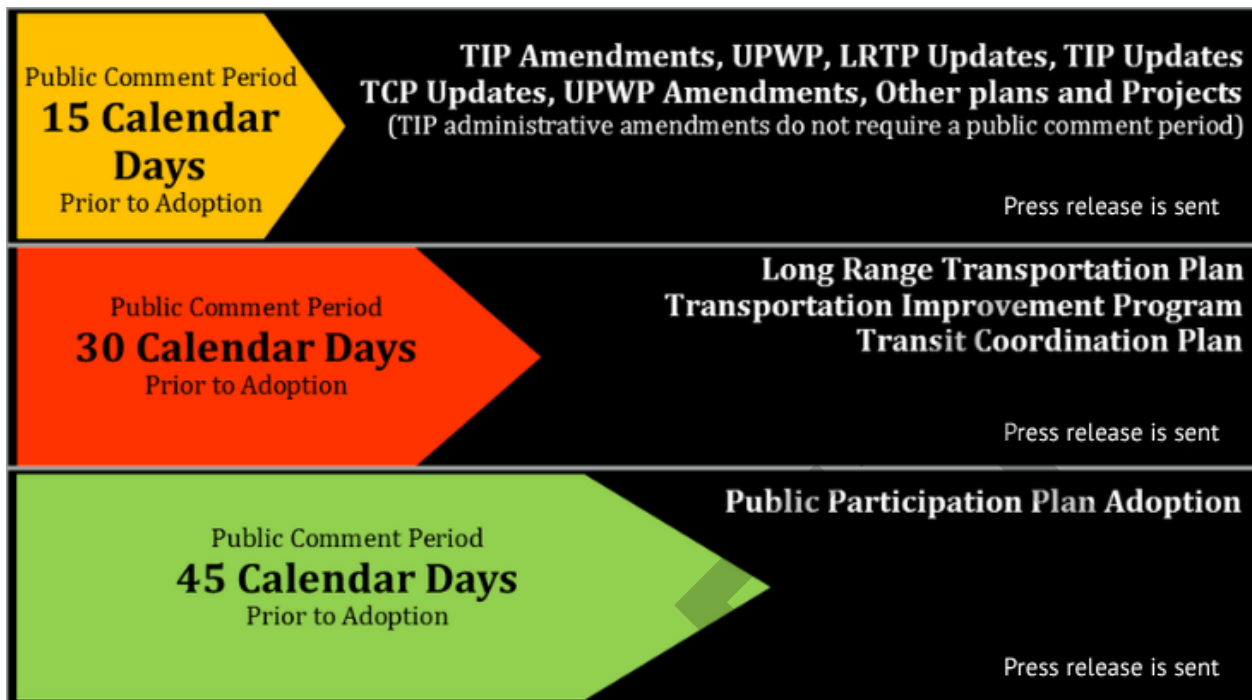


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

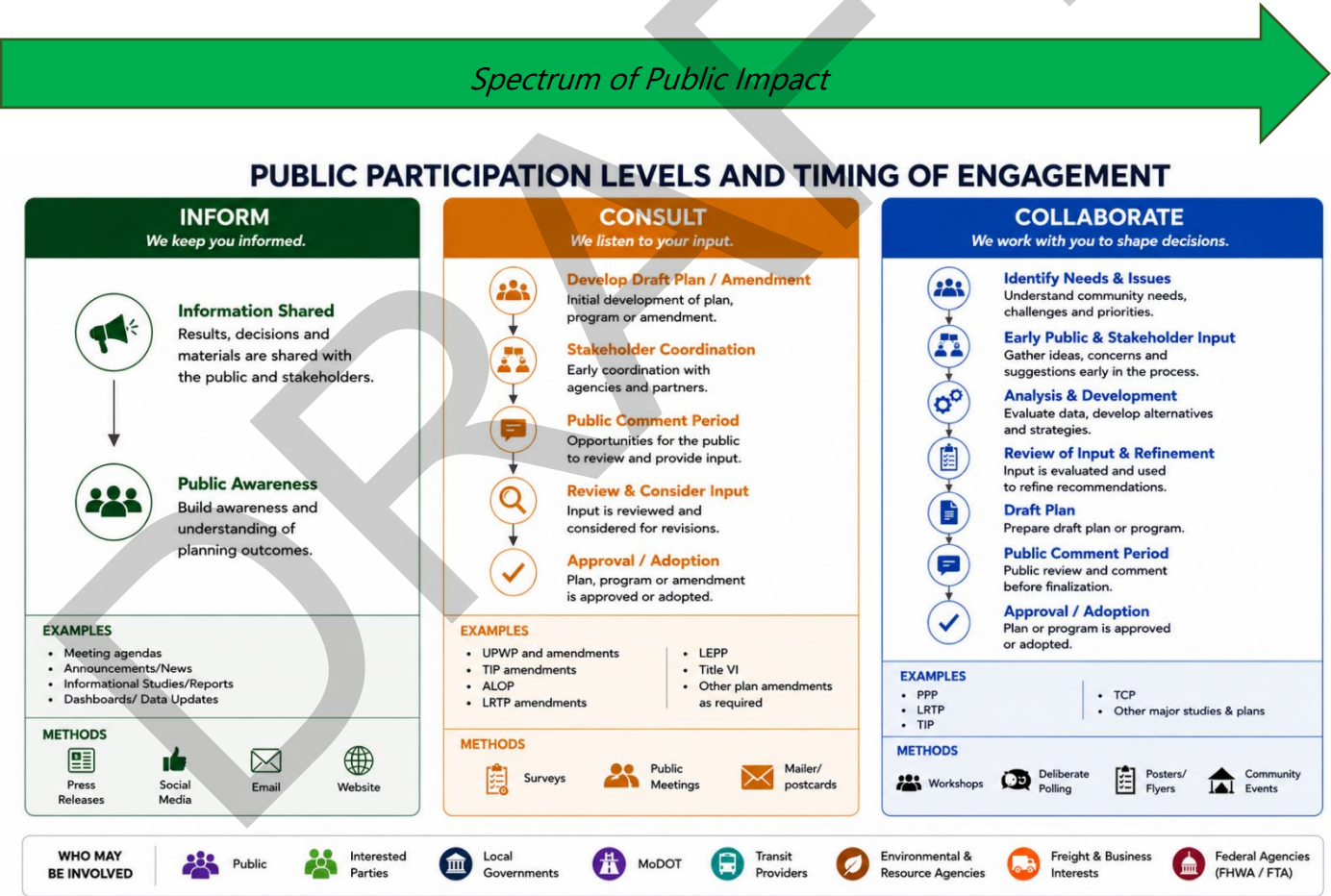
The [OTO Board of Directors](#) and all other committee meetings are open to the public. The OTO Board of Directors and Technical Planning Committee agendas, meeting notes or minutes and other meeting materials are routinely posted on the OTO website. Press releases are sent out and agendas are posted in public spaces, including the OTO office, at least 24 hours prior to the meeting date. Best practice for the OTO is to send the agenda to meetings one week prior to the meeting.

The Bicycle and Pedestrian Advisory Committee and Local Coordinating Board for Transit committee agendas and meeting minutes are routinely posted to the OTO website and posted in a public space at the OTO offices. Other ad-hoc and subcommittee meeting agendas are posted in a public space at the OTO offices, in accordance with applicable notice requirements and OTO practices.

OTO may choose to conduct public meetings in alternative ways, such as online meetings or video conferencing. In these instances, the OTO will post notice of the meeting on its website in addition to a public space in the OTO office and it will ensure that it clearly states on the agenda and meeting notice how to access the meeting.

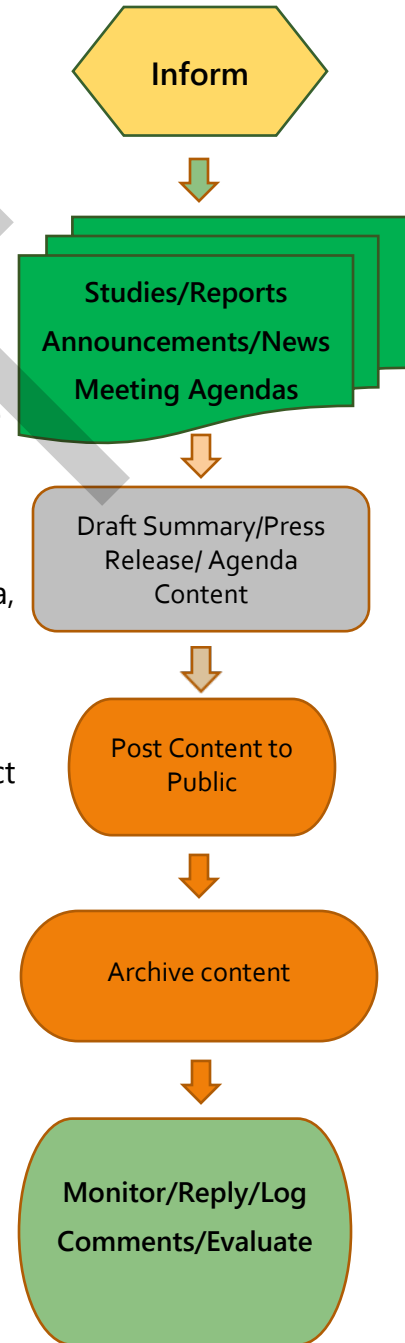
Public Participation Process

The goal of this framework is to provide structure and continuity for public engagement across OTO's transportation planning activities. The appropriate levels of public participation will vary depending on the type of activity, the level of public impact, applicable requirements, and the opportunity for public input to meaningfully inform the outcome. The table below describes a general spectrum of participation levels. Where specific notice, comment period, or approval requirements apply, they are identified in the applicable plan or activity section of this document.



Inform

- The inform level can be a standalone process for public awareness and capacity building. The inform process, however, is also a component of higher levels on the participation spectrum. This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.
- Examples of planning processes or documents that fall under the inform process are studies, reports, announcements or news and meeting agendas.
- OTO staff responsible for a project or task will prepare an agenda, summary or draft press release with key information for public use. This information will be distributed through appropriate outlets, which may include the OTO website, social media, a direct email to interested parties, email to media contacts and meeting packets, and postings at the OTO office.
- OTO will retain public-facing materials, such as agendas, notices, summaries, and press releases, consistent with applicable record retention practices.
- OTO staff will monitor, respond and log comments received through this process as able to and appropriate and will determine how comments should be shared.

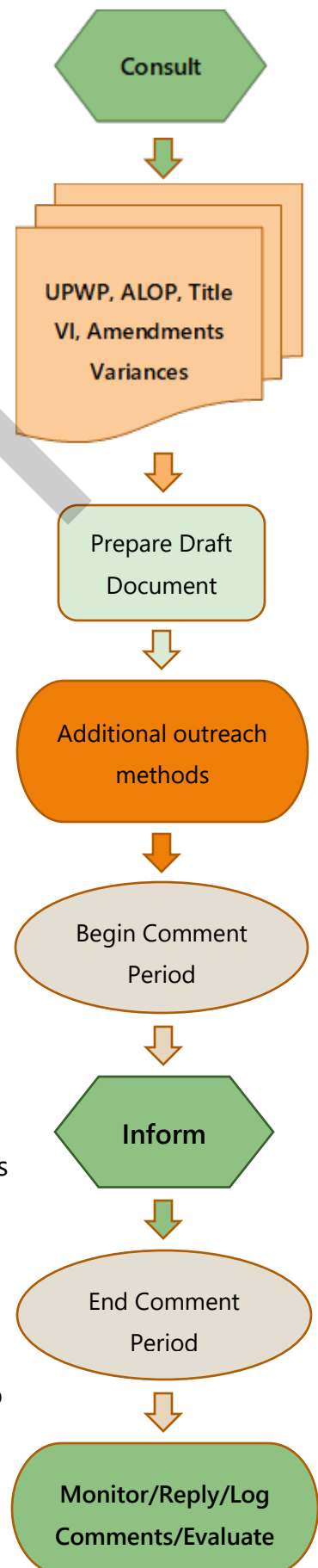


Consult

- The **Consult** level includes plans, policies, and amendments when OTO is **requesting public review and comment** before action is taken. The consult process **includes Inform-level** activities, so the public understands what is being considered, how to comment, and when comments are due.

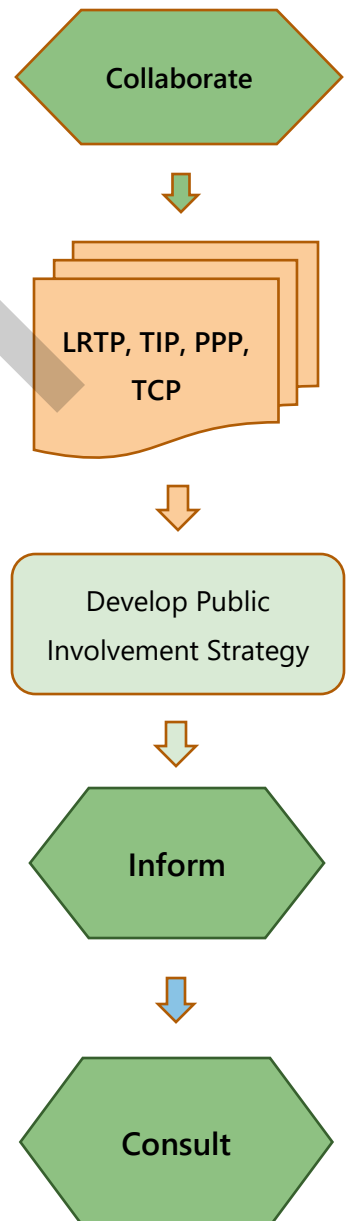
The UPWP, UPWP amendments, TIP amendments, LRTP amendments, and other actions identified in this plan have **required public comment periods** of specified lengths.

- Examples of planning processes or documents that fall under the consult process are the UPWP, ALOP, Title VI Plan, Amendments and Variances.
- Depending on the activity, OTO may use additional outreach methods beyond Inform-level notification, such as surveys, public meetings, workshops, direct outreach to affected stakeholders, mailers/ postcards, poster/flyers, or community events.
- Consult-level activities build on the Inform-level by using appropriate notification and information-sharing methods before requesting public review and comment.
- At the end of the comment period, OTO staff will review comments received and determine the appropriate method for documenting and sharing public input. Depending on the activity, comments may be summarized by the key theme, included in meeting materials, retained in the project file, or used to inform revisions to the plan, project, amendment or recommendation.



Collaborate

- **Collaboration** is the most intensive level of participation described in this plan and **includes** appropriate **Inform-** and **Consult-level** activities. At this level, OTO **seeks public and stakeholder input** early enough in the process to help **identify** needs, **shape** alternatives, **refine** priorities, and **inform** recommendations before a draft plan or final action is prepared.
- Major plans and studies at the collaborate level may include a project-specific public involvement strategy with outreach and engagement activities designed to **encourage participation**, **increase public awareness**, and **reach affected or traditionally underserved communities**. The methods used will vary depending on the type of plan or study, the level of public impact, available resources, and the opportunity for public input to meaningfully inform the outcome.
- Examples of Collaborate-level activities may include LRTP updates, PPP updates, TCP updates, major TIP development or funding prioritization efforts, and other major plans or studies. Final recommendations remain subject to the applicable committee review, public comment period, and Board of Directors approval.



Evaluation of Public Participation

Regularly reviewing and evaluating public participation efforts is important to ensure that the public has meaningful opportunities to participate in transportation planning activities. The OTO evaluates its public involvement efforts to understand how effectively information is shared with the public, how people participate in planning activities, and what improvements may help increase public awareness and engagement.

The OTO prepares periodic evaluations of its public participation activities to document outreach efforts, participation trends, and the effectiveness of different communication methods. The evaluation process helps the OTO understand how the public receives information, how comments and feedback are submitted, and which outreach methods are most successful in reaching residents and interested parties throughout the region. The results of these evaluations are used to improve future public involvement activities and identify action items for continued improvement.

As part of the evaluation process, the OTO tracks a variety of performance measures related to public engagement and communication. These measures may include:

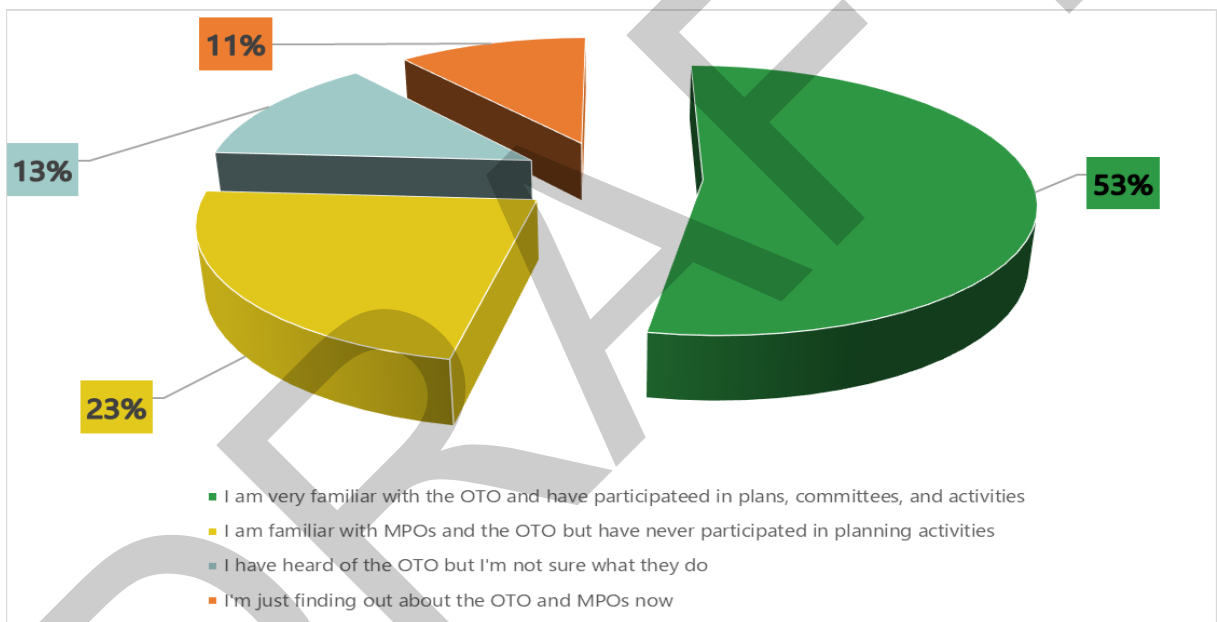
- Public comments received;
- Website and online engagement activity;
- Participation in surveys and public meetings;
- Media coverage and press releases;
- Social media engagement; and
- Attendance at community events and outreach activities.

The evaluation process also helps the OTO identify opportunities to improve communication and public understanding of transportation planning activities. Based on evaluation findings, the OTO may update outreach methods, improve accessibility to information, expand communication efforts, or develop new strategies to better inform and involve the public in transportation decision-making.

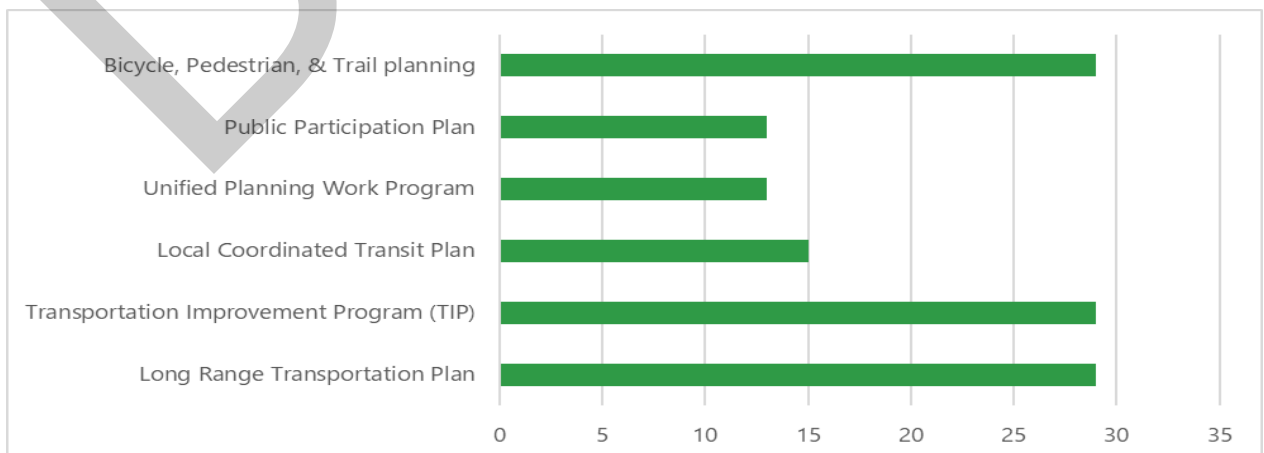
Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2026 Public Participation Plan update via an electronic survey. A link to the survey was sent to 578 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook, X and the OTO-website. The 8-question survey was active from April 6 – May 12, 2026, and resulted in 47 completed surveys.

