

OTO FY 2023-2026

Transportation Improvement Program

Approved by the Board of Directors 7/27/2022
Approved by U.S. DOT 8/3/2022

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

U.S. Department of Transportation

Federal Transit Administration
901 Locust, Room 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, MO 65109
573-636-7104
573-636-9283 (fax)

August 3, 2022

Mr. Patrick McKenna, Director
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: FHWA/FTA Approval of Missouri FY 2023-2027 STIP to incorporate the Ozarks Transportation Organization (OTO) FY 2023-2026 Transportation Improvement Program (TIP) and the OTO and MoDOT Self Certification

Dear Mr. McKenna:

As requested in your letter dated August 3, 2022, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have reviewed the requested amendment to the FY 2023-2027 Missouri State Transportation Improvement Program (STIP) to include the Ozarks Transportation Organization (OTO), FY 2023-2026 Transportation Improvement Program (TIP) for the Springfield, Missouri metropolitan planning area. This TIP includes transit, street, highway, rail, enhancement, and aviation projects that are compatible with the metropolitan area's long-range transportation plan.

The OTO Board of Directors approved the TIP on July 27, 2022. The Missouri governor approved the OTO FY2023-2026 TIP on August 2, 2022.

In accordance with 23 CFR 450.218(b), we have determined that the OTO FY2023-2026 TIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C 134 and 135, 49 U.S.C. 5303 and 5304 and 23 CFR 450 Subparts A, B, and C. Based on our review, this STIP amendment request is approved.

The OTO's FY 2023-2026 TIP includes the MPO, and MoDOT's Annual Self Certification of the Springfield metropolitan areas' planning process as required under 23 CFR 450.334. The OTO Board of Directors approved the Annual Self Certification on July 27, 2027. Based on our 2021 Federal Certification Review and our planning work product reviews and monitoring activities throughout the year, we concur that the MPO's planning process meets all applicable Federal requirements outlined in the executed annual self-certification statement.

If you have any questions or need additional information, please contact Eva Steinman, FTA, at (816) 329-3931 or Brad McMahon, FHWA, at (573) 638-2609.

Sincerely,

Mokhtee Ahmad

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Bradley J. McMahon

For: Kevin W. Ward, P.E.
Division Administrator
Federal Highway Administration

cc: Sara Fields, OTO
Eric Curtit, MoDOT
Llans Taylor, MoDOT
Britni O'Connor, MoDOT
Frank Miller, MoDOT Southwest District
Dana Kaiser, MoDOT
Joan Roeseler, MoDOT
Shelia Schmitt, City Utilities
Greg Burris, Missouri State University

Table of Contents

Section A ..... Introduction
Section B ..... Performance Based Planning
Section C ..... Status of Prior Year Projects
Section D ..... Federal Aviation Eligible Projects
Section E ..... Federal Highway/MoDOT Eligible Projects
Section F ..... Federal Transit Eligible Projects
Section G ..... Fiscal Constraint
Section H ..... Appendix 1 (Regulatory Requirements)
Section I ..... Appendix 2 (Public Input)