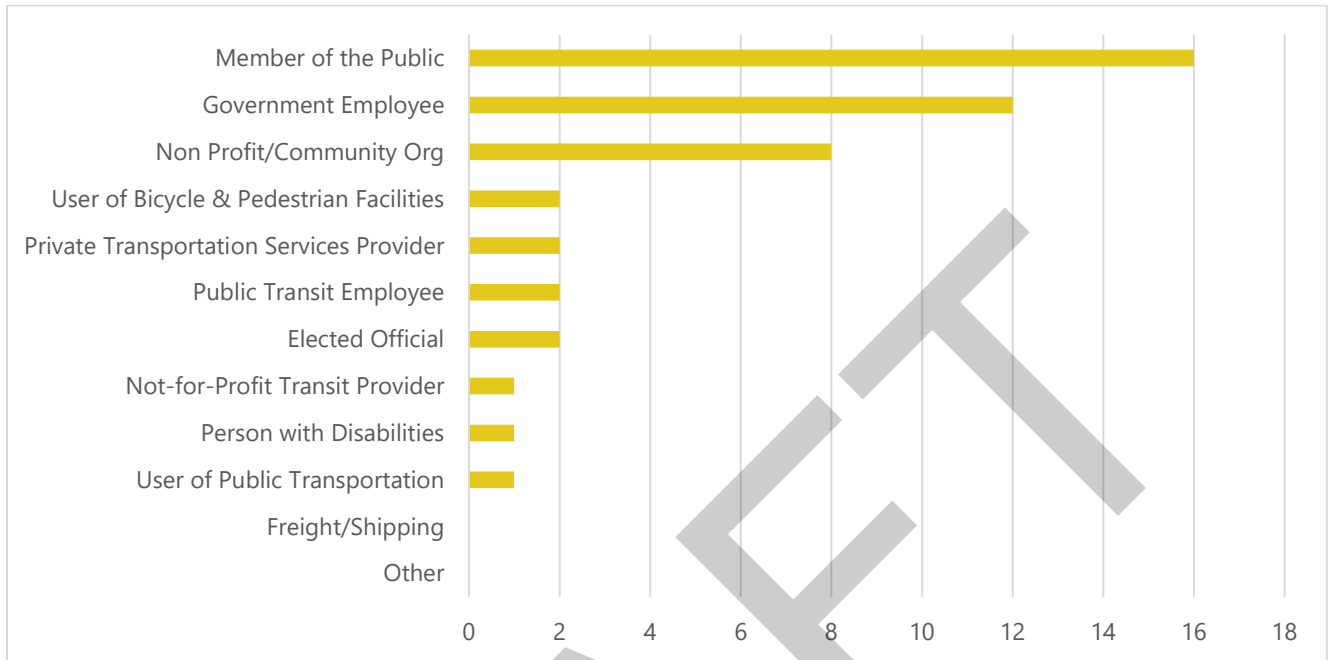
- Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



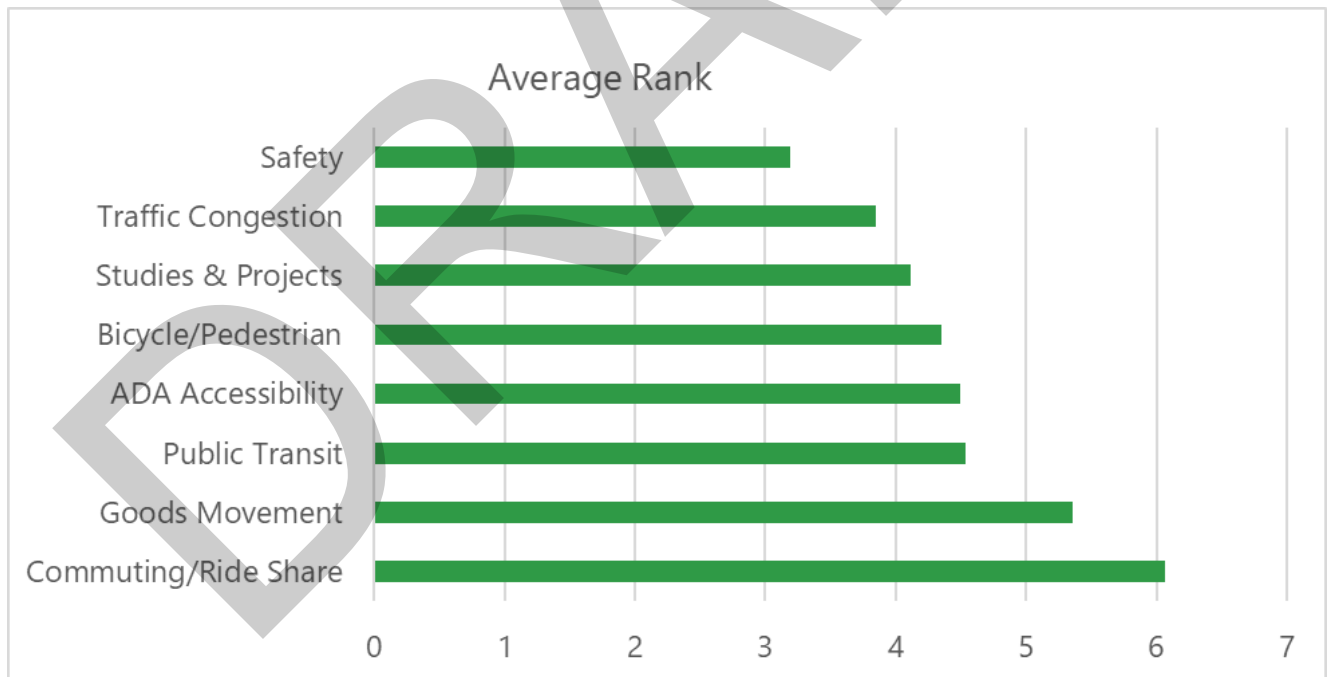
- Question 2: Which of these OTO plans or activities are you familiar with?



- Question 3: Which of the following best describes you?



- Question 4: Please rank (1 – 8) the following in order of interest



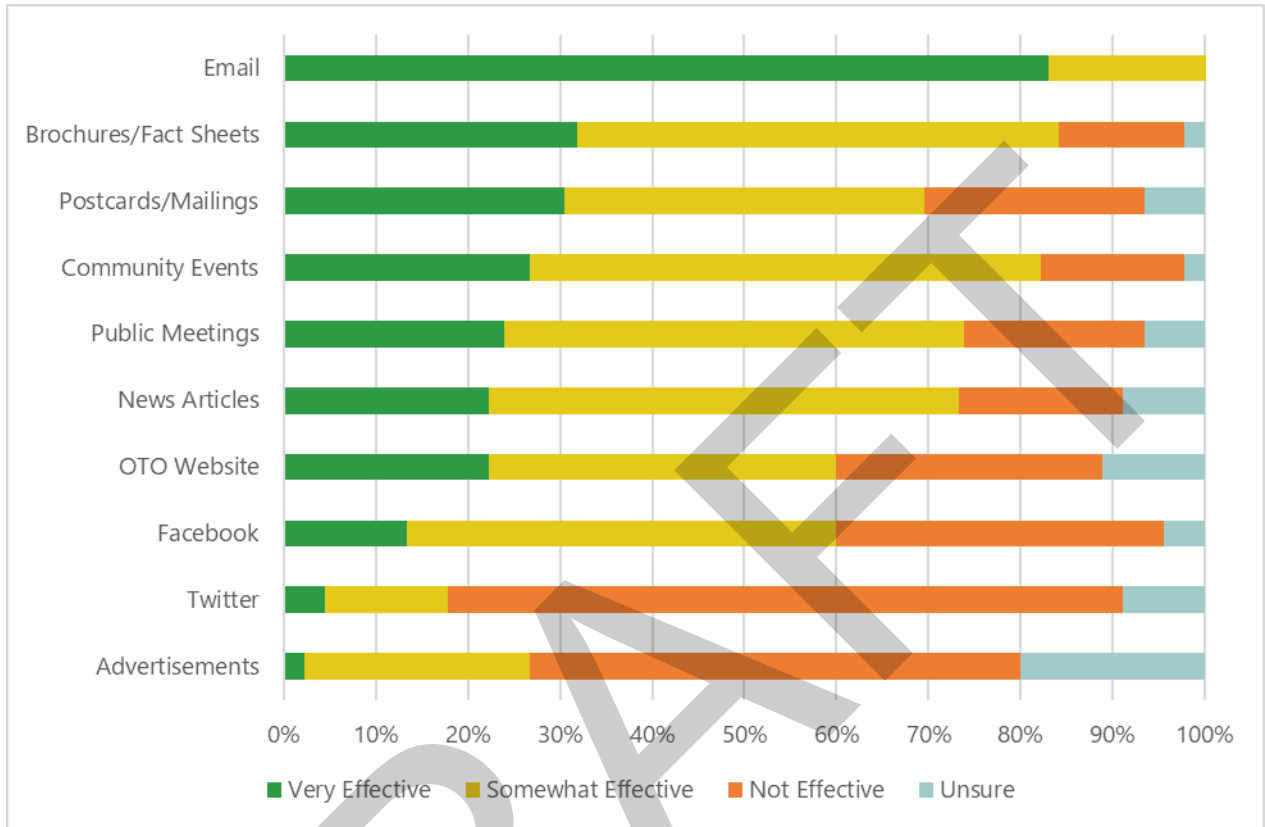
- Question 5: How best would you describe your current involvement with the transportation planning process?



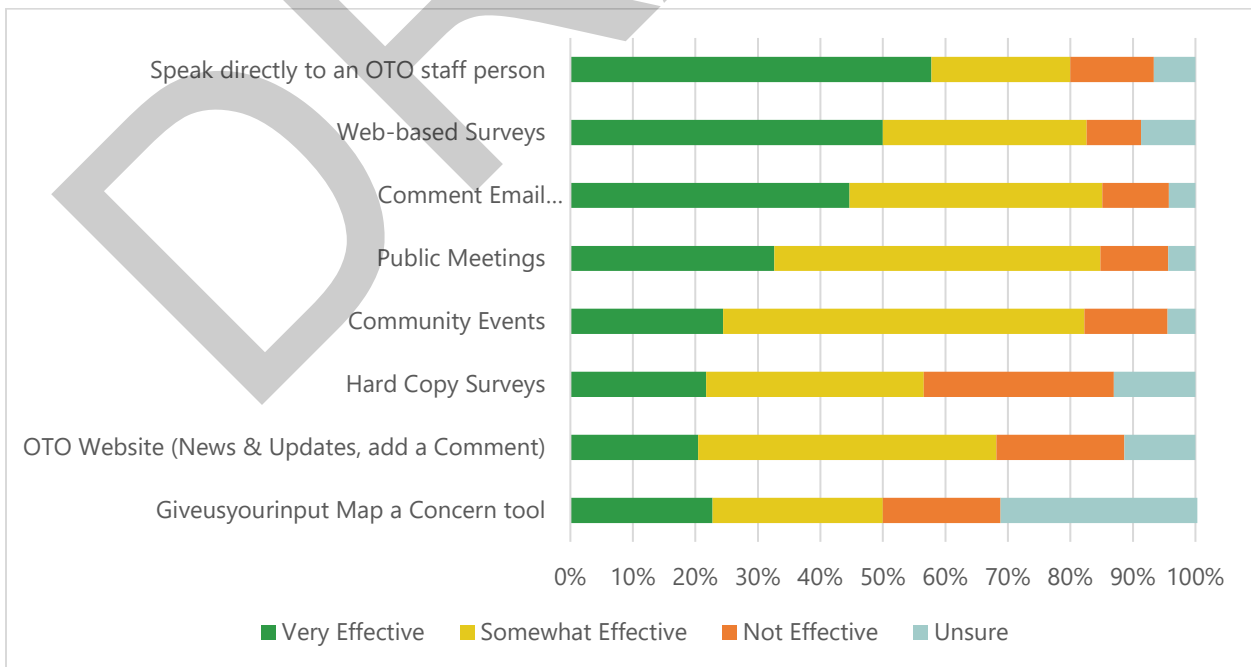
- Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



- Question 7: How effective are each of the following methods for getting information to you?



- Question 8: How effective are each of these methods for gathering your comments?





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Public Participation Plan 2025 Annual Evaluation

June 3, 2026



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

Introduction

The Ozarks Transportation Organization (OTO) reviews its Public Participation Plan and public involvement activities each year. This evaluation is completed in accordance with the Public Participation Plan adopted by the Board of Directors on July 20, 2023, and federal requirements in 23 CFR 450.316. The evaluation helps OTO understand how well information is shared with the public, how people provide feedback, and where improvements can be made. Based on the findings, OTO develops action items to guide public involvement efforts over the next year.

Goal

The goal of this evaluation is to improve how information is shared with the public and how feedback is received on transportation issues and plans. Performance measures and action items are used to identify successes and areas where improvements can be made.

Previously Designated Action Items

As part of the 2024 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- **Boost public awareness of OTO's work through an increased marketing approach that reaches broad audiences across various media platforms.**
- **Increase engagement with younger groups, such as college students, by using creative virtual and in-person methods that appeal to their interests and communication styles.**
- **Continue tracking public participation in engagement efforts, like surveys, to ensure that community input represents the region or study area fairly.**
- **Use interactive tools—like maps and visual aids—during public engagement to make information clearer and easier for people to understand.**

Performance Measures

OTO has tracked public participation performance measures for several years. This section summarizes the activities and communication methods that OTO monitors to better understand how information is shared and how people provide feedback.

Facebook Participation

Date	Followers	Men/Women (%)
August 2013	51	Not Available
August 2014	108	56/43
July 2016	175	54/43
March 2018	220	56/43
March 2020	437	44/55
March 2021	541	43/56
March 2022	550	44.5/55.5
March 2023	744	40/48
March 2024	776	56/44
March 2025	838	54/46
May 2026	871	45/55

Facebook Participation by Location

Date	Battlefield	Nixa	Ozark	Republic	Springfield	Willard	Stafford
August 2014	-	4	2	2	60	-	-
July 2016	15	5	11	7	72	-	-
March 2018	3	8	13	4	117	-	-
March 2020	3	21	41	13	207	-	-
March 2021	4	23	46	9	212	-	-
March 2022	20	30	47	38	208	-	-
March 2023	23	42	57	37	250	12	9
March 2024	29	57	57	38	259	14	11
March 2025	26	52	69	35	290	18	10
May 2026	5%	11%	14%	5%	52%	4%	-

Twitter/X Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
July 2016	149	216	1,503
March 2018	185	219	1,712
March 2020	264	308	1,881
March 2021	264	309	1,964
March 2022	286	351	2,052
March 2023	280	344	2,137
March 2024	290	340	2,245

Date	Followers	Following	Tweets
March 2025	284	332	2,401
May 2026	287	330	2,535

Number of Meetings Open to the Public

OTO generally holds six meetings each year for the Board of Directors (BOD) and Technical Planning Committee (TPC). Quarterly meetings are usually the standard for other standing committees like the Local Coordinating Board for Transit (LCBT) and the Bicycle and Pedestrian Advisory Committee (BPAC).

All meetings are open to the public and provide an opportunity for people to share comments and concerns with OTO staff and committee members. Electronic or email meetings may also be held when needed. The table below shows the number of meetings held by each board and committee each year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9**	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6
2021	6	8*	4*	6
2022	6	8*	3	4
2023	7	7*	4	7*
2024	7	7	5*	8
2025	6	8*	3	7

* Indicates an E-meeting was held during the year. **Includes Board of Directors Training Workshop.

Press Releases Sent

The number of press releases sent each year depends on the planning activities and public comment opportunities taking place during that year.

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**
Press releases sent out for **2015 - 57**
Press releases sent out for **2016 - 53**
Press releases sent out for **2017 - 56**
Press releases sent out for **2018 - 54**
Press releases sent out for **2019 - 34**
Press releases sent out for **2020 – 45**
Press releases sent out for **2021 – 23**
Press releases sent out for **2022 – 43**
Press releases sent out for **2023 – 13**
Press releases sent out for **2024 – 24**
Press releases sent out for **2025 - 34**

Media Coverage of OTO

OTO maintains a log of media articles and stories where OTO was featured or mentioned. The log helps identify topics that receive media attention and track how often OTO planning activities are covered by local media.

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 – 20**
- Media Coverage from January 1, 2022 to December 31, **2022 – 23**
- Media Coverage from January 1, 2023 to December 31, **2023 – 12**
- Media Coverage from January 1, 2024 to December 31, **2024 – 18**
- Media Coverage from January 1, 2025 to December 31, **2025 - 21**

Website Statistics

OTO has tracked website activity using Google Analytics since 2015. The table below summarizes website usage for ozarkstransportation.org. Beginning in 2023, Google Analytics

introduced a new metric called engaged sessions, which measures visits that include meaningful interaction with the website.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	Male/Female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98
2021	14,171	9,987	28,128	1:24	N/A	100
2022	17,623	13,041	33,562	1:24	N/A	90.2
2023	7,491*	8,938	34,193	1:14	N/A	100
2024	7,313*	9,960	34,193	1:23	N/A	100
2025	6,552*	14,975	50,276	2:22	N/A	97.5

* Engaged sessions

Legal Ads

Legal ads are one of several methods OTO may use to inform the public about comment opportunities and other planning activities. Records of publication provide documentation of these outreach efforts.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4
2020	1
2021	4
2022	3
2023	4

Year	No. of Ads Printed
2024	2
2025	1

Public Comment Log

OTO maintains a Public Comment Log to track comments and questions received from the public. To the extent possible, the log documents comments received by email, phone, website forms, social media, and in-person conversations. The log may include:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of the comment
- Comment received
- Any response provided or action taken

OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37
2021	187
2022	255
2023	86
2024	132
2025	141

Public Outreach in 2025

In 2025, OTO continued to reach out to the public in different ways. Public input for the upcoming Long-Range Transportation Plan (LRTP) update began at a community event in Ozark where people shared their opinions on transportation strengths and needs and gave

ideas on what transportation could look like in 2050. More than 250 comments were received during the event, and staff spoke with many additional people who did not leave a written comment. OTO also hosted an open house regarding the proposed removal of the FF Extension from the current Long-Range Transportation Plan. The open house was attended by 42 people, with almost half of attendees submitting a comment form. Furthermore, OTO moved livestreaming of Board of Directors and Technical Planning Committee meetings from Facebook to YouTube to make information easily accessible. Staff also attended several community events throughout the year and used billboard advertising to help more people learn about OTO and how to provide feedback on transportation issues.

Action Items for 2026

The following action items were identified to improve public participation in 2026. The updated list is based on progress made toward previous action items and the results of the performance measures. These action items identify areas where OTO can continue to improve how information is shared and how feedback is received. OTO staff will work on these items over the next year before the next Public Participation Plan Evaluation. These items include:

- Minimize the use of technical language in public notices, comment opportunities, surveys, and plan summaries to improve public understanding of transportation planning.
- Continue improving the accessibility of OTO documents, websites, and public involvement activities.
- Increase the use of graphics and visual tools to make transportation planning information easier to understand.
- Expand outreach through partnerships and community events to help more people learn about OTO activities and opportunities to participate.

Summary

The performance measures in this report now include data for the 2025 calendar year. These measures help OTO understand how people receive information, learn about transportation planning activities, and how they provide feedback on transportation issues and plans. A summary of findings from the performance measures includes:

- In 2025, 141 comments were logged compared to 132 in 2024. The majority was received via email or the comment form on OTO's website, followed by comments through the "Map It" feature and comments on Facebook.
- Website activity remained strong in 2025, with the highest number of users and page views recorded since OTO began tracking website statistics.
- Media coverage increased in 2025, with 21 news articles mentioning OTO compared to 18 in 2024. OTO also issued 34 press releases to keep the public informed about planning activities and opportunities for input.
- The number of followers on the OTO Facebook page continues to grow and reached its highest level since tracking began. While growth on X has remained relatively flat, OTO continues to use multiple platforms to share information and gather input.

OTO staff will continue working to improve how information is shared with the public and how comments are received on transportation issues and plans. The action items for 2026 focus on making information easier to understand and expanding opportunities for public involvement. The updated Public Participation Plan and implementation of these action items will help more people learn about transportation planning activities and share their ideas throughout the year.

TAB 8

TECHNICAL PLANNING COMMITTEE 6/17/2026; ITEM II.D.

Draft FY 2027-2031 Statewide Transportation Improvement Program

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

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2027-2031 STIP was available for public comment through June 5th and will be considered for adoption by the Missouri Highways and Transportation Commission at their July 1, 2026 meeting. Included for member information is the 2027-2031 Scoping and Design Projects and the 2027-2031 Highway and Bridge Construction Schedule. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP.

The projects listed in the STIP for the OTO area (SW Urban) have been incorporated into the draft OTO 2027-2030 Transportation Improvement Program.

The entire STIP can be viewed on MoDOT's website:

<https://www.modot.org/DRAFTSTIP>

No New Projects Added

Projects that stayed in the same fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- AB/B/266 Roundabouts (FY27)
- Route MM - add lanes from I-44 to MO 360 (FY27)
- MO13 - Capital Improvements from Grand to Sunshine (FY28)
- US 60 - Capital Improvements from Farm Road 103 to James River Freeway (FY28)
- Glenstone PH II Operational Improvements (FY 29)
- Kearney/US65 Interchange Improvements and Bridge Replacement (FY30)

Projects accelerated a fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- FF/Weaver (from FY28 to FY27)

Projects delayed a fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- Route CC/22nd Intersection Improvements (from FY26 to FY27)
- Highway 14 - add lanes and sidewalks from 6th to 14th (from FY26 to FY27)
- Sunshine/Rte D Improvements (from FY26 to FY27)
- MO 744 - Signal replacements (from FY26 to FY28)
- US 60 - Capital Improvements from US65 to NN/J (from FY29 to FY31)

Asset Management Projects:

- Route 14 Pavement Improvements from NN to Selmore and from 6th to Route W (FY29)
- Route 14 Pavement Improvements from Route M to Finley River Bridge (FY29)

- US 160 Pavement Improvements from Route 14 to north of the Finley River (FY28)
- Route W Pavement Resurfacing from Route 14 to Timbercrest Road (FY31)
- MO 125 Bridge Rehabilitation of I-44 (FY27)
- MO 13 Rehabilitate and Widen Bridge over Fassnight Creek (FY28)
- Bridge Painting – Route 160 over Route 60, Republic Street over Route 60, Route 266 over I-44 (FY27)
- US 160 Pavement Improvement from Republic Street to Route 14 (FY27)
- US 160 Pavement Improvement from Route AB to I-44 (FY29)
- US 160 Pavement Rebuild from west of I-44 to I-44 (FY27)
- MO 360 Pavement Resurfacing and Rumble Stripe Replacement from I-44 to Route 60 (FY31)
- MO 413 Pavement Resurfacing from Route 360 to Route 13 (FY29)
- I-44 Pavement Improvement from Route 360 to west of Route 266 (FY27)
- US 60 Pavement Improvement from Route 65 to west of Highland Springs Boulevard (FY29)
- US 60 Pavement Improvement from west of Illinois Street to Route 174 (FY29)
- US 60 Pavement Improvement from Route 13 to east of Glenstone (FY29)
- US 60 Pavement Improvement from Route 174 to Routes 413/60/360 (FY29)
- US 65 Pavement Improvement from James River to Route CC (FY27)
- Route D Pavement Resurfacing from Glenstone to Blackman (FY27)
- Route D Pavement Resurfacing and Replace Guardrail from Blackman to Route 125 (FY27)
- Route D Signal Replacement at Oak Grove and Ventura (FY31)
- Route FF Pavement Improvement from Weaver to Haseltine (FY27)
- Bridge Rehabilitation – Gasconade over Route 65, Route H over I-44, Route 125 over BNSF Railway (FY27)
- Route J Pavement Resurfacing and Add Rumble Stripes from Route D to Route 60 (FY27)
- Route J Replace Box Culverts south of Farm Road 150 and Farm Road 168 (FY27)
- US 65/I-44 Ramp Bridge Rehabilitation (FY27)
- Bridge Painting - US 65/US 60 Ramp and US 65/I-44 Ramp; Bridge Rehabilitation on US 60/US 65 Ramp (FY29)

We appreciate the partnership with MoDOT and are pleased to see the projects recommended by OTO in the annual STIP.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

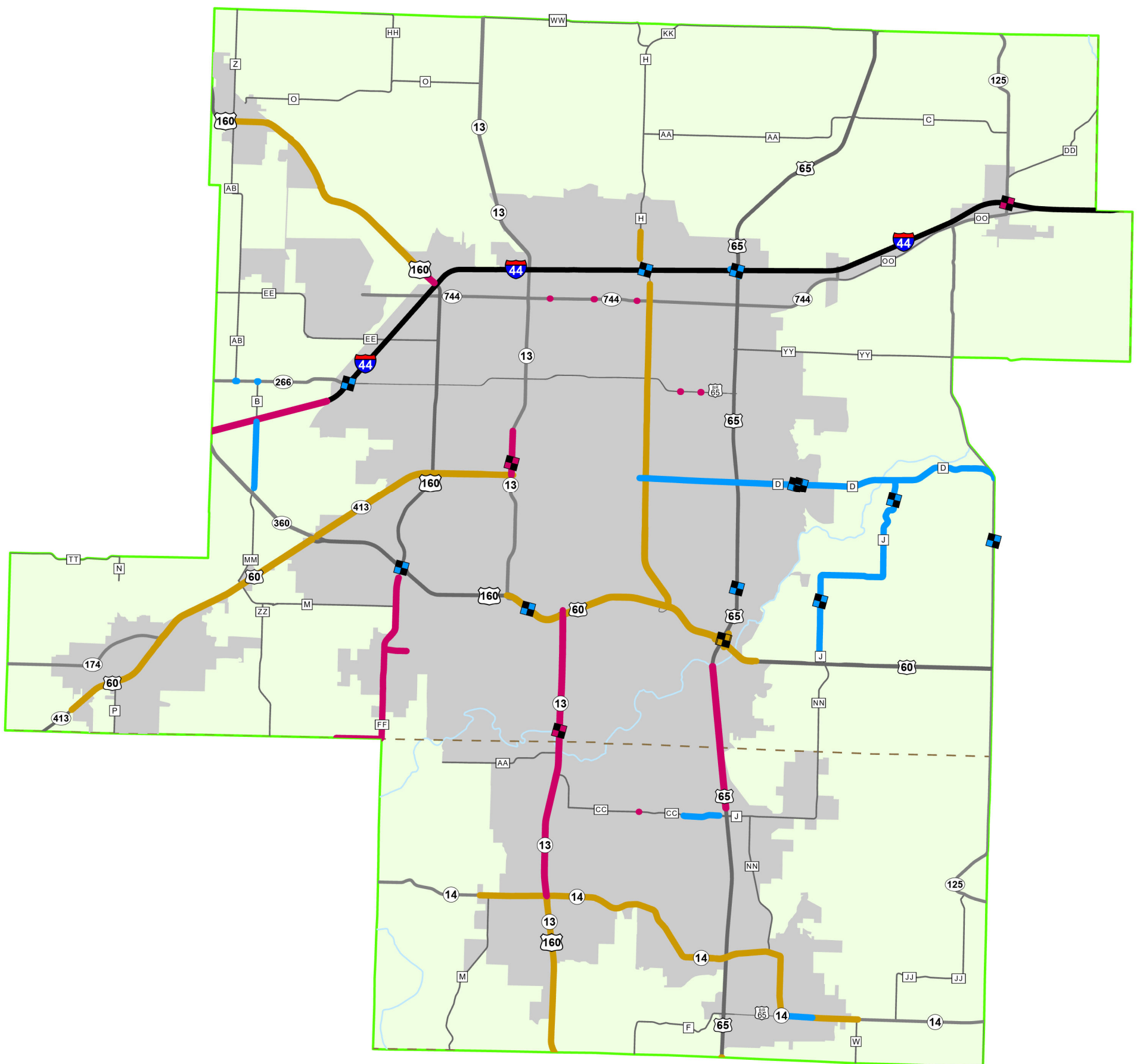
This item is informational only, no action is required.

Statewide Transportation Improvement Program 2027-2031 Southwest District Ozark Transportation Organization Highway and Bridge Construction Projects

Only SFY 2027-2029
projects are displayed on maps.

State Fiscal Year		(July 1-June 30)	
— 2027		2027 Bridge	
— 2028		2028 Bridge	
— 2029		2029 Bridge	
Missouri Major Roads		Ozark Transportation Organization	
Urban Areas			

Note: Bridge projects are displayed first.
Other project overlaps will follow the order shown in the legend.



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Section 3 – Scoping and Design Projects

2027-2031 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP period.

After needs have been identified and prioritized, the higher-priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT divisions. The core team investigates the problem or concern and develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4). Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework. This process includes identifying and prioritizing needs, developing solutions, prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5 or if additional funding becomes available.

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	CHRISTIAN	Scoping for roadway improvements on South Street from 14th Avenue to Rte. W in Ozark.								
Route:	MO 14	Adv. CN	80	State :	20	Local :	0	443	20	80
Job No.:	8P0583	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000				
County:	CHRISTIAN	Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.								
Route:	MO 14	Adv. CN	32	State :	8	Local :	0	50	10	30
Job No.:	8P3249	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000				
County:	CHRISTIAN	Scoping for capacity and safety improvements from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN, and on Rte. NN from Rte. J to Pheasant Road in Ozark.								
Route:	RT CC	Adv. CN	40	State :	10	Local :	0	154	10	40
Job No.:	8S0736	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000				
County:	CHRISTIAN	Scoping for bridge improvements over Elk Valley Creek. Project involves bridges A0571 and A3803.								
Route:	US 65	Federal	206	State :	52	Local :	0	100	100	158
Job No.:	SU0322	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000				
County:	GREENE	Scoping for bridge improvement over Rte. 65 in Springfield. Project involves bridge A1652.								
Route:	CST CHERRY ST	Federal	20	State :	5	Local :	0	0	5	20
Job No.:	SU0412	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000				
County:	GREENE	Scoping for roadway improvements from Rte. 360 north of Republic to east of Rte. 125 in Strafford.								
Route:	IS 44	Federal	68	State :	7	Local :	0	890	15	60
Job No.:	8I3044	Anticipated Federal Funds : NHPP				Future Cost : > 100,000				
County:	GREENE	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.								
Route:	IS 44	Federal	9	State :	1	Local :	0	87	2	8
Job No.:	8I3134	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000				
County:	GREENE	Scoping for high mast lighting maintenance at Rte. 65 and on Rte. 60 at Rte. 65 in Springfield.								
Route:	IS 44	Federal	5	State :	0	Local :	0	2	1	4
Job No.:	SU0100	Anticipated Federal Funds : NHPP				Future Cost : 1 - 300				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	GREENE	Scoping for job order contracting for pavement repair in the urban Southwest District.								
Route:	IS 44	Adv. CN	10	State :	1	Local :	0	2	7	4
Job No.:	SU0316	Anticipated Federal Funds : AC-NHPP				Future Cost : 301 - 1,000				
County:	GREENE	Scoping for capital improvements from Rte. 65 in Springfield to Rte. 125 in Strafford.								
Route:	IS 44	Federal	270	State :	30	Local :	0	200	100	200
Job No.:	SU0323	Anticipated Federal Funds : NHPP				Future Cost : > 100,000				
County:	GREENE	Scoping for interchange improvement at Rte. 65 in Springfield.								
Route:	IS 44	Federal	450	State :	50	Local :	0	100	100	400
Job No.:	SU0438	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000				
County:	GREENE	Scoping for capital improvements on Kansas Expressway (MO 13) from Sunshine Street (Rte. 413) to Battlefield Road in Springfield.								
Route:	MO 13	Federal	240	State :	60	Local :	0	700	150	150
Job No.:	8S3195	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000				
County:	GREENE	Scoping for safety and operational improvements on Kansas Expressway from Evergreen Street to Grand Street in Springfield.								
Route:	MO 13	Federal	225	State :	25	Local :	0	400	50	200
Job No.:	8S3253	Anticipated Federal Funds : SAFETY				Future Cost : 10,001 - 15,000				
County:	GREENE	Scoping for safety improvements from 0.3 mile north of Richland Road to 0.4 mile north of I-44 in Springfield.								
Route:	MO 13	Federal	90	State :	10	Local :	0	140	20	80
Job No.:	SU0125	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000				
County:	GREENE	Scoping for intersection improvements on Kansas Expressway at Division Street in Springfield.								
Route:	MO 13	Federal	16	State :	4	Local :	0	100	5	15
Job No.:	SU0350	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000				
County:	GREENE	Scoping for corridor improvements from Rte. 413 (Sunshine Street) to Battlefield Road in Springfield.								
Route:	MO 13	Federal	480	State :	120	Local :	0	200	200	400
Job No.:	SU0371	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	GREENE	Scoping for safety improvements at County Road 94.								
Route:	MO 13	Federal	36	State :	4	Local :	0	0	10	30
Job No.:	SU0466	Anticipated Federal Funds : SAFETY					Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for pavement improvements from Rte. WW in Greene County to 0.1 mil north of Norton Road in Springfield.								
Route:	MO 13	Federal	16	State :	4	Local :	0	0	5	15
Job No.:	SU0508	Anticipated Federal Funds : NHPP					Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for pavement improvements from County Road 59 to Rte. 60 in Republic.								
Route:	MO 174	Federal	8	State :	2	Local :	0	0	2	8
Job No.:	SU0524	Anticipated Federal Funds : STBG					Future Cost : 301 - 1,000			
County:	GREENE	Scoping for pavement improvements from Rte. AB to County Road 97.								
Route:	MO 266	Federal	4	State :	1	Local :	0	0	1	4
Job No.:	SU0525	Anticipated Federal Funds : STBG					Future Cost : 1 - 300			
County:	GREENE	Scoping for safety, operational, and intersection improvements at various locations from Rte. 13 (Kansas Expressway) in Springfield to Kansas Avenue in Republic.								
Route:	MO 413	Federal	560	State :	140	Local :	0	802	300	400
Job No.:	8S3159	Anticipated Federal Funds : NHPP					Future Cost : 25,001 - 50,000			
County:	GREENE	Scoping for improvements on Evergreen Street from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford.								
Route:	N OR 44	Adv. CN	20	State :	5	Local :	0	45	5	20
Job No.:	SU0160	Anticipated Federal Funds : AC-STBG					Future Cost : 5,001 - 10,000			
County:	GREENE	Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B, and on Rte. B from Rte. 266 to I-44 near Republic.								
Route:	RT AB	Adv. CN	40	State :	10	Local :	0	50	10	40
Job No.:	8S3250	Anticipated Federal Funds : AC-STBG					Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.								
Route:	RT D	Federal	96	State :	24	Local :	0	90	30	90
Job No.:	SU0167	Anticipated Federal Funds : NHPP					Future Cost : 5,001 - 10,000			

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	GREENE	Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.								
Route:	RT FF	Adv. CN	80	State :	20	Local :	0	250	50	50
Job No.:	SU0004	Anticipated Federal Funds : AC-STBG					Future Cost : 5,001 - 10,000			
County:	GREENE	Scoping for bridge rehabilitation over Rte. 60. Project involves bridge A8303.								
Route:	RT J	Federal	10	State :	2	Local :	0	0	2	10
Job No.:	SU0465	Anticipated Federal Funds : NHPP					Future Cost : 301 - 1,000			
County:	GREENE	Scoping for pavement improvement from Rte. 60 in Republic to Rte. FF in Battlefield.								
Route:	RT M	Adv. CN	14	State :	3	Local :	0	10	5	12
Job No.:	SU0265	Anticipated Federal Funds : AC-STBG					Future Cost : 301 - 1,000			
County:	GREENE	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic. Project involves bridge A5907.								
Route:	RT MM	Adv. CN	640	State :	160	Local :	0	4,247	200	600
Job No.:	8S0836	Anticipated Federal Funds : AC-STBG					Future Cost : 50,001 - 75,000			
County:	GREENE	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic. Project involves bridge A5907.								
Route:	RT MM	Adv. CN	200	State :	50	Local :	0	350	50	200
Job No.:	8S0836E	Anticipated Federal Funds : AC-STBG					Future Cost : 10,001 - 15,000			
County:	GREENE	Scoping for interchange and ramp improvements at I-44 near Republic.								
Route:	RT MM	Adv. CN	140	State :	35	Local :	0	640	50	125
Job No.:	SU0043	Anticipated Federal Funds : AC-STBG					Future Cost : 10,001 - 15,000			
County:	GREENE	Scoping for pavement improvements from Rte. TT to Farm Road 168.								
Route:	RT N	Federal	4	State :	1	Local :	0	0	1	4
Job No.:	SU0526	Anticipated Federal Funds : STBG					Future Cost : 1 - 300			
County:	GREENE	Scoping for pavement improvement from 0.1 mile east of Rte. 125 in Strafford to 0.2 mile east of County Road 249.								
Route:	RT OO	Federal	6	State :	2	Local :	0	0	2	6
Job No.:	SU0512	Anticipated Federal Funds : NHPP					Future Cost : 301 - 1,000			

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	GREENE	Scoping for interchange improvements at Rte. 65 and railroad grade separation at BNSF Railway in Springfield.								
Route:	RT YY	Federal	135	State :	15	Local :	0	1,000	50	100
Job No.:	SU0209	Anticipated Federal Funds : SAFETY					Future Cost : 50,001 - 75,000			
County:	GREENE	Review of scoping and design for intersection improvements on Wilson's Creek Boulevard at Hines Street in Republic. Scoping and Design by Republic.								
Route:	RT ZZ	Adv. CN	40	State :	10	Local :	0	10	10	40
Job No.:	SU0351	Anticipated Federal Funds : AC-STBG					Future Cost : 5,001 - 10,000			
County:	GREENE	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.								
Route:	RT ZZ	Adv. CN	64	State :	16	Local :	0	100	20	60
Job No.:	8S0836C	Anticipated Federal Funds : AC-STBG					Future Cost : 25,001 - 50,000			
County:	GREENE	Scoping for pavement improvements from Rte. M in Republic to County Road 194.								
Route:	RT ZZ	Adv. CN	14	State :	4	Local :	0	10	5	13
Job No.:	SU0267	Anticipated Federal Funds : AC-STBG					Future Cost : 1,001 - 2,000			
County:	GREENE	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.								
Route:	US 160	Federal	6	State :	1	Local :	0	20	2	5
Job No.:	8P3033	Anticipated Federal Funds : NHPP					Future Cost : 25,001 - 50,000			
County:	GREENE	Scoping for safety and operational improvements at various locations from I-44 in Springfield to Eagle Ridge Drive in Battlefield.								
Route:	US 160	Federal	320	State :	80	Local :	0	100	100	300
Job No.:	SU0352	Anticipated Federal Funds : NHPP					Future Cost : 10,001 - 15,000			
County:	GREENE	Scoping for bridge rehabilitation at various locations in Greene County. Project involves bridges A4142, A4145, and A7764.								
Route:	US 160	Federal	24	State :	6	Local :	0	0	10	20
Job No.:	SU0467	Anticipated Federal Funds : NHPP					Future Cost : 1,001 - 2,000			
County:	GREENE	Scoping for capital improvements from Rtes. NN/J to Rte. 125.								
Route:	US 60	Federal	200	State :	50	Local :	0	150	50	200
Job No.:	8P0683F	Anticipated Federal Funds : NHPP					Future Cost : 50,001 - 75,000			

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027	
						Prog	6/2027	6/2031	
County:	GREENE	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridges A4141, A4142, A4143, A4144, A4147, A4148, A4149, A4150, A5842, and A5843.					562	50	200
Route:	US 60	Federal	200	State :	50	Local :	0		
Job No.:	8P3032	Anticipated Federal Funds : NHPP				Future Cost : 75,001 - 100,000			
County:	GREENE	Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.					25	5	10
Route:	US 60	Adv. CN	12	State :	3	Local :	0		
Job No.:	8P3251	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.					170	10	10
Route:	US 60	Federal	16	State :	4	Local :	0		
Job No.:	SU0005	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for pavement improvement over Rte. 60 (James River Freeway) in Springfield. Project involves bridge A7543.					10	10	20
Route:	US 65	Federal	24	State :	6	Local :	0		
Job No.:	SU0364	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000			
County:	GREENE	Scoping for pavement improvement on northbound auxiliary lane from 0.3 mile north of Battlefield Road to 0.5 mile south of Rte. D (Sunshine Street).					0	2	6
Route:	US 65	Federal	6	State :	2	Local :	0		
Job No.:	SU0509	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000			
County:	GREENE	Scoping for potential interstate designation on Rtes. 60, 65, and 360 in the Springfield region.					120	4	16
Route:	US 65	Federal	16	State :	4	Local :	0		
Job No.:	8P3103	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000			
County:	GREENE	Traffic operational study from Battlefield Road to Christian County line, including Rte. 60 interchange, and on Rte. 60 from Bus. 65 (Glenstone Avenue) in Springfield to Rte. 125 in Rogersville. Study by the Ozarks Transportation Organization.					490	20	20
Route:	US 65	Federal	32	State :	8	Local :	0		
Job No.:	SU0006	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000			
County:	STONE	Scoping for pavement improvements from 1.0 mile south of Rte. 14 in Nixa to Shelvin Rock Road.					10	5	10
Route:	RT M	Adv. CN	12	State :	3	Local :	0		
Job No.:	SU0263	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000			

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	VARIOUS	Scoping for ITS improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	80	State :	20	Local :	0	250	50	50
Job No.:	SU0009	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000				
County:	VARIOUS	Scoping for bicycle and pedestrian improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	96	State :	24	Local :	0	90	30	90
Job No.:	SU0188	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000				
County:	VARIOUS	Scoping for sign truss inspections on various routes in the urban Southwest District.								
Route:	VARIOUS	Federal	114	State :	29	Local :	0	700	25	118
Job No.:	SU0191	Anticipated Federal Funds : NHPP				Future Cost : 0				
County:	VARIOUS	Scoping for retaining wall inspections on various routes in the urban Southwest District.								
Route:	VARIOUS	Federal	120	State :	30	Local :	0	150	50	100
Job No.:	SU0192	Anticipated Federal Funds : NHPP				Future Cost : 0				
County:	VARIOUS	Scoping for future projects at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	48	State :	12	Local :	0	40	20	40
Job No.:	SU0222	Anticipated Federal Funds : AC-STBG				Future Cost : 0				
County:	VARIOUS	Scoping for signal and lighting improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	24	State :	6	Local :	0	20	10	20
Job No.:	SU0223	Anticipated Federal Funds : AC-STBG				Future Cost : 301 - 1,000				
County:	VARIOUS	Scoping for signage improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	24	State :	6	Local :	0	20	10	20
Job No.:	SU0224	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000				
County:	VARIOUS	Scoping for bridge improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	24	State :	6	Local :	0	20	10	20
Job No.:	SU0237	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	VARIOUS	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	24	State :	6	Local :	0	20	10	20
Job No.:	SU0239	Anticipated Federal Funds : NHPP					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for safety improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	54	State :	6	Local :	0	40	20	40
Job No.:	SU0240	Anticipated Federal Funds : SAFETY					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for pavement improvements on major routes at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	48	State :	12	Local :	0	40	20	40
Job No.:	SU0241	Anticipated Federal Funds : NHPP					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	24	State :	6	Local :	0	20	10	20
Job No.:	SU0242	Anticipated Federal Funds : AC-STBG					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Surveying to sell excess right of way in the urban Southwest District.								
Route:	VARIOUS	Federal	0	State :	30	Local :	0	20	10	20
Job No.:	SU0243	Anticipated Federal Funds : STATE					Future Cost : 0			
County:	VARIOUS	Scoping for sign replacements at various locations in the Southwest urban district.								
Route:	VARIOUS	Adv. CN	12	State :	3	Local :	0	10	5	10
Job No.:	SU0300	Anticipated Federal Funds : AC-STBG					Future Cost : 2,001 - 5,000			
County:	VARIOUS	Review of permit projects at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	48	State :	12	Local :	0	30	15	45
Job No.:	SU0329	Anticipated Federal Funds : AC-STBG					Future Cost : 0			
County:	VARIOUS	Scoping for utility coordination at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	240	State :	60	Local :	0	150	75	225
Job No.:	SU0333	Anticipated Federal Funds : AC-STBG					Future Cost : 0			

2027 - 2031 Scoping and Design Projects

STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
Prior	7/2026	7/2027
Prog	6/2027	6/2031
0	5	15
0	2	8

County:	VARIOUS	Scoping for bridge rehabilitation at various locations in the urban Southwest District. Project involves various bridges.							
Route:	VARIOUS	Federal	16	State :	4	Local :	0		
Job No.:	SU0474	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for bridge rehabilitation at various locations in the urban Southwest District. Project involves various bridges.							
Route:	VARIOUS	Federal	8	State :	2	Local :	0		
Job No.:	SU0480	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000			

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2027 - 2031 Scoping and Design Projects

SOUTHWEST

Project Count : 66

	2027	2028	2029	2030	2031
State:	417	363	279	176	151
AC State:	550	523	449	305	208
Local:	0	0	0	0	0
Sub total:	967	886	728	481	359

Federal

Sub-total Federal:	1,281	1,085	787	542	526
Grand Total:	2,248	1,971	1,515	1,023	885

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2027 - 2031 Scoping and Design Projects

SOUTHWEST

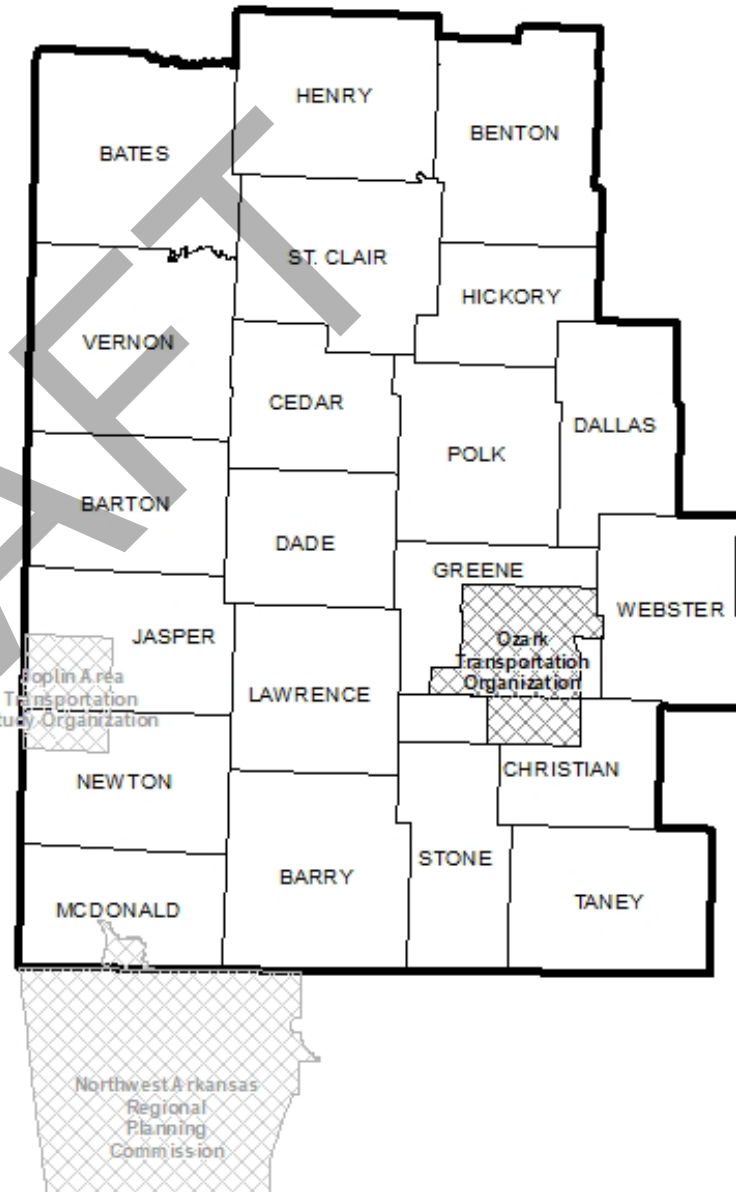
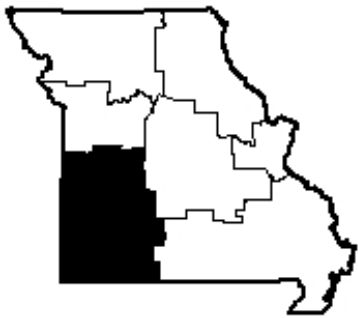
Project Count : 225

	2027	2028	2029	2030	2031
State:	836	747	646	456	360
AC State:	1,210	1,175	1,059	713	461
Local:	0	0	0	0	0
Sub total:	2,046	1,922	1,705	1,169	821

Federal

Sub-total Federal:	2,458	2,167	1,813	1,453	1,228
Grand Total:	4,504	4,089	3,518	2,622	2,049

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**MoDOT's Southwest District
TMA: Ozarks Transportation Organization**

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

PROJECT DESCRIPTION KEY

2027-2031 Highway and Bridge Construction Schedule						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030	7/2030 6/2031	
County:	XX					Engineering:	99	9	0	0	0	0
Route:	Federal:	State:	Local:	Estimated Total:	Award Date:	R/W:	0	0	99	0	0	0
Project No.:	Anticipated Federal Funds*:					Construction:	0	0	0	999	0	0
Length:	Let With:				Future Cost:	FFOS:	0	0	0	99	0	0
MPO:	TIP No.:					Payback:	0	99	0	0	0	0

Total project cost estimate.