INTRODUCTION

SECTION A

INTRODUCTION

OTO MPA BOUNDARY MAP

OTO URBANIZED AREA MAP

LIST OF OTO MEMBERS

PUBLIC INVOLVEMENT PROCESS

ANNUAL LISTING OF OBLIGATED PROJECTS

TRANSPORTATION PLAN COMPLIANCE

FUNDING SOURCES

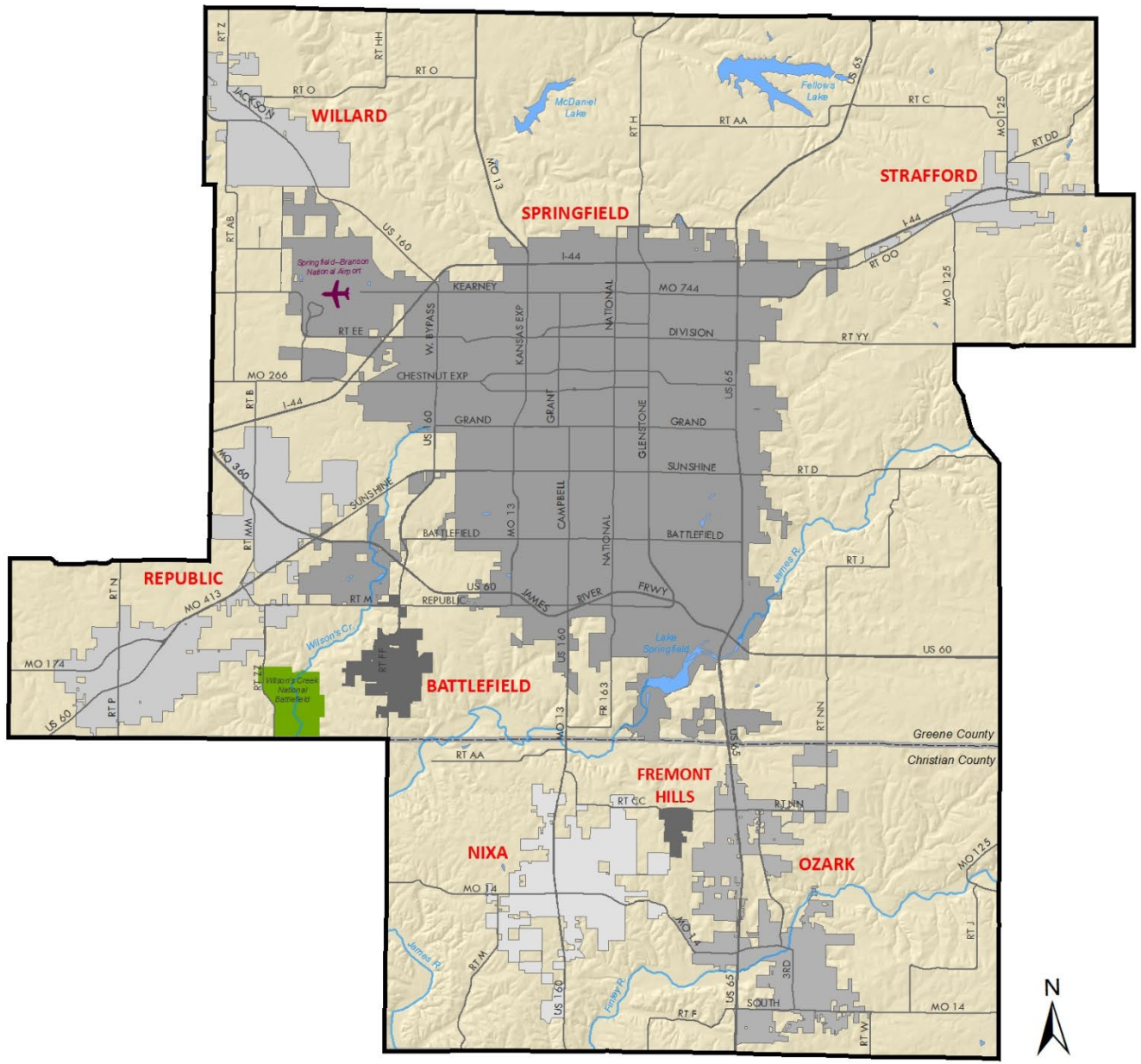
INTRODUCTION

The Transportation Improvement Program (TIP) is the short-range capital improvement program for various transportation systems located in the Springfield metropolitan planning area. The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The OTO is comprised of four components – the Board of Directors, the Technical Planning Committee, the Bicycle and Pedestrian Advisory Committee, and the Local Coordinating Board for Transit. The Board of Directors consists of elected officials and representatives from transportation providers. The Technical Planning Committee consists of technical staff and appointed transportation representatives. The Bicycle and Pedestrian Advisory Committee is also comprised of technical staff and appointed bicycle and pedestrian representatives. The Local Coordinating Board for Transit is composed of local human service transportation providers.