Federal, Adv CN, State and Local share of project costs.

Year project is to be awarded to begin construction (Month and year shown for 2027. Calendar year only beyond 2027.)

Estimated cost range beyond 2031

Dollars funded from other sources.

Dollars for construction, contingency & other non-contractuals.

Dollars for right of way (land acquisition).

Dollars to be paid back for accelerating the project.

Dollars for engineering that include preliminary engineering, construction engineering and right of way incidentals.

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right of way and construction costs in program years 2, 3, 4 and 5.

No inflation is applied to the Funding From Other Sources (FFOS), Payments or Paybacks.

Anticipated Federal Funding Category*

Projects let in combination.

Transportation Improvement Program number (Subject to the approval of the governing Metropolitan Planning Organization.)

Project description and location.

County location of project

Route location of project

Project number used to track project costs.

Total length in 1/100 miles.

Metropolitan Planning Organization (Y/N)

***Anticipated Federal Funding Category:**

CMAQ - Congestion Mitigation and Air Quality.
* Usually 80% Federal & 20% State funds.

Other - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

NHPP - National Highway Performance Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant.
* Usually 80% Federal & 20% State funds.

Protect - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program.
* Usually 80% Federal & 20% State funds.

CRP - Carbon Reduction Program.
* Usually 80% Federal & 20% State funds.

(All Costs in Thousands)

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	CHRISTIAN	Add lanes and add sidewalk on South Street west of 6th Avenue to 14th Avenue in Ozark. STBG-Urban \$171,523, Transportation Alternatives \$134,836, Ozark \$110,299.				Engineering:	1,213	1,137	0	0	0	0
Route:	MO 14	Adv. CN:	4,374	State :	983	Local :	110	Estimated Total: 7,228				
Project No.:	8P0583B	Anticipated Federal Funds : AC-STBG				Award Date :	11/2026					
Length:	0.56	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	OK2201-24A									
County:	CHRISTIAN	Pavement improvement from 0.2 mile east of Rte. NN to north of Selmore Boulevard and from 6th Avenue to Rte. W in Ozark.				Engineering:	4	10	154	332	0	0
Route:	MO 14	Adv. CN:	2,516	State :	629	Local :	0	Estimated Total: 3,149				
Project No.:	SU0287	Anticipated Federal Funds : AC-STBG				Award Date :	2029					
Length:	2.92	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	OK2502									
County:	CHRISTIAN	Pavement improvement from 0.2 mile west of Rte. M in Nixa to Finley River Bridge in Ozark.				Engineering:	10	10	108	425	0	0
Route:	MO 14	Federal:	3,426	State :	856	Local :	0	Estimated Total: 4,292				
Project No.:	SU0288	Anticipated Federal Funds : NHPP				Award Date :	2029					
Length:	7.51	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	CC2502									
County:	CHRISTIAN	Pavement improvement from Rte. 14 in Nixa to 0.4 mile north of Finley River.				Engineering:	4	6	2	98	0	0
Route:	US 160	Federal:	525	State :	131	Local :	0	Estimated Total: 660				
Project No.:	SU0264	Anticipated Federal Funds : NHPP				Award Date :	2028					
Length:	3.60	Let With : SR0129				Future Cost : 0						
MPO:	Y	Tip No. :	CC2501									
County:	CHRISTIAN	Add lanes, sidewalk, and shared use path from Fremont Road to east of 22nd Street in Ozark. Design, right of way acquisition, and utility relocation by Ozark. \$2,021,449 Cost Share, \$2,128,397 STBG-Urban and \$532,099 Ozark funds.				Engineering:	145	475	0	0	0	0
Route:	RT CC	Adv. CN:	4,126	State :	499	Local :	532	Estimated Total: 5,302				
Project No.:	8S0736D	Anticipated Federal Funds : AC-STBG				Award Date :	6/2027					
Length:	0.80	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	OK2102-23A									
						Construction:	0	4,330	0	0	0	
						R/W:	548	0	0	0	0	
						FFOS:	0	417	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	0	0	2,649	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	0	0	3,739	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	0	0	550	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	4,682	0	0	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	2,660	0	0	0	
						Payback:	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.				Engineering:	6	1	2	1	1	22
Route:	RT W	Adv. CN:	180	State :	45	Local :	0	Estimated Total: 231				
Project No.:	SU0012	Anticipated Federal Funds : AC-STBG			Award Date :	2031	R/W:	0	0	0	0	0
Length:	1.00	Let With : SR0041			Future Cost :	0	Construction:	0	0	0	0	198
MPO:	Y	Tip No. :	CC2302-23			FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitation over I-44 in Strafford. Project involves bridge A5400.				Engineering:	255	2	148	0	0	0
Route:	MO 125	Federal:	844	State :	211	Local :	0	Estimated Total: 1,310				
Project No.:	SU0174	Anticipated Federal Funds : NHPP			Award Date :	2027	R/W:	0	0	0	0	0
Length:	0.04	Let With :			Future Cost :	0	Construction:	0	0	905	0	0
MPO:	Y	Tip No. :	ST2401-24			FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield.				Engineering:	780	2	1,195	0	0	0
Route:	MO 13	Federal:	6,624	State :	1,656	Local :	0	Estimated Total: 9,060				
Project No.:	SU0093	Anticipated Federal Funds : NHPP			Award Date :	2028	R/W:	0	15	0	0	0
Length:	1.01	Let With : SU0432			Future Cost :	0	Construction:	0	0	7,068	0	0
MPO:	Y	Tip No. :	SP2302-23			FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Rehabilitate and widen bridge over Fasnigh Creek. Project involves bridge A3259.				Engineering:	0	30	155	0	0	0
Route:	MO 13	Federal:	1,169	State :	292	Local :	0	Estimated Total: 1,461				
Project No.:	SU0432	Anticipated Federal Funds : NHPP			Award Date :	2028	R/W:	0	5	0	0	0
Length:	0.14	Let With : SU0093			Future Cost :	0	Construction:	0	0	1,271	0	0
MPO:	Y	Tip No. :				FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60, and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184, and A0598.				Engineering:	84	384	0	0	0	0
Route:	US 160	Federal:	1,835	State :	459	Local :	0	Estimated Total: 2,378				
Project No.:	SU0051	Anticipated Federal Funds : NHPP			Award Date :	4/2027	R/W:	0	0	0	0	0
Length:	0.25	Let With : SR0050			Future Cost :	0	Construction:	0	1,910	0	0	0
MPO:	Y	Tip No. :	SP2304-23			FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

		Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
		Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	GREENE	Pavement improvement from Republic Street in Springfield to Rte. 14 in Nixa. Project involves bridge J0930.						
Route:	US 160	Federal:	2,521	State :	630	Local :	0	Estimated Total: 3,255
Project No.:	SU0156	Anticipated Federal Funds :	NHPP				Award Date : 2027	
Length:	6.52	Let With :	Future Cost : 0					
MPO:	Y	Tip No. :	MO2507-25					
Engineering:		104	2	325	0	0	0	
R/W:		0	0	0	0	0	0	
Construction:		0	0	2,824	0	0	0	
FFOS:		0	0	0	0	0	0	
Payback:		0	0	0	0	0	0	
County:	GREENE	Pavement improvement 0.3 mile west of Rte. AB to 0.4 mile west of I-44.						
Route:	US 160	Federal:	2,208	State :	552	Local :	0	Estimated Total: 2,764
Project No.:	SU0289	Anticipated Federal Funds :	NHPP				Award Date : 2029	
Length:	6.02	Let With :	Future Cost : 0					
MPO:	Y	Tip No. :	SP2506					
Engineering:		4	10	125	271	0	0	
R/W:		0	0	0	0	0	0	
Construction:		0	0	0	2,354	0	0	
FFOS:		0	0	0	0	0	0	
Payback:		0	0	0	0	0	0	
County:	GREENE	Rebuild pavement from 0.4 mile west of I-44 to I-44.						
Route:	US 160	Federal:	1,546	State :	386	Local :	0	Estimated Total: 2,032
Project No.:	SU0373	Anticipated Federal Funds :	STBG				Award Date : 2027	
Length:	0.30	Let With :	Future Cost : 0					
MPO:	Y	Tip No. :						
Engineering:		100	40	203	0	0	0	
R/W:		0	0	0	0	0	0	
Construction:		0	0	1,689	0	0	0	
FFOS:		0	0	0	0	0	0	
Payback:		0	0	0	0	0	0	
County:	GREENE	Add roundabouts at Rte. AB and at Rte. B west of Springfield. \$919,000 Open Container funds.						
Route:	MO 266	Adv. CN:	3,346	State :	836	Local :	0	Estimated Total: 4,862
Project No.:	SU0080	Anticipated Federal Funds :	AC-STBG				Award Date : 11/2026	
Length:	0.10	Let With :	Future Cost : 0					
MPO:	Y	Tip No. :	SP2306-23					
Engineering:		579	531	0	0	0	0	
R/W:		101	0	0	0	0	0	
Construction:		0	3,651	0	0	0	0	
FFOS:		0	0	0	0	0	0	
Payback:		0	0	0	0	0	0	
County:	GREENE	Pavement resurfacing and replacement of rumble stripes from I-44 to Rte. 60 in Springfield.						
Route:	MO 360	Federal:	649	State :	162	Local :	0	Estimated Total: 831
Project No.:	SU0014	Anticipated Federal Funds :	NHPP				Award Date : 2031	
Length:	3.68	Let With :	Future Cost : 0					
MPO:	Y	Tip No. :	SP2309-23					
Engineering:		20	1	1	1	1	177	
R/W:		0	0	0	0	0	0	
Construction:		0	0	0	0	0	630	
FFOS:		0	0	0	0	0	0	
Payback:		0	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030								
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031								
County:	GREENE	Pavement resurfacing on Sunshine Street from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.				Engineering:	10	10	85	355	0	0							
Route:	MO 413	Federal:	2,847	State :	712	Local :	0	Estimated Total: 3,569				R/W:	0	0	0	0	0	0	
Project No.:	SU0292	Anticipated Federal Funds : NHPP				Award Date :	2029						Construction:	0	0	0	3,109	0	0
Length:	4.86	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : SP2513				Payback:	0	0	0	0	0	0							
County:	GREENE	Pavement improvement from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.				Engineering:	10	67	271	0	0	0							
Route:	IS 44	Federal:	2,358	State :	262	Local :	0	Estimated Total: 2,630				R/W:	0	0	0	0	0	0	
Project No.:	SU0253	Anticipated Federal Funds : NHPP				Award Date :	2027						Construction:	0	0	2,282	0	0	0
Length:	2.71	Let With : SR0023 SR0244				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : SP2504				Payback:	0	0	0	0	0	0							
County:	GREENE	Job Order Contracting for pavement repair on I-44, Rte. 65, Rte. 60, Rte. 160, and Rte. 13 in the urban Southwest District.				Engineering:	0	10	85	0	0	0							
Route:	IS 44	Adv. CN:	549	State :	61	Local :	0	Estimated Total: 610				R/W:	0	0	0	0	0	0	
Project No.:	SU0452	Anticipated Federal Funds : AC-NHPP				Award Date :	2028						Construction:	0	0	515	0	0	0
Length:	69.26	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : MO2513-25				Payback:	0	0	0	0	0	0							
County:	GREENE	Capital improvement from 0.5 mile east of Rte. 65 to Rtes. NN and J.				Engineering:	1,651	100	100	200	415	3,460							
Route:	US 60	Federal:	27,204	State :	6,801	Local :	0	Estimated Total: 35,656				R/W:	0	0	0	0	2,926	0	
Project No.:	8P0683G	Anticipated Federal Funds : NHPP				Award Date :	2031						Construction:	0	0	0	0	0	26,804
Length:	1.95	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : GR140318A1				Payback:	0	0	0	0	0	0							
County:	GREENE	Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.				Engineering:	1,150	72	20	1,443	0	0							
Route:	US 60	Federal:	13,361	State :	3,340	Local :	0	Estimated Total: 17,851				R/W:	0	0	7,083	0	0	0	
Project No.:	SU0078	Anticipated Federal Funds : NHPP				Award Date :	2028						Construction:	0	0	0	8,083	0	0
Length:	1.06	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : RP2303-23				Payback:	0	0	0	0	0	0							

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	GREENE	Pavement improvement from Rte. 65 to west of Highland Springs Boulevard in Springfield.				Engineering:	8	2	6	74	0	0
Route:	US 60	Federal:	578	State :	145	R/W:	0	0	0	0	0	
Project No.:	SU0291	Anticipated Federal Funds :	NHPP		Award Date :	Construction:	0	0	0	641	0	
Length:	0.95	Let With :	SU0294		Future Cost :	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. :	SP2508			Payback:	0	0	0	0	0	
County:	GREENE	Pavement improvement from 0.3 mile west of Illinois Street to Rte. 174 in Republic.				Engineering:	10	10	28	184	0	0
Route:	US 60	Federal:	1,431	State :	358	R/W:	0	0	0	0	0	
Project No.:	SU0293	Anticipated Federal Funds :	NHPP		Award Date :	Construction:	0	0	0	1,567	0	
Length:	2.61	Let With :			Future Cost :	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. :	RP2501			Payback:	0	0	0	0	0	
County:	GREENE	Pavement improvement from Rte. 13 (Kansas Expressway) to 1.4 miles east of Bus. 65 (Glenstone Avenue) in Springfield.				Engineering:	20	10	96	416	0	0
Route:	US 60	Federal:	2,602	State :	651	R/W:	0	0	0	0	0	
Project No.:	SU0294	Anticipated Federal Funds :	NHPP		Award Date :	Construction:	0	0	0	2,731	0	
Length:	5.16	Let With :	SU0291		Future Cost :	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. :	SP2507			Payback:	0	0	0	0	0	
County:	GREENE	Pavement improvement from Rte. 174 in Republic to Rtes. 413/60/360.				Engineering:	4	10	69	290	0	0
Route:	US 60	Federal:	2,317	State :	579	R/W:	0	0	0	0	0	
Project No.:	SU0295	Anticipated Federal Funds :	NHPP		Award Date :	Construction:	0	0	0	2,527	0	
Length:	4.17	Let With :			Future Cost :	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. :	RP2502			Payback:	0	0	0	0	0	
County:	GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to McClernon Street and from Stewart Avenue to Rte. 60 (James River Freeway) in Springfield. \$910,000 Open Container funds.				Engineering:	986	2	5	470	0	0
Route:	BU 65	Federal:	2,903	State :	323	R/W:	0	0	200	0	0	
Project No.:	SU0003	Anticipated Federal Funds :	SAFETY		Award Date :	Construction:	0	0	0	2,549	0	
Length:	8.10	Let With :			Future Cost :	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. :	SP2218-22A			Payback:	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

							Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
							Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	GREENE	Pavement improvement from James River in Springfield to 0.2 mile north of Rte. CC in Ozark.					Engineering:	10	122	436	0	0	0
Route:	US 65	Federal:	3,433	State :	858	Local :	0	Estimated Total: 4,301					
Project No.:	SU0254	Anticipated Federal Funds : NHPP					Award Date :	2027					
Length:	3.24	Let With :					Future Cost : 0						
MPO:	Y	Tip No. : MO2511					FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0	
County:	GREENE	Interchange and bridge improvement on Kearney Street at Rte. 65 in Springfield. Project involves twin bridges A1648, A1649, and A2364.					Engineering:	1,480	1,430	1,221	1,221	5,112	0
Route:	MO 744	Federal:	41,773	State :	10,443	Local :	0	Estimated Total: 53,696					
Project No.:	8P3220	Anticipated Federal Funds : NHPP					Award Date :	2030					
Length:	1.80	Let With :					Future Cost : 0						
MPO:	Y	Tip No. : SP2214-22					FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0	
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. M in Battlefield, and on Rte. CC at Cheyenne Rd in Christian County. Upgrade signal at Rte. 744 and Grant Ave.					Engineering:	255	2	521	0	0	0
Route:	MO 744	Adv. CN:	2,431	State :	608	Local :	0	Estimated Total: 3,294					
Project No.:	8P3237	Anticipated Federal Funds : AC-STBG					Award Date :	2028					
Length:	0.13	Let With :					Future Cost : 0						
MPO:	Y	Tip No. : MO2210-22					FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0	
County:	GREENE	Pavement resurfacing on Sunshine Street from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.					Engineering:	75	212	0	0	0	0
Route:	RT D	Federal:	1,608	State :	402	Local :	0	Estimated Total: 2,085					
Project No.:	8S0745	Anticipated Federal Funds : NHPP					Award Date :	7/2026					
Length:	2.74	Let With : 8S3133 8S3153					Future Cost : 0						
MPO:	Y	Tip No. : SP1906-19					FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0	
County:	GREENE	Add intersection turn lanes, pedestrian signals and raised medians at various locations on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.					Engineering:	1,080	380	0	0	0	0
Route:	RT D	Federal:	2,050	State :	513	Local :	0	Estimated Total: 3,896					
Project No.:	8S3133	Anticipated Federal Funds : NHPP					Award Date :	7/2026					
Length:	4.53	Let With : 8S0745 8S3153					Future Cost : 0						
MPO:	Y	Tip No. : SP1802-22A					FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

		Prior	7/2026	7/2027	7/2028	7/2029	7/2030
		Prog	6/2027	6/2028	6/2029	6/2030	6/2031
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. \$626,000 Transportation Alternatives and \$156,500 Springfield funds.					
Route:	RT D	Engineering:	1,378	396	0	0	0
Project No.:	8S3153	R/W:	53	0	0	0	0
Length:	2.58	Construction:	0	3,436	0	0	0
MPO:	Y	FFOS:	0	783	0	0	0
	Tip No. : SP1413-24A	Payback:	0	0	0	0	0
County:	GREENE	Pavement resurfacing and replace guardrail from east of Blackman Road to Rte. 125 east of Springfield. Add curb blockout to bridge over Pierson Creek. Project involves bridges A3055 and A3056.					
Route:	RT D	Engineering:	55	195	0	0	0
Project No.:	8S3215	R/W:	0	0	0	0	0
Length:	5.55	Construction:	0	1,642	0	0	0
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : GR2203-22	Payback:	0	0	0	0	0
County:	GREENE	Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.					
Route:	RT D	Engineering:	30	10	10	10	110
Project No.:	SU0148	R/W:	0	0	0	0	11
Length:	0.03	Construction:	0	0	0	0	918
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : SP2401-24	Payback:	0	0	0	0	0
County:	GREENE	Pavement improvement from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.					
Route:	RT FF	Engineering:	4	2	107	0	0
Project No.:	SU0290	R/W:	0	0	0	0	0
Length:	1.76	Construction:	0	0	786	0	0
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : BA2501	Payback:	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.					
Route:	RT FF	Engineering:	24	2	67	0	0
Project No.:	SU0018	R/W:	0	0	0	0	0
Length:	3.05	Construction:	0	0	562	0	0
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : BA2301-23	Payback:	0	0	0	0	0

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							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2026	7/2027	7/2028	7/2029	7/2030
							Prog	6/2027	6/2028	6/2029	6/2030	6/2031
County:	GREENE	Intersection improvement at Weaver Road in Battlefield.				Engineering:	270	57	495	0	0	0
Route:	RT FF	Federal: 3,425	State : 381	Local : 0	Estimated Total: 4,076	R/W:	0	125	0	0	0	
Project No.:	SU0189	Anticipated Federal Funds : SAFETY			Award Date : 2027	Construction:	0	0	3,129	0	0	
Length:	0.13	Let With : SU0018 SU0210 SU0290			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. :	Payback: 0 0 0 0 0 0										
County:	GREENE	Bridge rehabilitation over Rte. 65, Rte. H (Glenstone Avenue) over I-44, and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501, and A8269.				Engineering:	72	123	0	0	0	0
Route:	CST GASCONADE ST	Federal: 693	State : 173	Local : 0	Estimated Total: 938	R/W:	0	0	0	0	0	
Project No.:	SU0169	Anticipated Federal Funds : NHPP			Award Date : 11/2026	Construction:	0	743	0	0	0	
Length:	0.18	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : SP2512-25	Payback: 0 0 0 0 0 0										
County:	GREENE	Pavement resurfacing and add rumble stripes from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.				Engineering:	55	119	0	0	0	0
Route:	RT J	Adv. CN: 1,039	State : 260	Local : 0	Estimated Total: 1,354	R/W:	0	0	0	0	0	
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG			Award Date : 2/2027	Construction:	0	1,180	0	0	0	
Length:	5.50	Let With : 8S3215 SR0166 SU0077			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : GR2205-22	Payback: 0 0 0 0 0 0										
County:	GREENE	Replace box culverts south of County Road 150 and south of County Road 168. Project involves culverts Y0581 and W0010.				Engineering:	400	539	0	0	0	0
Route:	RT J	Adv. CN: 2,541	State : 635	Local : 0	Estimated Total: 3,596	R/W:	20	0	0	0	0	
Project No.:	SU0077	Anticipated Federal Funds : AC-STBG			Award Date : 2/2027	Construction:	0	2,637	0	0	0	
Length:	0.32	Let With : 8S3211 8S3215 SR0166			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : GR2502-25	Payback: 0 0 0 0 0 0										
County:	GREENE	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design by Republic. \$7,712,886 Cost Share, \$2,296,000 STBG-Urban, and \$342,062 Republic funds. \$6,000,000 General Revenue funds restricted and contingent upon the release of funds.				Engineering:	940	1,721	0	0	0	0
Route:	RT MM	Adv. CN: 11,385	State : 6,000	Local : 342	Estimated Total: 18,667	R/W:	0	4,100	0	0	0	
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG			Award Date : 6/2027	Construction:	0	11,906	0	0	0	
Length:	1.51	Let With : SU0370			Future Cost : 0	FFOS:	0	8,638	0	0	0	
MPO:	Y Tip No. : RP1703-22A	Contingent upon the execution of an agreement Payback: 0 0 0 0 0 0										

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						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	GREENE	Add medians, lighting, signing, and striping for additional lanes from I-44 to Rte. 360 (James River Freeway) in Republic.				Engineering:	50	209	0	0	0	0
Route:	RT MM	Federal:	1,313	State :	146	Local :	0	Estimated Total: 1,509				
Project No.:	SU0370	Anticipated Federal Funds : SAFETY				Award Date :	6/2027					
Length:	1.51	Let With : 8S0836B				Future Cost :	0					
MPO:	Y	Tip No. :										
County:	GREENE	Bridge rehabilitation over I-44 in Springfield. Project involves bridge A7024.				Engineering:	208	639	0	0	0	0
Route:	RP US65N TO IS44W	Federal:	3,450	State :	863	Local :	0	Estimated Total: 4,521				
Project No.:	SU0297	Anticipated Federal Funds : NHPP				Award Date :	2/2027					
Length:	0.00	Let With :				Future Cost :	0					
MPO:	Y	Tip No. : SP2514-25										
County:	GREENE	Bridge painting over Rte. 60 and on Rte. 65 over I-44 and bridge rehabilitation on eastbound Rte. 60 ramp over Rte. 65 in Springfield. Project involves bridges A7541, A7542, and A7024.				Engineering:	4	2	90	275	0	0
Route:	RP US65N TO US60W	Federal:	1,550	State :	387	Local :	0	Estimated Total: 1,941				
Project No.:	SU0298	Anticipated Federal Funds : NHPP				Award Date :	2029					
Length:	0.00	Let With :				Future Cost :	0					
MPO:	Y	Tip No. : SP2511-25										
County:	GREENE	Roadway widening from east of Rte. FF to Cloverdale Lane in Battlefield. \$2,287,200 STBG-Urban, \$571,800 Battlefield.				Engineering:	120	157	325	0	0	0
Route:	CST WEAVER RD	Adv. CN:	2,242	State :	14	Local :	547	Estimated Total: 2,923				
Project No.:	SU0210	Anticipated Federal Funds : AC-STBG				Award Date :	2027					
Length:	0.43	Let With : SU0018 SU0189 SU0290				Future Cost :	0					
MPO:	Y	Tip No. : Contingent upon the execution of an agreement										
County:	VARIOUS	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.				Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Federal:	0	State :	1,460	Local :	0	Estimated Total: 6,089				
Project No.:	5B0800X	Anticipated Federal Funds : STATE				Award Date :	2033					
Length:	0.00	Let With :				Future Cost :	301 - 1,000					
MPO:	Y	Tip No. : MO1105										
						Construction:	0	1,250	0	0	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	3,674	0	0	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	0	0	1,570	0	
						R/W:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	0	2,196	0	0	
						R/W:	0	125	0	0	0	
						FFOS:	20	282	2,457	0	0	
						Payback:	0	0	0	0	0	
						Construction:	0	0	0	0	0	
						R/W:	7	0	0	0	0	
						FFOS:	7	0	0	0	0	
						Payback:	4,622	292	292	292	292	

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STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030							
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031							
County:	VARIOUS	ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.				Engineering:	0	0	0	0	0	0						
Route:	VARIOUS	Federal:	0	State :	1,279	Local :	0	Estimated Total: 1,279				R/W:	0	0	0	0	0	
Project No.:	SU0218	Anticipated Federal Funds : STATE				Award Date :	/2027	Construction:				0	1,279	0	0	0	0	
Length:	0.00	Let With :				Future Cost :				0								
MPO:	Y	Tip No. :	MO2701-24									FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0						
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0	0						
Route:	VARIOUS	Federal:	180	State :	20	Local :	0	Estimated Total: 200				R/W:	0	0	0	0	0	
Project No.:	SU0220	Anticipated Federal Funds : SAFETY				Award Date :	/2026	Construction:				0	200	0	0	0	0	
Length:	0.00	Let With :				Future Cost :				0								
MPO:	Y	Tip No. :	MO2702-25									FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0						
County:	VARIOUS	Job Order Contracting for ADA compliance repairs at various locations in the urban Southwest District.				Engineering:	5	3	82	0	0	0						
Route:	VARIOUS	Adv. CN:	233	State :	58	Local :	0	Estimated Total: 296				R/W:	0	0	0	0	0	
Project No.:	SU0354	Anticipated Federal Funds : AC-STBG				Award Date :	2028	Construction:				0	0	206	0	0	0	
Length:	0.00	Let With :				Future Cost :				0								
MPO:	Y	Tip No. :										FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0						
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0	0						
Route:	VARIOUS	Federal:	180	State :	20	Local :	0	Estimated Total: 200				R/W:	0	0	0	0	0	
Project No.:	SU0359	Anticipated Federal Funds : SAFETY				Award Date :	2028	Construction:				0	0	200	0	0	0	
Length:	0.00	Let With :				Future Cost :				0								
MPO:	Y	Tip No. :	MO2702-25									FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0						
County:	VARIOUS	ITS operations and management of the Traffic Management Center of the Ozarks in the urban Southwest District.				Engineering:	0	0	0	0	0	0						
Route:	VARIOUS	Federal:	0	State :	1,058	Local :	0	Estimated Total: 1,058				R/W:	0	0	0	0	0	
Project No.:	SU0444	Anticipated Federal Funds : STATE				Award Date :	2028	Construction:				0	0	1,058	0	0	0	
Length:	0.00	Let With :				Future Cost :				0								
MPO:	Y	Tip No. :	MO2701-24									FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0						

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030								
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031								
County:	VARIOUS	ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.				Engineering:	0	0	0	74	0	0							
Route:	VARIOUS	Federal:	0	State :	1,137	Local :	0	Estimated Total: 1,137				R/W:	0	0	0	0	0		
Project No.:	SU0445	Anticipated Federal Funds : STATE				Award Date :	2029	Construction:					0	0	0	1,063	0	0	
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2701-24									Payback:	0	0	0	0	0	0	
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0	0							
Route:	VARIOUS	Federal:	180	State :	20	Local :	0	Estimated Total: 200				R/W:	0	0	0	0	0		
Project No.:	SU0448	Anticipated Federal Funds : SAFETY				Award Date :	2028	Construction:					0	0	0	0	200	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2702-25									Payback:	0	0	0	0	0	0	
County:	VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.				Engineering:	0	3	6	123	0	0							
Route:	VARIOUS	Adv. CN:	615	State :	154	Local :	0	Estimated Total: 769				R/W:	0	0	0	0	0		
Project No.:	SU0449	Anticipated Federal Funds : AC-STBG				Award Date :	2029	Construction:					0	0	0	0	637	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0	
County:	VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.				Engineering:	0	5	45	0	0	0							
Route:	VARIOUS	Adv. CN:	205	State :	51	Local :	0	Estimated Total: 256				R/W:	0	0	0	0	0		
Project No.:	SU0450	Anticipated Federal Funds : AC-STBG				Award Date :	2028	Construction:					0	0	0	206	0	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2506-25									Payback:	0	0	0	0	0	0	
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.				Engineering:	0	5	305	0	0	0							
Route:	VARIOUS	Adv. CN:	1,484	State :	371	Local :	0	Estimated Total: 1,855				R/W:	0	0	0	0	0		
Project No.:	SU0451	Anticipated Federal Funds : AC-STBG				Award Date :	2028	Construction:					0	0	0	1,545	0	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2519-25									Payback:	0	0	0	0	0	0	

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						Prior	7/2026	7/2027	7/2028	7/2029	7/2030							
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031							
County:	VARIOUS	Pedestrian safety improvements at various locations in the urban Southwest District.				Engineering:	0	50	100	250	0	0						
Route:	VARIOUS	Federal:	1,400	State :	155	Local :	0	Estimated Total:	1,555	R/W:	0	0	52	0	0	0		
Project No.:	SU0471	Anticipated Federal Funds : SAFETY				Construction:	0	0	0	1,103	0	0						
Length:	0.00	Let With :				Future Cost :	0											
MPO:	Y	Tip No. :	MO2702-25									FFOS:	0	0	0	0	0	0
												Payback:	0	0	0	0	0	0
County:	VARIOUS	Bicycle and pedestrian safety improvements at various locations in the urban Southwest District.				Engineering:	0	80	120	0	0	0						
Route:	VARIOUS	Federal:	653	State :	72	Local :	0	Estimated Total:	725	R/W:	0	2	0	0	0	0		
Project No.:	SU0527	Anticipated Federal Funds : SAFETY				Construction:	0	0	523	0	0	0						
Length:	0.00	Let With :				Future Cost :	0											
MPO:	Y	Tip No. :	MO2702-25									FFOS:	0	0	0	0	0	0
												Payback:	0	0	0	0	0	0

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STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030	7/2030 6/2031
FFOS:	27	12,780	2,457	0	0	0
Total RW:	982	4,389	7,335	6,939	2,937	0
Total Construction:	0	46,501	33,197	35,072	36,293	28,550
Paybacks:	4,622	292	292	292	292	292
Sub-Total:	5,604	51,182	40,824	42,303	39,522	28,842
Total Engineering:	13,672	9,397	7,113	6,513	5,559	3,769
Grand Total:	19,276	60,579	47,937	48,816	45,081	32,611

TMA : Y

Project Count : 57

	2027	2028	2029	2030	2031
State:	14,762	9,378	10,448	9,249	6,756
AC State:	31,620	7,517	2,994	1	176
Local:	1,197	491	0	0	0
Sub total:	47,579	17,386	13,442	9,250	6,932

Federal

Sub-total Federal:	13,000	30,551	35,374	35,831	25,679
Grand Total:	60,579	47,937	48,816	45,081	32,611

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STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030	7/2030 6/2031
FFOS:	86	15,966	2,457	0	0	0
Total RW:	2,461	10,223	9,284	7,090	4,346	0
Total Construction:	3,234	256,409	157,259	163,485	106,757	121,106
Paybacks:	102,140	8,060	8,060	8,060	8,060	8,060
Sub-Total:	107,835	274,692	174,603	178,635	119,163	129,166
Total Engineering:	46,047	52,935	31,837	29,812	22,178	18,460
Grand Total:	153,882	327,627	206,440	208,447	141,341	147,626

Project Count : 231

	2027	2028	2029	2030	2031
State:	70,913	42,173	47,376	34,674	34,640
AC State:	87,461	26,360	23,453	2,131	3,899
Local:	3,983	491	0	0	0
Sub total:	162,357	69,024	70,829	36,805	38,539

Federal

Sub-total Federal:	165,270	137,416	137,618	104,536	109,087
Grand Total:	327,627	206,440	208,447	141,341	147,626

DRAFT

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM II.E.

Draft FY 2027-2030 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The FY 2027-2030 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>.

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document will be also available for review online at www.GiveUsYourInput.org.

The draft TIP will be made available for public comment beginning on June 14, 2026. Any comments will be provided to the Board of Directors for consideration.

TIP SUBCOMMITTEE ACTION TAKEN:

At its meeting on June 8, 2026, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2027-2030 Transportation Improvement Program.

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 FY 2027-2030 Transportation Improvement Program to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This could require a special Technical Planning Committee meeting prior to the July Board of Directors meeting.

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM II.F.

2028-2032 Draft STIP Project Prioritization Criteria

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

AGENDA DESCRIPTION:

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like the committee to review the criteria and recommend any changes.

Included for review is the draft Prioritization Glossary which includes the criteria to be used for the next round of prioritization. The 2028-2032 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

No revisions have been proposed to the criteria for this round of scoring.

CRITERIA	POINTS 2026
High Volume Corridors	15
Safety	25
RR Crossing	5
Congestion Current	14
Congestion Future	4
MultiModal	3
Percentage Freight	5
Travel Time	14
Bridge Condition	5
Economic Development	10
TOTAL	100
Additional Regional Points	+25

The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Following the Board approval of the Prioritization Criteria in July, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- July 2026 – OTO staff **Score Projects**
- July through September 2026 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through November 2026 – OTO Approval of **STIP Priorities**
- January through March 2027 – MoDOT updates on proposed project programming

- March through May 2027 – OTO **TIP Programming** of STIP Projects
- May 2027 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2027 – OTO Board requested to **Endorse the STIP**
- July 2027 – FHWA and FTA **Approve TIP** and 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 that the Board of Directors approve the STIP Project Prioritization Criteria as presented.”

OR

“Move to recommend that criteria are revised as follows...”

FY 2028-2032 STIP Project Prioritization Glossary

- 1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.** (15 points possible) *Corridors are scored based upon Roadway AADT. This data is obtained annually from MoDOT. The most recent data is used.*

Over 65,000 15 Points
40,000 to 65,000 = 10 Points
30,000 to 40,000 = 6 Points
20,000 to 30,000 = 3 Points
10,000 to 20,000 = 1 Points
0 to 10,000 = 0 Points

2. Safety

- A. Safety Scores for Project Segments and Intersections. MoDOT State of the System Segments are scored based on the 2021-2025 five-year total number of crashes per mile. Intersections are scored based on the highest crash per mile segment entering the intersection.

The crashes per mile for all segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

75th percentile and up = 15 points
75th – 50th percentile = 10 points
50th – 25th percentile = 5 points
25th – 0th percentile = 0 points

- B. The project area intersects the OTO regional High Injury Network is an identified in the Destination Safe Streets Safety Action Plan. (10 points possible)

Yes = 10
No = 0

- 3. Improvement or Removal of At-Grade Railroad Crossing.** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

Yes = 5
No = 0

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points
Current volume-to capacity greater than or equal to 0.92 = 11 Points
Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2024 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT

Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2050 includes projects committed through 2024. The projected volume to capacity ratio for the 2050 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. **Congestion Management Future.** The segment with the highest future v/c ratio intersecting the project area was used to determine the score. (4 points possible)

Future 2050 volume-to-capacity greater than or equal to 0.86 = 4 Points. Future volume-to-capacity ratios were calculated for opposing directions.

6. **Multi-Modal** (3 points possible)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. **Percentage Freight Traffic**

Greater than 30% = 5

20% to 30% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. **Travel Time**

The OTO employs HERE speed probe data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free flow speed is calculated using the speed limit and the average speed is calculated using the 25th percentile speed during the AM or PM period. The 25th percentile speed is then subtracted from the speed limit.

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Freeways

10 mph or more Below the Speed Limit= 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

10. Bridge Condition (5 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 5 points (Poor)

Bridge rated as a Condition 5 = 2 points (Fair)

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus.

Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas, and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2025-2029 adopted STIP.

Example: Project appeared in the STIP in 2025 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2030 for programming in the 2031-2035 STIP.

TAB 11

TECHNICAL PLANNING COMMITTEE AGENDA 6/17/2026; ITEM II.G.

FY 2028-2032 Draft STIP Prioritization Project List

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

AGENDA DESCRIPTION:

OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members are asked to review the list and propose any additions, deletions, or modifications.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Members are asked to review the FY 2028-2032 Draft STIP Prioritization Project List.

FY 2028-2032 Proposed Projects for STIP Prioritization

Roadway	Project Description	Additional Information
14th/3rd	RRFB - Ozark	
3rd Street	Christian county - signalized crosswalk	
4th Street & FF	4th Street roundabout at FF	
Chestnut Expwy	Kansas to National (City of Springfield)	
Division St	Near Hickory	
Division St	Widen from 65 to FR 199?	
FR 115 & FR 140	Roundabout Greene County	
Glenstone & Luster	(Public Comment)	
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	
Haseltine to Chestnut	Sidewalks	
Hughes Rd	Connect FR 103 from Beverly to US 160 Willard	
Hunt Rd	Widening roadway Willard	
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)	
I-44	Future Overpass by Exotic Animal Paradise	
I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)	
I-44	Widen to six lanes from MO 360 to Rte MM	
I-44 & Rte MM	Phase II interchange improvements at Route MM	
I-44 & Rte MM	Interchange improvements	
I-44 & US 65	Phase II interchange improvements at Rte. 65	
I-44/Glenstone		
Kearney/National	Intersection	
MO 13 & FR 94	Add J-turn at FR 94.	
MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)	NEEDED TO ENSURE IMPACT OF GRAND TO SUNSHINE WIDENING PER SAFETY STUDY
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)	
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)	PER SAFETY STUDY
MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary	
MO 360	ITS Improvements from I-44 to 60	
MO 413	Six Lane - JRF to West Bypass	
Plainview & FR 141	(Public Comment)	
Rte 125	Safety Improvements FR 84 to OTO North Boundary	
Rte 125	Roadway improvements from N. of I-44 to Rte DD - Strafford	
Rte 125	Roadway improvements from DD to FR 84 - Strafford	
Rte 125	Traffic study at intersection with Evergreen and to the north to FR 84	
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14	
Rte 125 & FR 186	Intersection improvements	
Rte 125 N. of JJ	Improve curve delineation	
Rte 125/DD	(City of Strafford)	
Rte 125/Evergreen	Intersection improvements and relocation of outer road (Evergreen)	
Rte 125/FR 132	Intersection Improvements	
Rte 125/FR 84	Intersection Improvements	
Rte 125/OO South	Intersection Improvements	
Rte 125/Rte D	intersection improvements	
Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves	
Rte 125/YY	Intersection Improvements	
Rte 14	Nicholas to OTO Western Limits	
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne	
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd	
Rte 14	NN to 3rd Bridge widening	
Rte 14	Apple Market (6th) through W	
Rte 14	Capacity and Safety Improvements 14th Street to W	
Rte 14	Capacity and Safety Improvements W to JJ	
Rte 14/18th St	Outer Rd intersection improvements - Ozark	
Rte 14/32nd	(Public Comment)	
Rte 14/3rd	3rd Street in Ozark	
Rte 14/Church	(City of Ozark) - including pedestrian improvements	
Rte 14/Fremont	Intersection improvements	
Rte 14/Oak	Intersection Improvements	
Rte 14/Rte JJ	Roundabout - Ozark	
Rte 14/Rte W	Intersection Improvements	
Rte 174	Capacity Improvements Main to 60	
Rte 174/Boston Ave	Intersection Improvements	
Rte 174/Main St	Intersection Improvements	
Rte 174/Main St	Intersection Improvements	
Rte 266	Capacity & Safety improvements Rte B to Rte AB	

Roadway	Project Description	Additional Information
Rte 744/Mulroy	Intersection improvements	
Rte AA/Nicolas Rd	Intersection Improvement	
Rte AA/Owen Rd	Intersection Safety Improvements	
Rte AB	Railroad grade separation	
Rte AB	Capacity & Safety improvements Rte EE to Rte 266	
Rte AB	Safety Improvements from Rte 160 to EE	
Rte AB/FR 84	(Public Comment/City of Willard)	
Rte AB/FR 94	Widen and straighten S curve at FR 94 Willard	
Rte AB/Hwy 160	Intersection improvements with pedestrian underpass	
Rte AB/Rte EE	Intersection improvements	
Rte B	Capacity improvements from 266 to I-44	
Rte CC	Extend Rte CC to 160 - Nixa	
Rte CC	Capacity and Safety Improvements Main to Cheyenne	
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont	
Rte CC	Widening from Fremont to 22nd Street- Ozark (\$15M)	
Rte D	Capacity improvements from SGF limit to Hwy 125	
Rte D/Forrest Heights	Greene County	
Rte EE	Safety improvements I-44 to Airport Blvd	
Rte EE	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160	
Rte EE	Shoulders on Division - Haseltine to West Bypass Greene County Mark Webb	
Rte EE/Willard S. Elementary	(Public Comment)	
Rte FF	Capacity Improvements through Battlefield	
Rte FF/3rd	Battlefield	
Rte FF/Republic Rd	Intersection/Ped Crossing	
Rte FF/ZZ	How to connect? - Greene County	
Rte H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill	
Rte J	Additional WB lane between Farmer Branch & 17th	
Rte J/NN	Roundabout	
Rte J/NN	2 thru lanes EB/WB at intersection	
Rte M	Capacity Improvements ZZ to FF	
Rte M/FR 101	Operational improvements	
Rte MM	All phases	
Rte MM	Capacity and Safety Improvements 360 to Haile St	
Rte MM	MO 360 to I-44	
Rte MM/MO 360	Bridge Widening at MO 360 interchange	
Rte MM/Sawyer	Intersection Improvements	
Rte N/FR 168	Four way stop/Flashing light	
Rte NN	Sidewalks - Christian county	
Rte NN	Sidewalks from high school to Maverick	
Rte NN	Capacity and Safety Improvements J to Pheasant	
Rte NN	Capacity and Safety Improvements Weaver to Jackson	
Rte NN	Realign curve south of Route 60	
Rte NN to Sunset	Bike lanes & sidewalks	
Rte NN/FR 194	Intersection improvements	
Rte NN/Melton	Intersection improvements	
Rte NN/Sunset	Intersection improvements	
Rte O	to Wylie - new road	This might be local rather than MoDOT
Rte O (Willard)	(Public Comment)	
Rte OO	Center turn lane from Rte 125 N to Rte 125 S	
Rte OO/Washington	Signalization and safety improvements, including ped improvements	
Rte P	Widening from Main to Miller	
Rte P	Center turn lane from US 60 to Lombardy	
Rte P/Miller Ave	Intersection Improvements	
Rte YY	Intersection improvements at FR 193	
Rte YY & Le Compte Rd	Intersection improvements	
Rte ZZ	FR 178 to Rte M (Public Comment)	
Rte ZZ	Extension from new intersection at US 60 to Rte M	
Rte ZZ/FR 174	Signal/Roundabout	
Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic	
Tracker & Nicholas	Intersection improvements	
US 160	Widening from Jackson to Hwy 123	
US 160	Widening between Nixa and Springfield	
US 160	Capacity Improvements from south of Plainview (FR 57) to AA	
US 160	Six-Lane from AA to CC	MAYBE COMBINE WITH PLAINVIEW TO AA
US 160	Widen from South to Pembroke - Nixa	
US 160	Safety and Capacity 14 to OTO Southern Boundary	
US 160	4 lane to Pembroke/Rosedale	
US 160	Interchange ramp improvements at Route 60 (James River Freeway)	
US 160 West Bypass	Signal timing	

Roadway	Project Description	Additional Information
US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine	
US 160/Battlefield	Intersection improvements at Battlefield Road	
US 160/Chestnut Expwy	Intersection improvements	
US 160/Division	Intersection improvements	
US 160/FR 123	Intersection Improvements	
US 160/Nichols	Intersection improvements	
US 160/Pembrook	Intersection/Roundabout (Public Comment/City of Nixa)	
US 60	Capacity and Safety Improvements west of Republic	
US 60	Intersection Improvements from P to MM including intersection at P and Bailey	PER SAFETY STUDY
US 60	Capacity Improvements from new Bailey Intesection to Republic Rd	
US 60	Capacity improvements from Republic Rd to Relocated MM intersection	
US 60	Capacity improvements Rte FF to MO 360	
US 60	JRF- Capacity Improvements Kansas to West Bypass	
US 60	Upgrade to freeway from Routes NN/J to west of Route 125	
US 60	ITS from 65 to 125	
US 60 at FR 93/Oakwood	Difficult at 60	
US 60/65	Phase II interchange improvements at Rte. 65	SHOULD EVALUATE WITH STUDY
US 60/65	Emergency Bypass Route from FR189 to Gasconade including new interchanges	STUDY NEEDED
US 60/FR 189	New Interchange	
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan	
US 60/Fremont	Fremont bridge over JRF (City of Springfield)	
US 60/Hines	Intersection improvements	
US 60/National Ave	Interchange/Operational improvements	
US 65	Longview Interchange	
US 65	6-lane 65 from F to EE	
US 65/Chestnut	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)	
US 65/Division	Interchange - Bridge Replacement may be needed by 2037 plus RR grade separation	
US 65/Gasconade Interchange		
US 65/Rte AA	Intersection Improvements	
US 65/South	Interchange improvements	
US 65/South - on-ramp from South in Ozark	Dual rights	
<i>I-244</i>	<i>Interstate designation along US65 and JRF/360</i>	<i>PENDING NEW INTERCHANGES</i>
<i>MO 13 (Kansas Expwy)</i>	<i>Context Sensitive Improvements Evergreen to Division - include hawk signal at Bolivar Rd</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 13 (Kansas Expwy)</i>	<i>Context sensitive solution Division to Chestnut</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 13 (Kansas Expwy)</i>	<i>Access Management Division to Chestnut (\$2 million)</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 13 (Kansas Expwy)</i>	<i>Context sensitive solution Chestnut to Mt Vernon</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 13 (Kansas Expwy)</i>	<i>Context Sensitive Solution from Mt. Vernon Street to Grand Street</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 13 (Kansas Expwy)</i>	<i>Widen to six lanes, intersection improvements Battlefield Road to Rte. 60</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 13/Division</i>	<i>Intersection improvements at Kansas Expressway and Division Street- New Thru/Right on Division and reconfigure left turn lanes \$1.4 M</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>MO 744</i>	<i>Kearney Street Phase II Safety and Intersection Improvements</i>	<i>PENDING EVALUATION OF COMPLETED IMPROVEMENTS</i>
<i>RT D</i>	<i>Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>Rte CC/Fremont</i>	<i>(Public Comment)</i>	<i>NEED TO EVALUATE WITH WIDENING PROPOSAL</i>
<i>Rte D/Oak Grove</i>		<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>US 160/FR146</i>	<i>Intersection Improvements</i>	<i>US 160 Intersection Safety Projects</i>
<i>US 160/Grand</i>	<i>Intersection improvements</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>US 160/Mt Vernon</i>	<i>Intersection improvements</i>	<i>HOLD PENDING OTHER IMPROVEMENTS</i>
<i>US 160/Rte 413</i>	<i>Widen dual left turn lanes NB & WB (City of Springfield)</i>	<i>US 160 Intersection Safety Projects</i>

TAB 12

TRANSPORTATION

Planners open public feedback for crash-prone corridor around 60/65

The part of Highway 60 east of the 60/65 interchange has a high rate of crashes. Stakeholders hope a study will produce a solution that maintains access to the businesses and land around Highway 60



by Zoe McIntyre
June 1, 2026



A drone captures a photo of Route 60 near the intersection of Farm Road 189. (Photo by Bruce Stidham)

Transportation planners are considering ideas from stakeholders and residents as they study a dangerous stretch of the Highway 60 corridor east of the Highway 65 interchange. A series of listening sessions may lead to a solution that prevents crashes while satisfying the interests of stakeholders in one of Springfield's most attractive future development areas.