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP, though the TIP should also include any regionally significant projects, including those funded from non-federal funding sources. A regionally significant project is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP.

The TIP is created in compliance with the OTO public involvement policy. Each individual agency allows for public participation in the TIP process. Once the TIP submittals are received, OTO staff compiles the submittals and distributes them to the Technical Planning Committee. The Technical Planning Committee then reviews the TIP and forwards it to the Board of Directors. Public comment is taken prior to the approval of the TIP. Once approved by the Board of Directors, the Governor of Missouri must also approve the TIP. The TIP is approved by the Missouri Department of Transportation to be incorporated into the Statewide Transportation Improvement Program (STIP) by reference, following MoDOT's receipt of the Governor's review for concurrence and U.S. DOT approval of the MoDOT STIP amendment. Finally, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) approve the STIP.

This TIP document is intended to serve as a project implementation guide for those agencies participating in the OTO transportation planning process for the Springfield metropolitan planning area (MPA). The projects outlined in this TIP are a reflection of the policies and plans adopted by the OTO. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The projects in the TIP represent the agreed list of projects that are programmed to be delivered in each year of the four-year TIP horizon period.



Ozarks Transportation Organization Metropolitan Planning Area

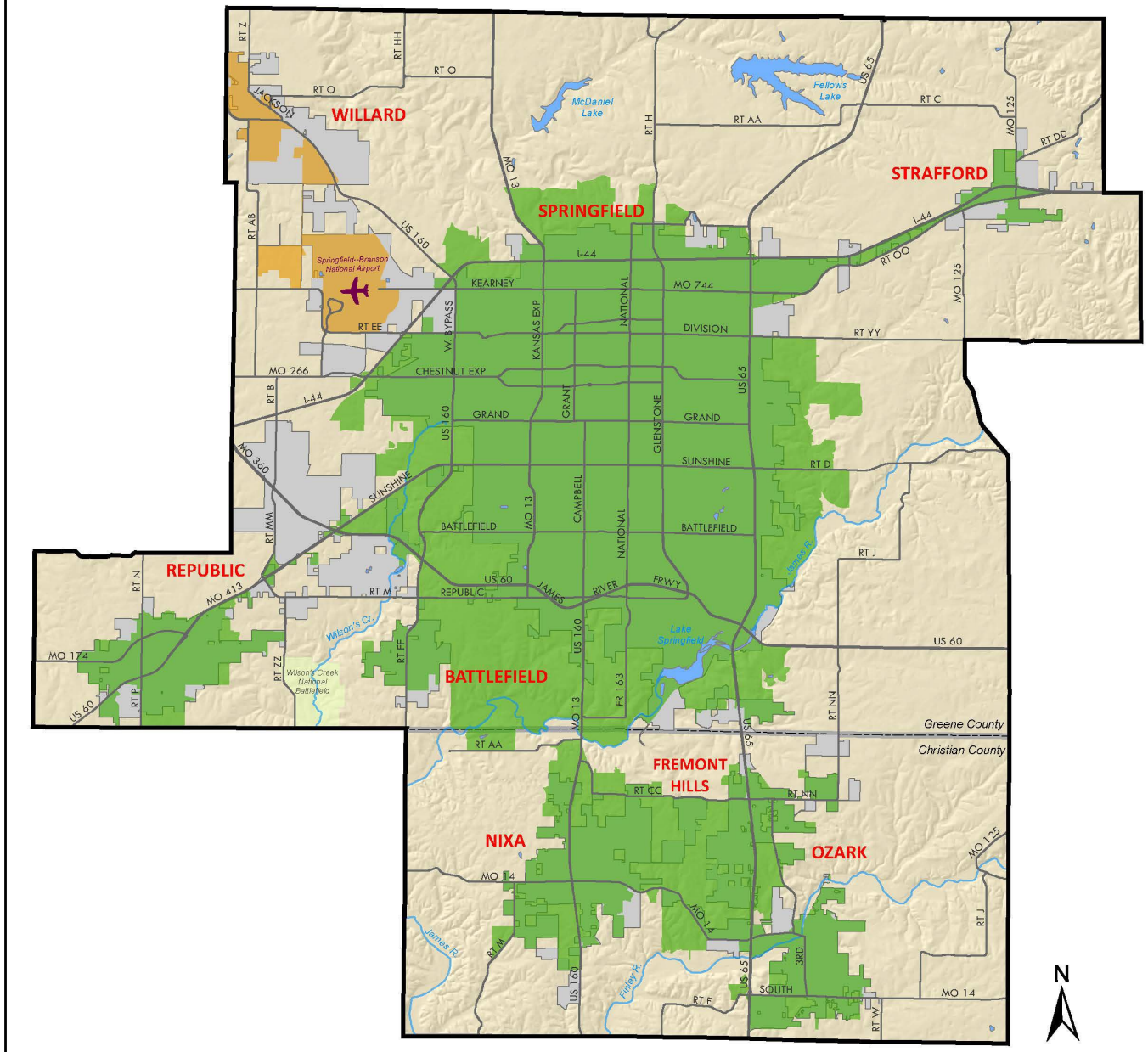
Approved by the Governor of Missouri
2/8/2002