The Ozarks Transportation Organization (OTO) and several other entities **began a study of the area** around the 60/65 interchange this spring, focusing particularly on the east-west corridor between 60/65 and J/NN.

This corridor is over-volume and has extremely high crash rates, according to the OTO. MoDOT is considering building two outer roads parallel to Highway 60 and removing all at-grade driveways and intersections between 60/65 and J/NN as part of a project anticipated to begin in 2029.



Matt DeMoss, with CMT, records community members' suggestions for improvements along the east Highway 60 corridor. (Photo by Zoe McIntyre)

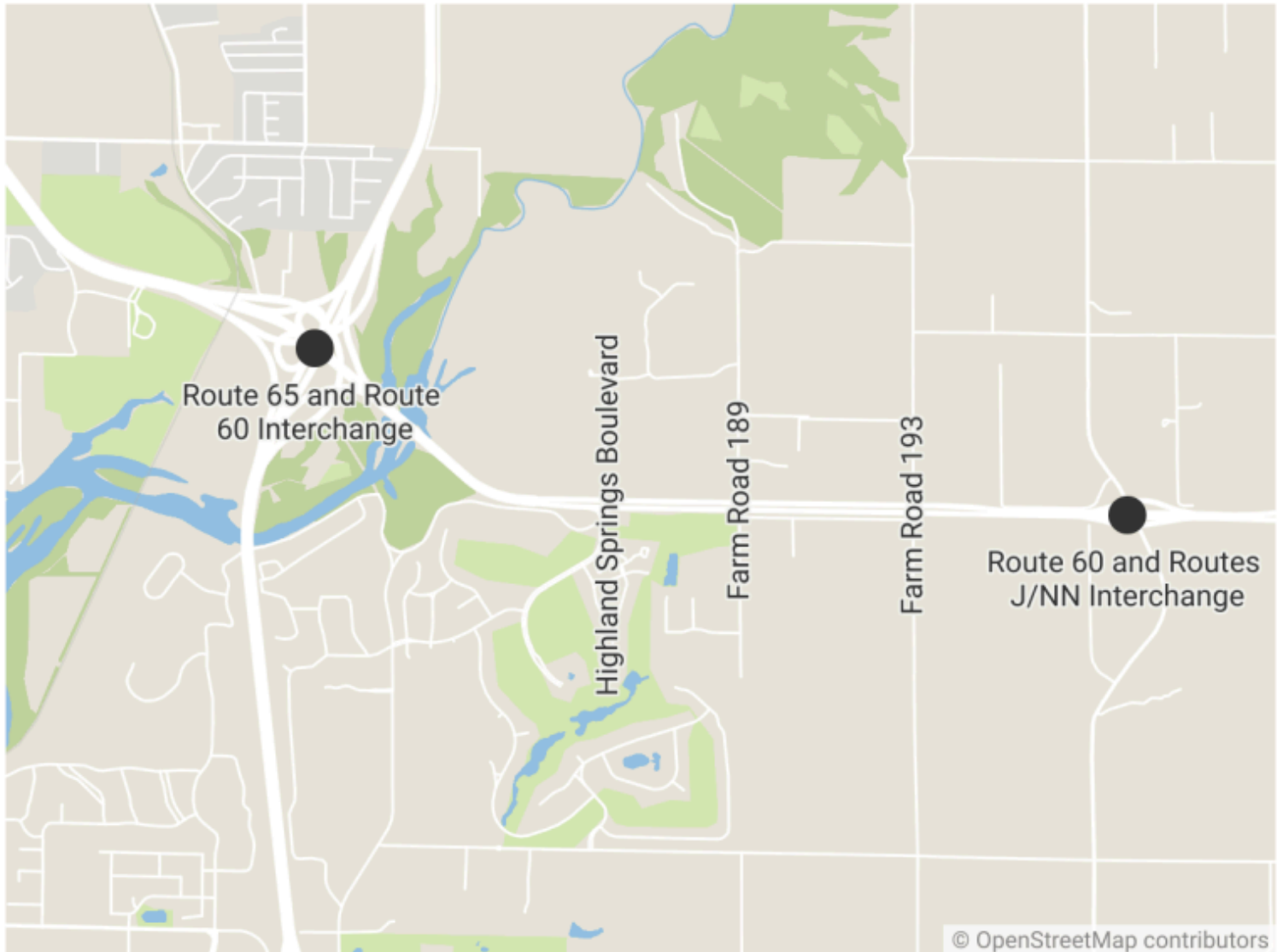
Business owners, stakeholders and residents have pushed back against this plan because of the way it would divert traffic. After receiving pushback, OTO launched a **Planning and Environmental Linkages (PEL)** study which may yield changes to MoDOT's original plan, such as an additional access between 60/65 and J/NN.

The first public listening session for the study took place at Courageous Church on Thursday, May 28. Just over 200 people attended, according to lead pastor Tyler Padgitt.

"I'm super grateful that they brought all these very important entities together like MoDOT, the city, county and City Utilities," Padgitt said. "...I felt like the citizens out here were screaming into an abyss. It's good to see the community respond."

An **online public survey** for the PEL study will be available through June 11.

Hundreds of near-crashes a day



Map: Jack McGee • Created with Datawrapper

The Missouri Department of Transportation is planning to convert Route 60 between Route 65 and Routes J/NN to a freeway status. As part of the project, MoDOT is proposing to eliminate all at-grade crossings on the stretch of road, including the access points at Highland Springs Boulevard, Farm Road 189 and Farm Road 193.

Engineers showed **traffic footage** from cameras installed at the intersections of Highland Springs Drive and Farm Roads 189 and 193 during the meeting. The videos captured dangerous instances of congestion, drivers crossing medians in opposite directions, and near-crashes between cars, bicyclists and heavy-duty vehicles including semi-trucks.

CMT recorded 579 near-crashes between the three intersections within a 24-hour average. The engineers define a near-crash as an incident where there is less than three seconds of separation between a motorist and oncoming traffic.

2026-05-06 16:18:13

PET: 1.07

STREET
simplified

With a narrow gap in oncoming traffic, a truck crosses Highway 60 at Highland Springs Drive. (Screenshot from OTO's video)

“It’s humbling to see this and it’s kind of scary to see how many of these could have been crashes,” said Matt DeMoss with CMT. “We know these are our family and friends that are driving this corridor, but this is only part of the story. We can only see so much from the data.”

Between 60/65 and J/NN (including the 60-65 interchange), the entire study area saw 670 crashes between 2020 and 2024, according to data presented at the meeting. Four of those crashes were fatal and about a third included injuries.

Sharon Igou, a member of Courageous Church, stated that poor sight distance makes it challenging for even experienced drivers to turn off of Farm Road 189 and leave the church.

“As a mom, that’s frightful to think that your kid’s pulling out (at that intersection) when it’s hard for you to even pull out there,” she said.

Community members talked to transportation experts and engineers during the meeting, writing their feedback and ideas on sticky notes and aerial maps.

‘Anything and everything is on the table’



Community members use a map to mark up suggestions for the east Highway 60 corridor with Jen Thomas, a transportation engineer with the OTO. (Photo by Zoe McIntyre)

Steve Prange with CMT stated that “anything and everything” is on the table for discussion as the PEL study moves forward. OTO and MoDOT may consider an overpass, on- and off-ramps, outer road systems or even an underpass as possible solutions, he said.

“(The solution) could be as little or as big as we want right now,” Prange said.

MoDOT and OTO will explore options for funding new infrastructure when the PEL study is complete, around spring 2027. The study itself was budgeted at \$1 million, with \$800,000 in federal funds.

Padgitt stated that while safety is the “first concern always,” transportation improvements need to prioritize access along Highway 60. On a webpage titled “**Do Better MoDOT!**” the pastor has indicated his support for

an entrance/exit at Highland Springs Drive or Farm Road 189.

Stakeholders along the east Highway 60 corridor want a solution that will maintain access to existing businesses and continue to foster development. Cutting off all at-grade driveways and relying on outer roads accessible at J/NN would force drivers to go about three additional miles round trip to access the country club at Highland Springs Drive, for instance.

City officials and planners believe **hundreds of undeveloped acres** around the 60/65 interchange could be a key part of Springfield's growth, tying into the Lake Springfield development area.

"For future investment, it needs to have a plan," Padgitt said. "If you look at the land that Mr. (Larry) Childress has, it includes what might be among the five best locations in all of southwest Missouri with that frontage on 65 and frontage on 60."

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Zoe McIntyre

Zoe McIntyre covers Springfield's surrounding communities, like Nixa, Ozark and Republic. McIntyre is an Evangel University alum and lifelong resident of the Springfield area. Contact her at zmcintyre@sgfcitizen.org. **More by Zoe McIntyre**

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I-44, Interstate 44, Forward 44 Program, Missouri Highways and Transportation Commission, Missouri Department of Transportation, Springfield, Laclede County, Fidelity, highways, transportation, Capital Paving and Construction LLC, Crawford, Murphy and Tilly Inc., design-build projects

Contractor selected for \$471M I-44 southwest project

BY: KAREN CRAIGO AND GREGORY HOLMAN

Posted online June 3, 2026 | 12:19 pm

Meeting in Springfield today, the Missouri Highways and Transportation Commission voted to select a design-build contractor for the Missouri Department of Transportation's next project in the Forward 44 Program of improvements to Interstate 44.

The team consists of contractor Capital Paving and **Construction LLC** with designer **Crawford, Murphy & Tilly Inc.**

In a news release, officials said the winning team is known as The Capital-CMT Team for the design-build project. Design-build is a project delivery method that combines both the design and construction phases into one contract.

The winning proposal was selected from a field of four teams, according to the release, prioritizing projects at five locations across the region from the **Jasper County** city of Fidelity to **Laclede County**. Negotiations to finalize the contract are currently in progress, officials said in the release.

Commission Chair Warren Erdman credited the leadership of Springfield state Sen. **Lincoln Hough** in pushing through both the Forward 44 project and another state project, Improve I-70, which increases capacity of the east-west interstate that passes through Kansas City, Columbia and St. Louis.

“Senator Hough is primarily responsible for this project, and he has shown incredible generational leadership during his time in the Missouri Senate,” he said.

The winning bidders hailed the commission’s decision.

“We are honored by MoDOT’s trust in The Capital-CMT Team and excited for the opportunity to help deliver this transformational investment along the I-44 corridor,” said Kevin Peart, chief operating officer of Capital Paving and Construction. “We look forward to partnering with MoDOT, local communities and project stakeholders to deliver a safer, more resilient corridor that strengthens connectivity and serves the region for decades to come.”

According to MoDOT officials, the Southwest I-44 Improvements project is a \$471 million project in the Forward 44 Program that prioritizes five key locations where improvements to I-44 are planned. They comprise the following:

- Major interchanges at I-44/I-49N in Fidelity and I-44/MO13 in Springfield
- Widening to six lanes in the greater Springfield area
- Pavement and safety improvements in Greene, Webster and Laclede counties
- Bridge improvements at Route EE in Springfield
- Pavement improvements in **Lawrence County**

Construction is scheduled to begin later this summer with an anticipated completion by November 2031, according to the release.

Missouri lawmakers voted to provide \$20 million in general revenue from the fiscal 2024 state budget for an I-44 environmental study from the Oklahoma state line to Route 100 in Franklin County, which was completed in May 2025, according to the release.

For fiscal 2025, lawmakers approved \$577.5 million for corridor improvements along I-44, officials said in the release. The Southwest Improvements Project includes \$328 million in state general revenue and \$143 million in funding from Missouri’s Statewide Transportation Improvement Program.



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Mass Transit: Pandemic Ridership Recovery and Agency Adaptions

Mass Transit: Pandemic Ridership Recovery and Agency Adaptions

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The Covid-19 pandemic greatly reduced transit ridership and agency operational funds for raised through ridership fares. Transit ridership numbers have gradually recovered from the start of the pandemic, although nationally they remain around 20% below 2019 levels. At the same time, the cost of transit operations has increased due to inflation and labor and material

constraints. In addition to a decrease in ridership, there have also been shifts in ridership behaviors including increased usage outside of traditional commuting hours and greater ridership resiliency for riders in the service industry. With the end of federal pandemic relief dollars, transit agencies are adapting to the new budgetary environment and new ridership behaviors. These changes have included rerouting and rescheduling to enhance frequency and reliability, enhancing ridership experience, strategic capital expansions, and special promotions for targeted ridership groups. Transit agencies must also look for new funding sources, including increased state and local funding through dedicating tax dollars for transit.

Post-Pandemic Ridership Recovery

Total national transit ridership measured in number of unlinked trips peaked in 2014, after steadily increasing throughout the 1990s and early 2000s. Leading into the pandemic, trip numbers were declining but then dramatically dropped during the first lockdowns. By 2024, ridership nationally returned to around 78% of 2019 levels. In 2024 there were 7.7 billion unlinked passenger trips in comparison to 10.6 billion at the 2014 peak.

Public transit ridership was greatly impacted by the pandemic. Across transit systems, there have been differing levels of ridership recovery. Nationally as of Q1 2025, rail ridership was lower than 75% of pre-pandemic ridership. Bus ridership has remained more resilient, with ridership numbers around 85% of pre-pandemic ridership as of Q1 2025. Bus ridership has likely been more resilient given that more essential workers are more likely to utilize bus services and have less telework options. Bus ridership also includes younger riders and those with less access to cars. Following bus and demand response recovery, light rail has generally had a stronger recovery than commuter rail. As of the start of 2024, commuter rail recovery reached 65% of pre-pandemic ridership, heavy rail reached 70%, light rail reached 73%, and bus and demand response reached 81%.

As of December 2024, only six out of 31 of the US commuter rail systems' ridership levels had returned to 2019 pre-pandemic levels. Across all systems, commuter rail ridership returned to 70% of 2019 levels. For commuter rail, variation in the level of recovery, from lower than 50% recovery to complete recovery, exists across the systems and is not correlated to the size of the system. For 19 out of 31 of the commuter rail systems, service levels have returned to 2019 levels while for the other 12 systems service levels were under 25% of pre-pandemic levels (as of the end of 2024).

At the start of the pandemic, ridership initially dropped to 19% of 2019 levels. From the summer of 2020 through the end of the year, national ridership was around 37% of 2019 levels. Between April 2021 and July 2021, ridership numbers increased from 42 to 53%, and by the end of 2021 ridership was around 58% of 2019 levels. By the spring of 2022 ridership hit 60% of 2019 levels. By the start of 2023, ridership was at 71% of 2019 levels. By the start of 2024, ridership was near 74% of 2019 levels. By the start of 2025, ridership had returned to 79% of 2019 levels. According to APTA, the beginning of 2025 saw ridership recovery between 80 and 87%.

Ridership recovery has also varied across geographies. Metro areas heavily reliant on technology sector jobs such as the Bay Area have had slower recoveries, likely due to more flexible work from home policies. Ridership increases have also been correlated with job growth, particularly in the service sector. For college towns, ridership fluctuations have been tied to students returning to campus. According to APTA, smaller cities have outperformed larger and medium-sized cities in ridership recovery, potentially due to less telework options. By the end of 2023, smaller cities saw an increase of 79% of 2019 levels in comparison to a return to 74% of 2019 levels in medium and large cities. By the end of 2024, smaller cities had 82% recovery whereas larger cities had 78% recovery.

Due to increased levels of telework, transit agencies have seen faster recovery of weekend ridership in comparison to traditional commuting hours. In response, some transit agencies have increased service throughout the day and during weekends. In several metro areas, recovery is driven by trips from residential to commercial areas rather than residential to office areas. Transit agencies have focused on improving customer experience through increasing reliability and frequency and providing safety enhancements.

To adapt to shifts in ridership, commuter rail systems interviewed by the GAO identified expanding service beyond traditional commuting hours, providing flexible passes to target ridership groups, and strategically expanding stations and connections to bus routes.

At the start of the pandemic, transit agencies cut vehicle service revenue miles by 44%. By September 2023, vehicle service revenue miles had recovered by 91% of per pandemic levels. However, the FTA found that Census block groups with higher measures of socioeconomic disadvantages were more likely to see service cuts. At the same time, ridership recovery numbers emphasized the importance of transit services for user groups without access to cars and/or telework options.

Lost Fare Revenues and Increasing Costs

In 2024, transit agencies covered 51% of operating expenses through state and local funding; 17% through federal funds; and 32% through direct revenues such as advertising, passenger fares, rentals, and investments. In the same year, 46% of capital expenses were covered by federal dollars, and 54% were covered by state and local dollars. State and local funds include those that transit agencies receive through fuel, income, sales, property and other taxes. Around 47% of state and local transit funding comes from sales taxes.

The decline in ridership and slow recovery has reduced fare revenues which many transit agencies utilize to cover portions of their operating budgets. Adjusted for inflation, between 2019 and 2023 average fares collected by transit agencies declined from \$2 to \$1.50. The total fare revenue collected by transit agencies in this period was cut in half in this period, from \$20 billion in 2019 to \$10 billion in 2023. Across all commuter rail systems, fare revenues were down 31% from 2019 to 2023 while nominal operating costs were up 28% (real operating costs up 9%). Resultingly, fare revenues as a portion of total funding for commuter rail decreased from 43 to 24% from 2019 to 2023.

Additionally, transit agencies faced increasing costs for operations and new projects given a tight labor market and increasing inflation. The fare box recovery ratio measures how much of a transit agency's operating costs are covered by passenger fares. Between 2021 and 2024, the fare box recovery ratio nationally has increased from 12.7 cents recovered through fares to 17.3 cents recovered through fares. Federal pandemic relief distributed during this period helped to fill in the operating budget gap but given the limited nature of this funding, systems indicated that they are looking for additional non-federal funding sources.

How Transit Agencies are Responding

Philadelphia's transit agency, SEPTA cited efforts to improve ridership experience and numbers including improvements to safety, reliability, and cleanliness in its FY2027 operational and capital spending plan. It also cited austerity measures taken to reduce its structural budget deficit and to increase revenues through advertising and parking. Due to the reduction of their deficit the agency will be able to restart bus replacement schedule. However, the plan also emphasized the continued need for SEPTA to have a long-term funding solution, with its rail car replacements relying on borrowing \$4.3 billion over the next 12 years. At the end of 2024, SEPTA received emergency

funding through the state legislature and the transfer of capital funds for operational spending. The agency is now in its second and final year of utilizing capital funds to support operational funds. SEPTA's 2025 budget proposal without the additional support called for 45% cuts to service along with 22% increases in fares.

In Washington DC, WMATA implemented its "Better Bus Network" to more efficiently meet the needs of ridership in 2025 and is working to increase frequently, reliability, and hours. WMATA also shifted scheduling to better meet the needs of users throughout the day, rather than focusing on commuting hours.

In Chicago, CTA's 2026 operational budget, two-year financial plan, and five-year capital program document acknowledged shifts in travel and ridership following the pandemic and stated that ridership has performed the best in areas with service improvements such as increased frequency and a more "welcoming" experience. The 2026 operating budget includes the last of the agency Covid relief funds, \$256.9 million. Legislation in line with CTA's Transforming Transportation vision was signed into state law at the 2025, increasing state transit funding including through funds from the state fuel tax. CTA is seeking to utilize the additional state funding to optimize routes and strategically expand to grow ridership.

In Massachusetts, a new millionaire's tax is supporting increased transportation funding. The MBTA has been able to fill in gaps from the end of COVID operational federal funding through a 50% increase in state contract assistance revenue and increased fare revenue. MBTA has worked to increase ridership through capital improvements, including the Track Improvement Program and improvements to rolling stock. MBTA is also working on capital improvements for signal modernization, accessibility, and upgrades to maintenance facilities. MBTA is

also continuing to work on improving frequency and reliability and is working to increase operator hiring.

In New York City, the MTA's FY2025-2029 plan focuses on using dollars efficiently to enhance ridership experience and frequency. Projects include making stations more accessible, new fare gates, improving station environments, building the interborough express, rebuilding the Grand Central artery, and upgrading maintenance facilities. MTA's operating budget is supported by a mixture of taxes including the payroll mobility tax, sales taxes, petroleum business taxes, and real estate taxes. Rider fares support 40% of the operating budget. Capital spending is supported by dedicated funds from selected taxes along with bonds and funds from the state and city and federal funding. Congestion pricing tolls are also a new revenue source for MTA's capital budget.

In January 2026, Maricopa County in Arizona increased its sales tax percentage dedicated to transit funding from 33 to 37%. Valley Metro has seen ridership increases through its light-rail extensions and is continuing capital projects to connect downtown Phoenix to the state capital and to expand its streetcar system.

In San Francisco, BART has faced a slow ridership recovery but has put longer trains into service to expand capacity as ridership has started to grow for certain service hours, especially on weekends. However, the agency is also contending with filling in structural deficit as its COVID funds are fully used up. Without a solution such as passage of a November 2026 regional tax ballot initiative, the agency will need to make service cuts for FY27.

Press Releases

Graves & Larsen Announce Deal on Bipartisan, Five-Year Surface Transportation Reauthorization – the BUILD America 250 Act

Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) and the Committee's Ranking Member Rick Larsen (D-WA) today released the text of a bipartisan, five-year surface transportation reauthorization bill that invests in America's roads, bridges, transit, rail transportation, and highway and motor carrier safety programs.

The *BUILD America 250 Act – Building Unrivaled Infrastructure and Long-term Development for America's 250th Act* – emphasizes moving people, goods, and freight safely and efficiently across the country. The bill provides the largest ever investment in America's bridges, focuses on proven surface transportation infrastructure programs, provides passenger rail investments and reforms, improves rail safety, ensures that transportation projects and programs are more efficient, encourages innovation, and provides the first ever autonomous commercial motor vehicle framework.

The bill also strengthens the Highway Trust Fund by ensuring all highway users pay their share for the use and improvement of the nation's roads. As a result, the *BUILD America 250 Act* injects the Highway Trust Fund with its first new stream of revenue for infrastructure in over three decades.

"I believe the *BUILD America 250 Act* is the most important surface transportation bill since President Eisenhower built the Interstate Highway System. Like the America 250 celebration this year, this bill is not simply about honoring our past – it's about moving forward and building upon the legacy of our nation's infrastructure," said Chairman Graves. "I'm extremely proud of the historic level of investment in America's bridges – at more than \$50 billion, it's the largest such investment in our history. And the *BUILD America 250 Act* ensures that electric vehicle owners begin paying their fair share for the use of our roads. The bill also makes smart and targeted reforms to our surface transportation programs, focuses on strengthening our core infrastructure system, drives innovation, bolsters safety, ensures states have the flexibility they need, and cuts red tape to get projects built faster. I want to thank Ranking Member Larsen and our subcommittee leaders for their strong partnership in developing this important legislation."

"You can't have a big-league economy with little-league infrastructure," said Ranking Member Larsen. "The *BUILD America 250 Act* makes key investments in the nation's transportation – from restoring aging bridges and repairing crumbling roads to building out safe, accessible transit and bike infrastructure. A commitment to bipartisan lawmaking means finding compromise; while this bill does not include every priority, I am committed to building on the last bipartisan infrastructure law by creating good-paying transportation jobs, growing the economy and safely transporting people and goods across the country by road and rail. Thank you to Chairman Graves for his partnership. I look forward to marking up this bill soon."

To prepare for the *BUILD America 250 Act*, the Committee held numerous hearings throughout the last year and a half and solicited input, ideas, and priorities for consideration from all Members of the House and the broad infrastructure stakeholder community – over 11,000 individual policy requests were submitted in total.

Committee leaders plan to formally introduce the legislation soon, and at a later date, the Committee will announce further plans for a legislative markup of the bill, with the ultimate goal of sending legislation from Congress to the President's desk before the current surface transportation authorization expires on September 30, 2026.

[Link to the text of the *BUILD America 250 Act*](#)

[Link to a section-by-section summary of the *BUILD America 250 Act*](#)

House Transportation & Infrastructure Committee releases bipartisan surface transportation reauthorization bill

📅 MAY 18, 2026

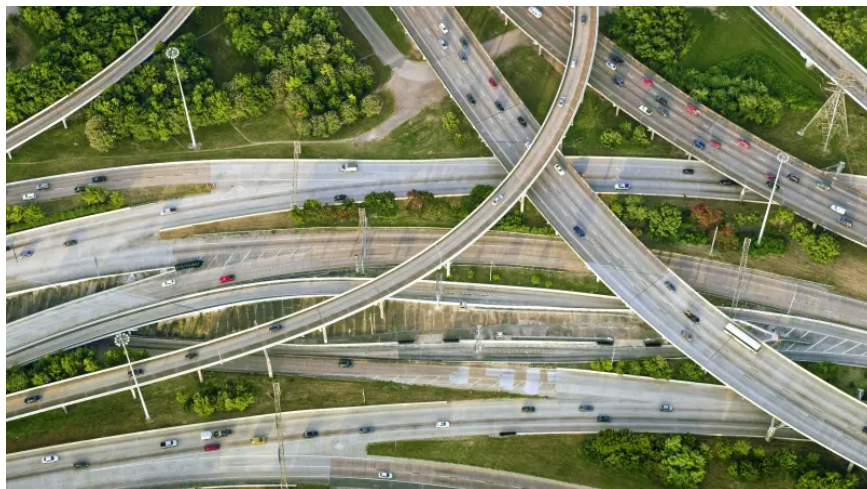
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Key Takeaways

⋮

Bipartisan House Transportation & Infrastructure Committee bill would reauthorize surface transportation programs for five years

The BUILD America 250 Act would direct \$580 billion in federal transportation investment and make important federal policy changes

Counties see significant wins on bridge funding and more in House transportation reauthorization bill

On May 17, the U.S. House of Representatives Committee on Transportation & Infrastructure Chairman Sam Graves (R-Mo.) and Ranking Member Rick Larsen (D-Wash.) [introduced](#) the *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act)*, a bipartisan bill that would reauthorize surface transportation programs through the U.S. Department of Transportation (USDOT) for five years. Given the major role counties play in our transportation systems, this bill would have significant impacts for counties across the country.

After continuous advocacy from NACo, county leaders and coalition partners, the BUILD America 250 Act contains a number of key county priorities, including:

- Bridge Formula Program funding jumps from \$5.5 billion to \$9 billion per year and includes a new 25-percent set-aside for locally owned bridges. **This is a major increase in federal funding for county-owned bridges and a major victory for counties nationwide.**
- The bill grows the high-flexible Surface Transportation Block Grant program, which suballocates a significant share of funds regionally for use on locally identified projects.
- The Safe Streets for All (SS4A) grant program is preserved, continuing a successful grant program that is designed for counties and other local governments.
- The PROTECT grant program is preserved – a top priority for counties on the front lines of disaster resilience and climate-related infrastructure challenges.

Estimates show that counties and other local governments will have access to 22 percent of funding in the bill, through formula set-asides, suballocation and discretionary grant opportunities. This is a strong outcome that reflects years of NACo advocacy for a greater local share.

Counties look forward to working with our partners in Congress to pass a bipartisan, multi-year surface transportation reauthorization bill that will invest in county-

owned infrastructure and strengthen the transportation systems that people and businesses rely on.

Background

Every five years, Congress must pass legislation to reauthorize the USDOT, several of its modal agencies and the various funding and other programs that they administer. The current transportation law, the *Infrastructure Investment and Jobs Act (IIJA; PL 117-58)*, was passed in 2021 and is set to expire on September 30, 2026.

Since the start of the 119th Congress, the different committees of jurisdiction in the U.S. House and Senate have been working to develop their respective legislative proposals for reauthorization. The *BUILD America 250 Act* is the first of these to be introduced. The Committee on Transportation & Infrastructure is likely set to mark up the legislation on Thursday, May 21.

NACo has engaged congressional leaders throughout the development of the bill and [endorsed](#) the bipartisan *BASICS Act (H.R. 7437)*, which provided a blueprint for strengthening local transportation systems. Several provisions from the BASICS Act were included in the BUILD America 250 Act.

Provisions from several other NACo-endorsed bills that advanced county transportation priorities were included in the proposed highway bill.

Major Provisions for Counties

Formula Funding

The bulk of the funding in the *BUILD America 250 Act* comes through the formula funding programs under the Federal Highway Administration (FHWA).

- **Bridge Formula Program:** The *BUILD America 250 Act* continues a bridge-specific formula program that began in IIJA but grows the size of the program from \$5.5 billion per year to \$9 billion per year. Additionally, the *BUILD America 250 Act* grows the 15-percent set-aside for “off-system” bridges that was in IIJA to a 20-percent off-system bridge set-aside. Similarly, the bill requires a 25-percent set-aside for locally owned bridges. Locally owned bridges that are off-system bridges funded under the locally owned bridges set-aside will count towards the off-system bridge set-aside as well. This language is closely aligned with the *BASICS Act*, NACo’s top priority for reauthorization — making this provision a major win for counties.
 - **Eliminated Programs:** The *BUILD America 250 Act* ends two formula programs that were stood up in the IIJA: the **Carbon Reduction Program** (CRP) and the **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation** (PROTECT) program.
 - **Surface Transportation Block Grant (STBG):** The *BUILD America 250 Act* would grow the size of the STBG program from 28.74 percent of HTF funding (after other takedowns) to 31 percent. The STBG program requires regional suballocation of funding and is the formula program that has historically benefitted counties the most. This language is in line with the *BASICS Act*, which had proposed growing STBG to 31.07 percent.
-

Discretionary Funding

The *BUILD America 250* includes fewer individual grant programs and less grant funding than the IIJA did.

However, the bill extends the authorization for certain grant programs and authorizes funding out of the Highway Trust Fund (HTF) for several primary programs.

HTF-Funded Grant Programs

- **Surface Transportation Accelerator Grant (STAG):** The *BUILD America 250 Act* would consolidate several major grant programs, like the *BUILD* program, into a new

grant program called the STAG program. The bill authorizes \$2.4 billion per year out of the HTF for the STAG program. Twenty-five percent of funds are for a subprogram under STAG for projects in rural areas, 25 percent are for projects in urban areas and 50 percent are for local and regional projects.

- **Safe Streets & Roads for All (SS4A):** The SS4A program was originally stood up in the IIJA and makes funding available for planning and capital projects that improve safety. State DOTs are not eligible applicants for SS4A grants. Only local governments and regional planning organizations can pursue these funds. The BUILD America 250 Act would provide \$3.75 billion over five years for SS4A, which is \$1.25 billion less than was available under IIJA. This provision is in line with the bipartisan *Safe Streets for All Reauthorization and Improvement Act (H.R. 5452)*, which [NACo endorsed](#).
- **The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program:** The BUILD America 250 Act would authorize \$200 million per year from HTF for the PROTECT program.
- **The Wildlife Crossings Pilot Program:** The *BUILD America 250 Act* would authorize \$80 million per year from HTF for the Wildlife Crossings Pilot Program.
- **The Truck Parking Pilot Program:** The *BUILD America 250 Act* would create a new discretionary grant program to fund projects that would expand the available of truck parking. The bill also authorizes \$120 million per year from the HTF for the new program.

General Fund Programs

- **Nationally Significant Multimodal Freight & Highway Projects (INFRA) Program:** The *BUILD America 250 Act* authorizes \$1.2 billion per year out of the General Fund for the INFRA program.
- **Other Programs:** The bill reauthorizes several programs at their authorization level from the IIJA, including the **MEGA program**, the **BUILD program** and the **SMART program**.

Public Transit

The legislation reauthorizes core Federal Transit Administration (FTA) programs and makes \$87.5 billion available over five years for public transit programs, a robust level of funding that would ensure counties would continue to be able to provide transit services and operate transit programs for residents.

Transit-Oriented Development

Transit-oriented development (TOD) can help counties in urban and suburban areas promote density, increase tax revenue and boost transit ridership. The *BUILD America 250 Act* would make it easier for developers to build TOD projects using the federal Transportation Infrastructure Financing and Innovation Act (TIFIA) program by clarifying that office-to-housing conversion projects and TOD projects on “land disturbed for transportation use” and “disturbed land adjacent to land disturbed for transportation use” are not subject to the National Environmental Policy Act (NEPA). The bill also allows for additional considerations of creditworthiness under TIFIA and the Railroad Rehabilitation and Improvement Financial (RRIF) program.

This language is based on language in the bipartisan *Build HUBS Act* ([H.R. 7062/S. 3636](#)), which [NACo endorsed](#).

Permitting

The *BUILD America 250 Act* includes reforms that streamline how the USDOT implements federal environmental review under the National Environmental Policy Act (NEPA).

The bill expands eligibility for a categorical exclusion (CE) from NEPA for projects that receive federal funding. Projects receiving federal assistance up to \$12 million and projects with up to a total cost of \$70 million would be eligible for the CE, reducing compliance costs and expediting project delivery for county transportation projects that receive minimal federal funding.

The measure also proposes allowing the Federal Transit Administration (FTA) to reimburse transit operators for property acquisitions made prior to the completion of a federal environmental review, a county priority that reduces transit project development costs and expedites delivery. Extending this authority to transit projects creates parity with bridge and roadway projects funded by FHWA and is a county priority.

Truck Size & Weight

The *BUILD America 250 Act* makes only moderate changes to federal maximum truck size and weight (TSW) allowances. These are all small state- and industry-specific exemptions. However, NACo understands that there may will be votes during the likely Thursday markup on two amendments related to TSW: one would create a pilot program to allow states to raise maximum TSW on federal interstates in their jurisdictions to 91,000 lbs.; the other would increase federal TSW limits for auto haulers.

NACo is a member of the Coalition Against Bigger Trucks and would oppose both amendments.

Planning & Project Selection

Counties often rely on planning organizations like metropolitan planning organizations (MPOs) and regional transportation planning organizations (RTPOs) to access and implement federal dollars.

Metropolitan Planning Organizations (MPOs)

The *BUILD America 250 Act* would increase funding for MPOs ("PL" funds) by 18 percent above IIJA levels over the five-year lifespan of the bill. The bill would increase the federal cost-share for PL funds from 80 percent to 90 percent. Counties often help make up the non-federal match for these PL funds, so this cost-share shift would reduce county obligations.

The *BUILD America 250 Act* would expand MPO authorities to allow them to do more holistic planning work, which could help counties develop more actionable projects for funding.

Regional Transportation Planning Organizations

The *BUILD America 250 Act* does not include any language on RTPOs. NACo had asked for guaranteed federal funding for RTPOs, akin to what MPOs receive with PL funds, in order to ensure that rural counties have equal access to planning resources as urban and suburban counties.

Project Selection

Similarly, the *BUILD America 250 Act* would make no changes to the project selection process for suballocated funding under the STBG program. NACo had asked for improved project selection authority for smaller MPOs and RTPOs, as well as enhanced coordination requirements with counties in rural areas. NACo had also asked for state associations of counties to be explicitly listed as conveners for facilitating consultation in rural areas.

The *BUILD America 250 Act* would require the Comptroller General to undertake a holistic study of the suballocation of funds through the STBG program, including "consultation processes established by States to consult with metropolitan planning organizations and regional transportation planning organizations for amounts required to be obligated in such areas based on population" and "state selection processes for projects funded by amounts required to be obligated in areas based on population."

Public Lands

In the 62 percent of counties nationwide that are home to federal public lands, counties own and maintain roads, bridges and other infrastructure that provides access to residents and visitors alike. The *BUILD America 250 Act* provides strong funding levels for programs that support transportation on and adjacent to federal lands, reflecting the unique needs of public lands counties that rely on federally owned land for commerce and transportation.

The bill would make \$1.63 billion available over five years for the Federal Lands Access Program (FLAP). FLAP is an important resource for public lands counties and helps fund projects that facilitate access to federal lands. The funding level reflects proposed increases in the [NACo-endorsed FLAP Reauthorization Act \(S. 4135\)](#).

The measure also provides robust funding for other federal lands transportation programs that benefit public lands counties, including \$2.4 billion over five years for transportation projects on public land, \$275 million over five years for the National Significant Federal Lands and Tribal Projects program and \$400 million over five years for the Wildlife Crossings Pilot Program.

Revenue

The main source of revenue for federal transportation programs is the Highway Trust Fund (HTF), which is largely funded through the 18.4-cents-per-gallon tax on gasoline and 24.4-cents-per-gallon tax on diesel fuel.

Since the early 2000s, however, receipts from these taxes have lagged behind federal transportation spending needs. This has required Congress to transfer funding from the Treasury's General Fund into the HTF to cover expenses. The *BUILD America 250 Act* continues this practice,

transferring several billion dollars from the General Fund into HTF programs.

In addition to these transfers, the bill introduces a new revenue source into the HTF for the first time in decades by introducing an annual registration fee of \$130 on electric vehicles (EVs) and of \$35 on plug-in hybrid electric vehicles (PHEVs). This fee will generate millions in new revenue for the HTF.

This language is aligned with the Fair SHARE Act ([H.R. 1253/S. 536](#)) which NACo endorsed.

Autonomous Vehicles

The *BUILD America 250 Act* would establish a preliminary regulatory framework for autonomous commercial motor vehicles. The bill would require USDOT to issue regulations establishing minimum safety standards for autonomous commercial vehicles but would also preempt states from issuing safety regulations regarding autonomous commercial motor vehicles. NACo will continue to engage with congressional stakeholders to ensure that local expertise and authority is respected during the development of autonomous vehicle regulations.

It is important to note that the Transportation & Infrastructure Committee only has jurisdiction over autonomous commercial motor vehicles. Autonomous personal vehicles fall under the jurisdiction of the Energy & Commerce Committee. NACo will continue to monitor any legislation released by the Energy & Commerce Committee that would touch on autonomous vehicles.

Rail Safety

The *BUILD America 250 Act* includes several provisions surrounding railroad safety that would benefit counties.

- **Rail Bridges:** The bill would make it easier for county officials to access rail bridge inspection reports from the Federal Railroad Administration (FRA) and would create a new way for county and other officials to report unsafe rail bridges.
 - **Blocked Crossings Portal:** The *BUILD America 250 Act* would permanently authorize the blocked crossings portal created under the IJA.
 - **Rail Crossing Elimination Funding:** The bill would reauthorize the Railroad Crossing Elimination Program and rename it the “Railroad Crossing Safety Improvements and Elimination Program.”
-

Passenger Rail

The *BUILD America 250 Act* would reauthorize funding for Amtrak, as well as consolidate and reauthorize other funding programs that support intercity passenger rail projects, like the Corridor Identification & Development (Corridor ID) program.

Next Steps

The Committee on Transportation & Infrastructure will likely mark up the legislation on Thursday, May 21. Pending its approval by the Committee, the bill will then head to a vote before the whole House of Representatives. NACo will continue to advocate and support policies that recognize counties and local governments as principal stakeholders in the nation's transportation systems and will work with congressional leaders to ensure the bill's passage.



COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

H.R. ___ *BUILD America 250 Act*

Purpose:

The *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act)* is a bipartisan bill that reauthorizes and invests in America's most critical surface transportation infrastructure and programs for the next five years, including our roads and bridges, effective transit and rail transportation, and highway and motor carrier safety programs.

The *BUILD America 250 Act*:

- refocuses and strengthens many of our most proven infrastructure programs and policies that help move people and goods efficiently and safely across the entire United States. The bill
- provides the largest ever investment in bridges,
- consolidates and streamlines infrastructure programs,
- continues to ensure States have the flexibility to address their most important needs,
- reduces costs and delays associated with the project permitting process, and
- fosters the innovation and reasonable regulatory environment necessary to plan and look forward to our surface transportation system's future
 - For example, the bill provides the first ever autonomous commercial motor vehicle (CMV) framework to safely integrate autonomous CMVs onto our Nation's roadways and provide regulatory certainty.

Our roads, bridges, and rails make up the transportation network that we all rely on every day to get to work, get our kids to school, get to doctors' appointments and the grocery store, and bring goods to our front doors. The *BUILD America 250 Act* helps secure the continued reliability of our surface transportation system by ensuring that all users of the infrastructure, including electric vehicles, pay their fair share, providing the first new revenue stream into the Highway Trust Fund in over 30 years.

The bill was introduced by Transportation and Infrastructure Committee Chairman Sam Graves (R-MO); Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA); Highways and Transit Subcommittee Chairman David Rouzer (R-NC); Highways and Transit Subcommittee Ranking Member Eleanor Holmes Norton (D-DC); Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Daniel Webster (R-FL); and Railroads, Pipelines, and Hazardous Materials Subcommittee Ranking Member Dina Titus (D-NV).

Legislative Summary:

Focusing on America's Highways

The BUILD America 250 Act focuses on the backbone of our nationwide surface transportation network: the system of highways and roads that connect our states, our communities, and our country, and the bill renews our focus on formula funding, proven to be most effective in meeting our most critical surface transportation needs. The bill:

- Emphasizes core formula programs, eliminates duplicative programs, and broadens eligibility under existing programs to ensure flexibility.
- Delivers more than 90 percent of highway funding via formula.
- Continues the fundamental principle that states know best what their unique needs are and how to address them.

Providing Historic Investments in Bridges

More than one-third of United States bridges are in need of major repairs or replacement, and motorists drive across "structurally deficient" bridges 163 million times each day. The BUILD America 250 Act recognizes the significant need to improve our bridges, in part, by providing the largest ever investment for bridges. The bill:

- Provides \$45 billion for a new bridge formula program, under which states will receive funding to support projects to improve America's bridges.
- Through the bridge formula program, addresses locally-owned and off-system bridges.
- Authorizes the Bridge Completion Program, intended to provide discretionary grants to complete large bridge projects.

Speeding Up Project Permitting

Time is money: the longer infrastructure projects take to go through the often-lengthy project approval process, the more projects cost. The BUILD America 250 Act reduces red tape to ensure that projects get built more quickly and with fewer costs attributed to delays. This bill saves taxpayers' money. The bill:

- Expands the use of categorical exclusions across the Department of Transportation (DOT) and doubles the cap on the limited Federal assistance categorical exclusion.

- Increases the cost threshold for major projects to \$1 billion (from \$500 million) to remove burdensome requirements.
- Removes unnecessary project review steps and streamlines permitting timelines to deliver projects faster and more reliably.
- Improves the Railroad Rehabilitation and Improvement Financing (RRIF) program to reduce the costs and burdens that have prevented these programs from being a viable form of financing for freight and passenger rail infrastructure projects.

Strengthening the Highway Trust Fund

The Highway Trust Fund is founded upon the user-fee principle, but for several reasons, we've never had less money coming into the Highway Trust Fund (HTF) to meet our infrastructure needs. The BUILD America 250 Act strengthens the future solvency of the HTF and ensures that all who use the system help pay for the system. The bill:

- Institutes an annual fee of \$130 on electric vehicles and \$35 on plug-in hybrids, affirming the user-pays principle and creating the first new revenue source for the HTF in more than three decades.
- These fees will increase by \$5 every 2 years until the annual fees reach \$150 for electric vehicles and \$50 for plug-in hybrids.

Improving Highway Safety

In 2024, the National Highway Traffic Safety Administration (NHTSA) estimates 39,254 people died in traffic crashes on our Nation's roadways. Following Democrat-led disinvestment of our Nation's law enforcement, fatalities on United States roads skyrocketed. The BUILD America 250 Act recommits Federal support of law enforcement and ensures states have the resources they need to address their most pressing issues. The bill:

- Consolidates NHTSA's highway safety grant programs to reduce the burden associated with administering multiple programs, allowing states to focus their resources on reducing roadway fatalities.
- Focuses resources on addressing work zone safety, by improving data collection of related incidents and establishing an interagency working group to improve the protection of roadway workers.
- Supports law enforcement by increasing funding for the high-visibility enforcement program and establishing a traffic safety enforcement center of excellence for law enforcement agencies.

Supporting America's Truck Drivers

American truck drivers are the backbone of our communities, transporting over 11 billion tons of freight annually. The BUILD America 250 Act supports our Nation's truck drivers, ensuring they have the resources needed to keep our Country moving. The bill:

- Invests a dedicated \$750 million to expand truck parking so truckers have a safe place to rest at the end of their on-duty time.
- Restores dignity for truck drivers by establishing restroom access requirements for drivers waiting for goods to be loaded on their truck.
- Protects truck drivers from predatory lease-purchase agreements.
- Provides greater flexibility for truck drivers by codifying hours of service and electronic logging device exemption for livestock haulers and creating an online renewal system for seasonal commercial driver's licenses (CDLs).

Enhancing Motor Carrier Safety

Under President Trump and Secretary Duffy, the Department of Transportation is focused on raising the standard for roadway safety. The BUILD America 250 Act works hand in hand with the Administration to remove corrupt actors from the supply chain. The bill:

- Improves motor carrier safety by providing additional resources for law enforcement, requiring a review of the New Entrant Safety Assurance Program, and contemplating minimum knowledge standards for motor carriers to register with the Department.
- Provides increased funding for the Commercial Motor Vehicle Operators Grant Program Training for high quality training providers and requires the Secretary to promptly remove CDL mills from the training provider registry.
- Requires the Secretary to increase vetting of electronic logging devices and maintain an accurate list of revoked devices on a public website.

Boosting Transit Security & Efficiency

From rural communities to larger towns and cities, public transit provides important transportation options for many Americans. The BUILD America 250 Act supports effective transit for communities of all sizes and helps ensure that transit is safe so transit users and workers alike can get home safely. The bill:

- Requires the Federal Transit Administration (FTA) to prioritize the delivery of safe, high-quality transit services and the safe transportation of passengers, workers, and property on public transportation systems.
- Prohibits transit agencies in urbanized areas from waiving security investments in passenger-facing safety infrastructure that mitigates crime and improves overall safety of public transportation systems.