Legend

- Airport
- Major Road
- River
- Lake
- City Limits
- National Park
- OTO Study Area

0 1 2 4 6
Miles

DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the FederalTransit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



Ozarks Transportation Organization Urbanized Area

U.S. Census Bureau
2010 Census Urban Area
Delineation Program
FHWA Approved 1/16/14

Legend

- Airport
- Major Road
- River
- Lake
- City Limits
- National Park
- Springfield Urbanized Area
- Willard Urbanized Area
- OTO Study Area

0 1 2 4 6
Miles

DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the FederalTransit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

OZARKS TRANSPORTATION ORGANIZATION MEMBERSHIP

BOARD OF DIRECTORS

Voting Members include:

- One (1) Elected Official from Christian County
- Two (2) Greene County Commissioners
- One (1) Elected Official from the City of Battlefield
- One (1) Elected Official from the City of Nixa
- One (1) Elected Official from the City of Ozark
- One (1) Elected Official from the City of Republic
- Three (3) Springfield City Council Members
- One (1) City Utilities Board Member
- One (1) Springfield-Branson National Airport Board Member
- Four (4) Citizen At-Large Representatives
  - One (1) Member nominated by the Board of Directors and Appointed by the MPO
  - Two (2) Members nominated by Springfield and Appointed by the MPO
  - One (1) Member nominated by the Christian County Commission and Appointed by the MPO. The Cities of Ozark and Nixa may submit candidates to the Christian County Commission for consideration
- One (1) Elected Official from the City of Strafford
- One (1) Elected Official from the City of Willard

Non-Voting Members include:

- Federal Aviation Administration Representative
- Federal Highway Administration Representative
- Federal Transit Representative
- District Engineer, Missouri Department of Transportation (MoDOT)

TECHNICAL PLANNING COMMITTEE

Voting Members include:

- Representative from the City of Battlefield
- BNSF Representative
- City Utilities Director of Transit Services
- Representative from Christian County
- Administrator, Greene County Highway Department
- Director, Greene County Planning Department
- Greene County Highway Department Chief Engineer
- Transit Representative of Missouri State University
- MoDOT (Central Office), Assistant Administrator of Transit
- MoDOT (Central Office), MPO Planning Liaison
- MoDOT Southwest District Office, Assistant District Engineer
- MoDOT Southwest District Office, Transportation Planning Manager
- Representative from the City of Nixa
- Representative from the City of Ozark
- Representative of Ozark Greenways
- Private Transportation/Transit Provider Representative
- Representative from the City of Republic
- Springfield-Branson National Airport Director of Aviation
- Representative of the Springfield Area Chamber of Commerce
- Springfield Director of Planning and Development
- Springfield Director of Public Works
- Representative from the City of Strafford
- Trucking Representative
- Representative from the City of Willard

Non-Voting Members include:

- Federal Aviation Administration Representative
- Federal Highway Administration Representative
- Federal Transit Administration Representative
- Southwest Missouri Council of Governments Transportation Advisory Committee Member

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

- Representative from Christian County
- Representative from the City of Battlefield
- Representative from the City of Nixa
- Representative from the City of Ozark
- Representative from the City of Republic
- Representative from the City of Springfield
- Representative from the City of Strafford
- Representative from the City of Willard
- Representative from City Utilities
- Representative from Greene County
- Representative from Missouri State University
- Representative from MoDOT
- Representative from Ozark Greenways
- Citizen Representative

LOCAL COORDINATING BOARD FOR TRANSIT

- Arc of the Ozarks
- Burrell Center
- City Utilities Transit
- FTA Transit Administration Region 7
- MoDOT Central Office
- MoDOT Southwest District Office
- OATS, Inc.
- Southwest Center for Independent Living
- Southwest Missouri Council of Governments
- Southwest Missouri Office on Aging
- Ozark Senior Center
- Springfield Regional Office – Dept. of Mental Health
- Springfield Workshop Industrial Solutions

TRANSPORTATION PLAN COMPLIANCE

The FY 2023-2026 Ozarks Transportation Organization Transportation Improvement Program considers the Long Range Transportation Plan, *Destination 2045*, for the metropolitan planning area when placing projects in the program. Improvements are considered on a regional basis. Projects considered for placement in the Transportation Improvement Program must appear in the Long Range Transportation Plan.

Federal funding is used to improve highways and major intersections located in the metropolitan planning area, which serve not only the residents of the incorporated city limits or a single jurisdiction, but residents of unincorporated areas and multiple jurisdictions that use the state highway system to meet daily transportation needs. Many of the projects listed for consideration in the Long Range Transportation Plan are being improved through this program.

Federal funding is utilized to make transit improvements and to help fund the operations of the City Utilities and Missouri State University transit systems. The improvements financed are ranked and funded accordingly. As part of the ranking criteria, consideration is given to adherence to the Long Range Transportation Plan.

Federal funding is also used to aid in the purchase of vans for non-profit agencies in the region. These paratransit agencies serve populations that are not served by the fixed-route transit system.

PUBLIC INVOLVEMENT PROCESS

OZARKS TRANSPORTATION ORGANIZATION

OTO conducts its own public involvement process. This includes the notification of transportation agencies and other interested groups concerning the TIP project development and selection process and how to participate. OTO also publishes written notices and press releases to alert the public to those meetings at which the proposed TIP will be discussed. Public comment is solicited and copies of the draft are made available for public examination around the region, as well as the OTO offices and online at http://www.OzarksTransportation.org.

OTO provides annual notice to the agencies and groups considered interested parties and to the agencies that have previously submitted projects. This list may be found Section I of this document. The notice includes 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. OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP must include written documentation showing that public comment has been sought. If written or oral comments that question the need, scope or scheduling of TIP projects, or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary, analysis, and report on the disposition of the comments, which will be made a part of the approved TIP and can be found in Section I.