- Allows the DOT to withhold 10 percent of transit grant money if an urban jurisdiction lacks criminal or civil enforcement mechanisms to protect against fare evasion and unauthorized transit system access.

Fostering Innovation

We must not only invest in the critical infrastructure we rely on today, it is also crucial to look ahead to the infrastructure needs of the future. The BUILD America 250 Act provides a regulatory environment that will foster innovation, right here in the United States, in the transportation and infrastructure sector. The bill:

- Boosts domestic manufacturing and improves national security by prohibiting DOT and DOT funding recipients from using LiDAR produced by a foreign adversary.
- Encourages expanded use of digital infrastructure across the transportation sector, improving efficiency and cutting project costs.
- Establishes a safety standard to permit autonomous commercial motor vehicles (CMVs) to operate in interstate commerce and provides the Secretary the authority to preempt state laws and regulations if they are unreasonably burdensome on the integration of autonomous CMVs in interstate commerce.

Combating Fraud to Improve Consumer Affordability

Cargo theft costs the freight industry more than \$18 million per day, or \$6.6 billion annually, increasing the cost of goods for consumers. The BUILD America 250 Act strengthens DOT's enforcement of cargo theft to bolster the United States supply chain and improve affordability. The bill:

- Establishes an advisory committee of experts in the freight industry to address cargo theft and freight fraud.
- Gives the Federal Motor Carrier Safety Administration (FMCSA) the authority to assess civil penalties on individuals who violate FMCSA's statutes and regulations.
- Assesses security vulnerabilities affecting freight rail cargo to help protect the supply chain and reduce economic losses from theft and sabotage.

Promoting Amtrak Accountability

The Committee has continued to highlight the need for increased accountability at Amtrak, and the BUILD America 250 Act authorizes Amtrak while instituting important reforms to improve operations, transparency, and accountability. The bill:

- Increases accountability and transparency in how Amtrak uses, reports, and accounts for its funding, including how bonuses are awarded to senior executives
- Ensures Amtrak fulfills its obligation to comply with the *Americans with Disabilities Act (ADA)*.

- Promotes passenger and crew safety by ensuring passenger rail providers have implemented incident response plans, that can incorporate deescalation trainings.

Strengthening the Safe Transportation of Hazardous Materials

The BUILD America 250 Act ensures the safety of the transportation of hazardous materials across all modes. The bill:

- Reauthorizes the Pipeline and Hazardous Materials Safety Administration's (PHMSA) Office of Hazardous Materials Safety, provides commonsense reforms, and protects United States and international hazardous materials transportation safety standards from potential undue influence from nations of concern, such as China.
- Consolidates hazardous materials safety grants to streamline the process for emergency response trainings and support for emergency responders.

BUILD America 250 Act- AMPO Summary

On Sunday, the House T&I Committee released legislative text for the next surface transportation reauthorization, titled the BUILD America 250 Act. The Committee has scheduled a markup for this Thursday, May 21 at 10:00 am.

At a high level, the bill includes many provisions that align with AMPO's top priorities for reauthorization, and many of the recommendations included in the BASICS Act. Below is a brief overview of provisions most relevant to MPOs:

Local and Regional Access

- Local entities would receive approximately 22% of overall federal transportation funding through formula and competitive grant programs. This is a big win for locals and a direct result of AMPO and the LOT Coalition engagement.

MPO Planning Program

- Metropolitan Planning (PL) funding would increase by 9.6% from FY 2026 to FY 2027, with annual increases of roughly 3% thereafter.
- The federal share for PL funds would increase to 90%.
- PL eligibility would expand to include preliminary design, local technical assistance, fiscal administration of local projects, transportation studies, and critical data procurement.
- MPOs would be eligible to become direct recipients of PL funds.
- MPOs would receive access to FMIS.

Competitive Programs

- **The Bridge Formula Program would be funded at \$9 billion annually.**
- **Safe Streets and Roads for All (SS4A) would be reauthorized at \$500 million annually through the Highway Trust Fund.**
- A new Surface Transportation Accelerator Grant (STAG) program would be funded at \$2.4 billion, with eligibilities similar to RAISE/BUILD and access for urban, rural, and local applicants.
- MPOs would become eligible recipients under Jason's Law, the proposed truck parking program.

Studies and Reviews

- The bill authorizes several studies related to state and local consultation processes, as well as reviews of formula and competitive program effectiveness.

The key takeaway is that many long-standing AMPO and MPO priorities are reflected in this proposal, particularly around strengthening PL and improving direct access to federal resources. These provisions reflect the collective engagement of MPOs and our local government partners over the past several years.

This is still early in the reauthorization process. The Senate has not yet released its own proposal, and an extension remains likely. There will continue to be opportunities to engage as the process moves forward, and AMPO will remain focused on ensuring MPO and local priorities are included in the final package.

MAY 18, 2026

ARTBA's First Look: House Surface Transportation Reauthorization Proposal

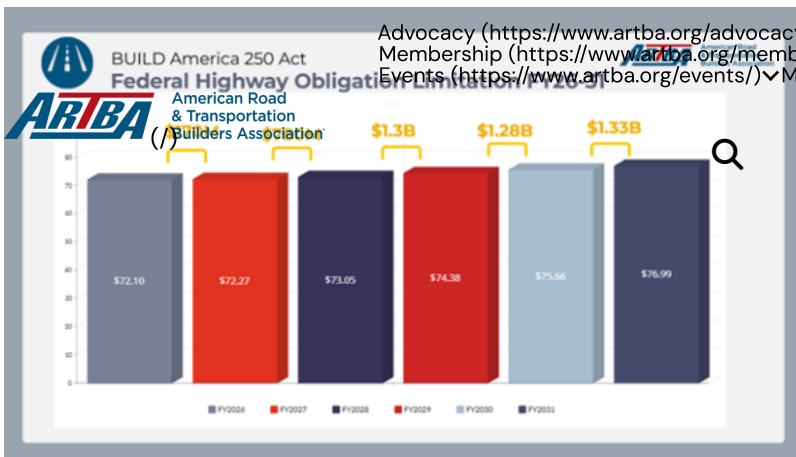
The House Transportation & Infrastructure (T&I) Committee Chairman Sam Graves (Mo.) and Ranking Member Rick Larsen (D-Wash.) May 17 released a five-year surface transportation bill called the *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act* (BUILD America 250 Act.) The bill would authorize \$580 billion in funding for highway, transit, and safety programs through Sept. 30, 2031.

The measure would maintain core formula programs, create new revenue for the Highway Trust Fund, and include reforms to enhance project delivery and work zone safety.

Below are the highlights from ARTBA's initial analysis.

Highway Funding:

The Build America 250 Act continues total highway investment at current levels, with slight growth adjustments as the duration of the bill goes forward.



The highway formula programs would increase by more than three percent in year-one, with more modest growth in the out-years.

Formula funds would receive 90 percent of the proposed resources, and the remaining 10 percent would be directed to discretionary and allocated programs.

The bill would eliminate \$3.7 billion in annual funding for three climate-focused formulas programs, the Carbon Reduction Program, National Electric Vehicle Infrastructure Program and the PROTECT Resiliency Program.

Details about the distribution of funds by formula to states will be shared as soon as they are available.

Bridges: The measure would increase bridge formula program funding from \$5.5 billion to \$9 billion annually, but would make the current bridge discretionary grant program subject to annual appropriations. Total funding of \$45 billion in bridge investments over five years would represent a 12 percent increase over prior law.

The program would require at least 25 percent of funds go to local and off-system bridges.

Discretionary Grants:

The proposal modifies or eliminates several discretionary grant programs and, in some cases, rolls that money into formula programs.

A new discretionary grant program called the Surface Transportation Accelerator Grants (STAG) Program would provide \$2.4 billion annually, with 50 percent of funding reserved for local and regional grants, 25 percent for rural grants, and 25 percent for urban grants.

The Safe Streets and Roads for All Program would continue, but would lower guaranteed investment levels by half, relative to the current authorization: \$500 million for Fiscal Year (FY) 2027, rising to \$1 billion for FY2031.

Numerous other discretionary grant programs – including the INFRA, MEGA and RAISE, which support multimodal, regional and freight-related projects – would be authorized at current investment levels, but are no longer guaranteed. Instead, the responsibility for funding these programs would shift to the congressional appropriations process.

Transit Funding:

Mass transit programs would receive a \$2 billion investment cut to \$16.9 billion in FY 2027 with modest growth thereafter. This cut is due, in large part, to the elimination of \$1.6 billion in annual guaranteed Capital Investment Grants (CIG) included in current law.



The BUILD America 250 Act would establish a \$130 annual fee on electric vehicles (EVs) and \$35 annual fee for hybrid vehicles to ensure all users of the highway system support its maintenance and upkeep. These provisions would represent new revenue to the Highway Trust Fund (HTF) for the first time in decades.

The fees would gradually increase every two years but are capped at \$150 for EVs and \$50 for hybrids.

While the EV and hybrid user fees are a welcome recognition of the importance of the user pays system, Congress will have to identify additional resources to cover the measure's total expenditures.

Key Policy Revisions Proposed:

Project Delivery:

- **One Federal Decision:** The bill would shorten page and time limits for environmental review for major projects.
- **Categorical Exclusions (CE):** The threshold for projects qualifying for a CE is raised from \$6 million to \$12 million.
- **NEPA Assignment:** States are now able to renew their NEPA assignment status every 10 years, up from every five years.

Work Zone Safety: Roadway workers are a specific focus throughout the Highway Safety Improvement Program (HSIP) section, including in safety data collection, construction zones as hazardous locations, and the definition of road users. These provisions will help differentiate roadway workers from other pedestrians in the policymaking process.

An interagency working group would be established to develop recommendations for work zone protections and require stakeholder input.

Digital Construction: Recipients of federal funds are encouraged to use digital technologies, like 3-D models and cloud-based platforms when completing environmental reviews.

Digital technologies, including e-ticketing, are included as eligible HSIP activities.

The Advanced Digital Construction Management Systems Program is reauthorized.

Disadvantaged Business Enterprise (DBE) Program: The BUILD America 250 Act would reauthorize the DBE program, setting a "national, aspirational goal" of at least 10 percent to be achieved "through good faith efforts" of state and local transportation agencies.

The provisions are consistent with U.S. Department of Transportation's (USDOT) recent interim final rule and removes references to "discrimination" and minority- and women-owned businesses, instead citing "social and economic disadvantage" as the basis for continuing the program.

The measure would instruct the Secretary of Transportation to develop "objective criteria" for states to use in evaluating individuals applying for DBE certification.

Anticompetitive Bidding: The bill would direct the Secretary of Transportation to issue guidance so states can audit procurements and identify "anticompetitive bidding patterns" and "reduce reliance on historical data when developing engineer's estimates."



If enacted, it would establish a committee within USDOT, including representatives of state DOTs and industry associations for the purpose of reviewing and recommending revisions to prevent anticompetitive bidding practices on federal-aid highway



Next Steps:

The Committee is scheduled to act on Thursday, May 21, before Congress heads home for the Memorial Day District Work Period.

The House Energy & Commerce Committee, Science, Space and Technology Committee, and Ways & Means Committee will also consider sections of the bill, prior to consideration by the full House.

The Senate Environment and Public Works Committee is still aiming to release their highway portion of a reauthorization bill this summer.

Existing highway and transit authorizations are set to expire Sept. 30.

A full analysis of the BUILD America 250 Act will be distributed to ARTBA members later this week.

MAY 19, 2026

BUILD America 250 Act: House Surface Transportation Reauthorization

Holland & Knight Alert

Lauri A. Hettinger | Sara E. Peters | Michael K. Friedberg | Elizabeth Leoty Craddock | Kara Fischer |
Kristian L. Havard | Liam C. McEnroe | Ben Yopez | Samantha Reinstein

On May 18, 2026, the U.S. House of Representatives Committee on Transportation and Infrastructure (T&I) released the BUILD America 250 Act (BA250), a five-year surface transportation reauthorization proposal covering highways, transit, safety, freight and passenger rail. The bill authorizes approximately \$580 billion over fiscal year (FY) 2027 through FY 2031, but only \$474.4 billion is provided as Highway Trust Fund (HTF) contract authority. Roughly \$106 billion would be subject to annual appropriations because unlike the Infrastructure Investment and Jobs Act, the bill does not include General Fund advance appropriations.

Bill Highlights

- Total authorization is \$580 billion over five years

- \$474.4 billion in HTF contract authority (guaranteed) versus \$106 billion subject to annual appropriations
- Modal Totals (FY 2027 - FY 2031)
 - Federal Highway Administration: \$376 billion
 - Federal Transit Administration: \$87.6 billion
 - National Highway Traffic Safety Administration: \$5.7 billion
 - Federal Motor Carrier Safety Administration: \$5 billion
 - Federal Railroad Administration: \$64.7 billion, including \$31.1 billion for Amtrak
- HTF Revenues: Requires states to collect annual registration fees on electric vehicles (\$130) and plug-in hybrids (\$35), escalating biennially starting in 2029 and capped at \$150/\$50; raises less than \$10 billion in the first five years and \$29 billion in the first 10 years
- Bridges: Establishes a revised bridge formula program funded at \$9.2 billion/year (HTF) and authorizes \$2 billion/year for a Bridge Completion Program (General Fund, subject to future appropriations)
- Discretionary Grants: Creates the Surface Transportation Accelerator Grant program at \$2.4 billion/year (HTF) and continues the Safe Streets and Roads for All program ramping to \$1 billion in FY 2031 (HTF).
- Autonomous Trucking: Establishes a new federal framework for Automated Driving System-equipped commercial motor vehicles operating in interstate commerce, including a safety standard rulemaking to require a safety case and incident reporting, similar to what was included in the SELF-DRIVE Act
- Program Repeals/Realignments: Repeals the Carbon Reduction Program and eliminates the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula component while continuing a PROTECT discretionary grant program;

repeals the Reconnecting Communities and Neighborhood Access and Equity grant programs

Status and Outlook

The House T&I Committee is aiming to mark up BA250 on May 21, 2026. The other committees of jurisdiction in Congress have not yet released their respective surface transportation reauthorization bill texts. With current highway and transit authorities expiring September 30, 2026, stakeholders should plan for a near-term extension of existing authorities if bicameral negotiations extend into the fall.

Holland & Knight's [Transportation and Infrastructure Policy Team](#) is monitoring developments and will offer further analysis soon. If you have any questions, contact the authors or another member of the team.

Information contained in this alert is for the general education and knowledge of our readers. It is not designed to be, and should not be used as, the sole source of information when analyzing and resolving a legal problem, and it should not be substituted for legal advice, which relies on a specific factual analysis. Moreover, the laws of each jurisdiction are different and are constantly changing. This information is not intended to create, and receipt of it does not constitute, an attorney-client relationship. If you have specific questions regarding a particular fact situation, we urge you to consult the authors of this publication, your Holland & Knight representative or other competent legal counsel.



For Immediate Release: May 18, 2026

Contact: Patricia Brooks, patricia@matchmapmedia.com, 202.351.1757

BUILD America 250 Act Poses Challenges for America's Active Transportation Future

The surface transportation bill released by the U.S. House of Representatives' Transportation & Infrastructure Committee protects legacy active transportation programs, while failing to prioritize the infrastructure needed to make walking and biking more functional

WASHINGTON—Although the surface transportation bill released this week by the U.S. House of Representatives' Transportation & Infrastructure Committee protects legacy active transportation programs, policy changes in **the bill will make it harder for places to build out the connected active transportation infrastructure Americans want and need**, according to Rails to Trails Conservancy, the nation's largest trails, walking and biking advocacy organization.

"While the House T&I Committee's BUILD America 250 Act doesn't represent the draconian cuts to active transportation initially threatened, **it is not a victory lap**," said Kevin Mills, RTC's vice president of policy. "It is clear in the bill text that Congress understands the **importance of connectivity to a functional transportation system**—bridges to nowhere don't move people or goods. Yet, the bill fails to provide the policies and investment needed to deliver the [connected walking and biking infrastructure that is essential](#) for everyone to safely navigate their communities, especially the 30% of Americans who do not drive."

"**This bill poses challenges for America's active transportation future**," said Mills. "Without dedicated funding for connecting active transportation networks, and policies that prioritize strategic investments in trails, protected bike lanes and sidewalks that close gaps in walking and biking routes, American families are still forced to navigate a patchwork system that puts their safety and the well-being of our communities at risk."

RTC's analysis of the bill found that the committee made a point to repeal the [Active Transportation Infrastructure Investment Program](#), or ATIIP, which was authorized under the Infrastructure Investment and Jobs Act (IIJA) and was the only dedicated source of funding for closing gaps in active transportation networks. The initial funding round of ATIIP grants was oversubscribed by a ratio of 40 to 1, underscoring the breadth of demand for connected active transportation infrastructure nationwide.

While the legacy [Transportation Alternatives \(TA\) program](#) remains intact, **the new bill makes it easier for states to transfer money out of TA to other unintended uses**, a proven way to reduce spending power for active transportation projects. Under IIJA, the law limited opportunities to transfer funding out of the program, requiring states to demonstrate insufficient demand. These requirements pushed states to fully implement the program, which created opportunities for those with larger funding shares to make more strategic investments in connecting active transportation infrastructure. For example, in Texas, where IIJA inspired a [restructuring of the state's TA program to prioritize investments in connectivity](#), available funds were dramatically oversubscribed, demonstrating the depth of demand for connected, functional walking and biking routes that would otherwise not have been met in a state long prone to transfers.

A new program included in the House bill, the Surface Transportation Accelerator Grant (STAG), has a focused goal of improving connectivity, safety and quality of life. Under STAG, **active transportation projects are**

primarily eligible in urban areas despite the proven role of active transportation networks in delivering economic opportunity and quality of life for rural America. In fact, more than 1 in 4 of the nation's developing trail networks serve rural counties. Grants made under IJJA further demonstrate rural demand for connected walking and biking routes across rural communities. [RAISE/BUILD](#) alone invested \$2.3 billion in rural walking and biking projects, representing more than 45% of the total share of the program's grant funding that went to walking and biking.

Decades of federal, state and local investment has established a foundation for the nation's active transportation system that includes over 42,500 miles of multiuse trails, hundreds of developing trail and active transportation networks, and an annual economic impact of more than \$34 billion. Current public funding falls far short of the scale of demand and urgency to provide safe walking and biking routes nationwide. Programs that invest in this infrastructure are woefully oversubscribed, limiting progress that directly correlates with the safety, economic opportunity, and quality of life of Americans across rural, urban and suburban communities. RTC's [federal policy agenda](#) outlines a strategy to build the nation's essential walking and biking infrastructure through investment and policy reform to deliver the active transportation infrastructure America needs.

Rails to Trails Conservancy is the nation's largest trails organization—with a grassroots community more than 1 million strong—dedicated to building a nation connected by trails, reimagining public spaces to create safe ways for everyone to walk, bike and be active outdoors. Connect with RTC at railstotrails.org and [@railstotrails](#) on social media.



Blog

The BUILD America 250 Act extends a failing status quo

PRESS
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SHARE



After the May 17 release of the House Transportation and Infrastructure Committee’s five-year transportation reauthorization proposal—the *BUILD America 250 Act*—ahead of a potential committee markup, Steve Davis, Director of Transportation for America, offered this statement:

While others may focus on the marginal improvements or negative changes in this transportation reauthorization proposal, it is still best understood as an extension of the status quo, which is failing to deliver on our core priorities of safety, state of repair, and making substantial investments beyond new highways. As with the IIJA before it, the BUILD America 250 Act fails to orient this broken program toward the measurable outcomes that are promised over and over to the American taxpayer. If Congress continues to pursue the same approach, why would we expect different results?

Considering the current administration’s ongoing efforts to undermine and ignore the last bipartisan infrastructure law, why should these negotiators (or the public) have any confidence that this bipartisan deal won’t meet the same fate? Consider the dissonance of celebrating any positive changes in the program for building or expanding transit service at the same time that the Trump administration has failed to advance a single new transit project since taking office. The House T&I Committee has failed to recognize that this administration is not implementing the current law as intended and seems poised to ignore whatever they pass.

We thank the committee for their work, but before any planned markup, we challenge them to dream bigger than re-upping an approach that has failed to move the needle on what matters to Americans: giving them freedom from high gas prices by investing in transit and more efficient, affordable vehicles, taking decisive action to end the preventable crisis of traffic fatalities, and responding to the overwhelming popular support for prioritizing repair and maintenance ahead of costly road expansions.

As written, this proposal fails to deliver on its promise of a transportation system that safely, affordably, and reliably connects Americans to where they need to go—and for that reason, we cannot support it.

The BUILD America 250 Act and what it can mean for trucking

By [Dana Guthrie](#) - May 18, 2026

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Reading Time: 2 minutes



How the BUILD America 250 Act could reshape trucking infrastructure funding.

WASHINGTON – Transportation and Infrastructure Committee chairman Sam Graves (R-MO) and the committee’s ranking member Rick Larsen (D-WA) are releasing the text of a bipartisan, five-year surface transportation reauthorization bill that invests in America’s roads, bridges, transit, rail transportation and highway and motor carrier safety programs.

“I believe the [BUILD America 250 Act](#) is the most important surface transportation bill since President Eisenhower built the Interstate Highway System,” Graves said. “Like the America 250 celebration this year, this bill is not simply about honoring our past – it’s about moving forward and building upon the legacy of our nation’s infrastructure. I’m extremely proud of the historic level of investment in America’s bridges – at more than \$50 billion, it’s the largest such investment in our history. And the BUILD America 250 Act ensures that electric vehicle owners begin paying their fair share for the use of our roads. The bill also makes smart and targeted reforms to our surface transportation programs, focuses on strengthening our core infrastructure system, drives innovation, bolsters safety, ensures states have the flexibility they need, and cuts red tape to get projects built faster. I want to thank Ranking Member Larsen and our subcommittee leaders for their strong partnership in developing this important legislation.”

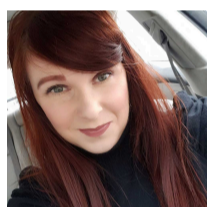
The bill also strengthens the Highway Trust Fund by ensuring all highway users pay their share for the use and improvement of the nation's roads. As a result, the BUILD America 250 Act injects the Highway Trust Fund with its first new stream of revenue for infrastructure in over three decades.

Commitment to Bipartisan Lawmaking

"You can't have a big-league economy with little-league infrastructure," Larsen said. "The BUILD America 250 Act makes key investments in the nation's transportation – from restoring aging bridges and repairing crumbling roads to building out safe, accessible transit and bike infrastructure. A commitment to bipartisan lawmaking means finding compromise; while this bill does not include every priority, I am committed to building on the last bipartisan infrastructure law by creating good-paying transportation jobs, growing the economy and safely transporting people and goods across the country by road and rail. Thank you to Chairman Graves for his partnership. I look forward to marking up this bill soon."

To prepare for the BUILD America 250 Act, the Committee held numerous hearings throughout the last year and a half and solicited input, ideas, and priorities for consideration from all Members of the House and the broad infrastructure stakeholder community – over 11,000 individual policy requests were submitted in total.

Committee leaders plan to formally introduce the legislation soon, and at a later date, the Committee will announce further plans for a legislative markup of the bill, with the ultimate goal of sending legislation from Congress to the President's desk before the current [surface transportation authorization](#) expires on Sept. 30.



Dana Guthrie

Dana Guthrie is an award-winning journalist who has been featured in multiple newspapers, books and magazines across the globe. She is currently based in the Atlanta, Georgia, area.