Public comment is taken prior to Board of Directors approval of the TIP. The draft TIP is to be made available for comment for 30 days. Prior to approval a public notice will be published in the Springfield News-Leader or other community paper. The draft TIP will be available on the OTO website, at the OTO offices, the Springfield-Greene County Library, City Utilities Transit Office, and the Missouri Department of Transportation Southwest District Office. Any public comment received during this review period will be taken into account by OTO staff and will be presented to the Technical Planning Committee and the Board of Directors as part of the approval process. The public notice regarding the availability for review of the draft TIP will include the following text: "THIS PUBLIC NOTICE OF PUBLIC INVOLVEMENT ACTIVITIES AND TIME ESTABLISHED FOR PUBLIC REVIEW AND COMMENTS ON THE TIP DEVELOPMENT PROCESS WILL SATISFY THE FTA'S PROGRAM OF PROJECTS REQUIREMENTS OF THE URBANIZED AREA FORMULA PROGRAM. IF NO COMMENTS OR CHANGES ARE MADE TO THE PROGRAM, THE PROGRAM AS PROPOSED WILL BE THE FINAL PROGRAM."

OTO has adopted a public participation plan, available on the OTO website at www.OzarksTransportation.org.

CITY UTILITIES OF SPRINGFIELD

City Utilities of Springfield has adopted a public involvement policy that offers public and private entities the opportunity to participate in the transit planning process and to present views concerning the development of local transportation plans and programs. City Utilities holds an annual public hearing on their budget and projects for the coming year. The City Utilities Board of Public Utilities must also approve the budget and projects with the Springfield City Council making the final approval.

In January of 2015, City Utilities of Springfield, Missouri – Transit (CU) 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:

1. 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.
2. The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs.
3. The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

OTO advertises City Utilities' program of projects each year in the Springfield News-Leader. A public hearing is required, and an equity analysis may also be performed, prior to implementing either an increase in transit fares or a significant reduction in service. The CU public involvement process for fare increases or route changes is aligned with FTA guidelines. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of a route, either at one time or cumulative during any twelve (12) month period; or
- An increase in headway for a route of more than 15 minutes; or
- A rerouting that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

MISSOURI DEPARTMENT OF TRANSPORTATION

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), the regional planning commissions (RPCs), MPOs, city officials, and county officials form regional partnerships to gather and evaluate local input on transportation needs. This allows members with common interests and goals to tailor their level of participation as they desire. Their roles can then evolve as participants gain more experience in transportation planning. Although members' roles and specific processes may differ from group to group, some common themes exist among them. Public comments concerning transportation needs are gathered from many sources, including 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 the region. Each RPC and MPO develops a prioritized list of needs for MoDOT's consideration in programming.

In addition to public input, MoDOT continuously evaluates the condition of Missouri's road and bridges. State bridge inspectors evaluate the structural integrity of each bridge component. Interstate and primary system roads are evaluated every year, along with approximately one-third of the secondary system roads. During the pavement evaluation, physical factors such as rut depth, roughness, cracking, and joint integrity are reviewed. The road and bridge inspection data for the entire system is analyzed to provide indices for pavement and bridges. All of this data is used in programming.

MoDOT uses a combination of factors to determine what would be the best expenditure of funds in a particular year. These factors may include the MPO's and RPC's prioritized lists, public comment and priority time necessary to produce plans and estimated costs, as well as the recommendations of the long range transportation plan, safety factors, traffic information, condition ratings, construction scheduling and sequencing, duration of the construction, coordination with other construction projects (both MoDOT's and others), economic development, and the availability of outside funding sources. The combination of these factors, and more, are used to develop project priorities for programming.

ENVIRONMENTAL JUSTICE

Environmental justice is a fundamental ideal that ensures federally funded plans and projects do not create a disproportionately adverse effect on minorities, low-income, disabled, elderly and/or under age 18 populations. This ideal is built on the framework of Title VI of the Civil Rights Act of 1964, which states, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In 1994, President Clinton issued an Executive Order directed to all Federal agencies to consider and address the effects of all program, policies, and activities on "minority and low-income populations." This has been further expanded to include the elderly, disabled, and the under 18-years of age populations. President Bush signed an Executive Order in 2000, expanding protection against national origin discrimination, by ensuring programs are accessible by people with limited English proficiency.

Federally funded recipients are to ensure that there are no disproportionate adverse impacts in these communities, or those considered transportation dependent due to age or physical limitations, when allocating or spending federal funds. These recipients are also required to review the benefits and burdens of projects and programs (in this case, transportation improvements) are balanced between the population at large and those traditionally underserved in the planning and programming process.

While it is difficult to make any significant change to the transportation system without negatively affecting someone, the focus of environmental justice is on these impacts and alternative solutions. Any major transportation system change should first consider whether society will be better off with the change, and second, determine the distributional impacts. The first consideration addresses the economic efficiency of a project; that is benefit-cost analysis. The second addresses the equity of who will receive more of the benefits and who will pay more of the costs. This question of equity is the concern of environmental justice. If it is determined that a project negatively impacts a population, the project can be rejected or the population impacted can be compensated. Should a project still move forward, attempts should be made to minimize the negative impacts.

OTO has identified minority and Hispanic, low-income, disabled, elderly and youth, and limited English proficiency

populations within the OTO region. Federal guidance identifies significant areas as those which contain more of the vulnerable population than the average for the region. The location of these populations has been compared to the location of the constrained projects included in the Long Range Transportation Plan. The projects included in the TIP, which identify with this analysis, have been marked as projects of potential Environmental Justice concern via a checkmark on the individual project detailed report page. This is to alert project sponsors that these projects could need additional analysis during the NEPA process.

CONGESTION MANAGEMENT PROCESS

Urban areas with a population over 200,000, like the Ozarks Transportation Organization urbanized area, are known as Transportation Management Areas (TMAs). These areas must develop a Congestion Management Process (CMP) that both identifies and evaluates projects and strategies that reduce traffic congestion and increase the mobility of people and goods. The CMP can be found on the OTO website at www.OzarksTransportation.org.

FUNDING SOURCES

FEDERAL

The U.S. Department of Transportation allocates Highway Trust Funds collected from gasoline and other federal transportation-related taxes to major transportation programs administered by the Federal Highway Administration and the Federal Transit Administration as authorized by the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), signed November 15, 2021. It authorizes the federal surface transportation programs for highways, highway safety, transit, and rail for the five-year period from 2022 through 2026. The following is a list of some of the federal transportation programs from which funding is available:

Major Federal-Aid Highway Programs under BIL		
Program	**Eligible Uses**	**Percent (%) Federal Share of Funded Projects**
Bridge Formula Program	Formula program to replace, rehabilitate, preserve, protect, and construct highway bridges.	In accordance with 23 USC 120 unless used on a locally-owned off-system bridge (100)
Congestion Mitigation and Air Quality (CMAQ)	A wide range of projects in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions.	80
Carbon Reduction Program	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-highway sources.	In accordance with 23 USC 120

Major Federal-Aid Highway Programs under BIL		
Program	**Eligible Uses**	**Percent (%) Federal Share of Funded Projects**
Highway Safety Improvement Program	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.	90
Metropolitan Planning (PL)	All planning activities are eligible (e.g., modeling, air quality analysis, public outreach, environmental analysis).	80 unless the Secretary determines that changing this contribution level is warranted
National Electric Vehicle Infrastructure Formula Program	Provide funding to states to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.	80
National Highway Freight Program	Contributes to the efficient movement of freight on the National Highway Freight Network and be identified in a freight investment plan included in the State's freight plan.	In accordance with 23 USC 120
National Highway Performance Program	Support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	80
Highway Infrastructure Program (as defined in annual appropriations funding)	As defined by Section 133(b)(1)(A) of Title 23, U.S.C. – construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.	80
Off-System Bridge Replacement and Rehabilitation Program	Replacement and rehabilitation of deficient bridges located on roads functionally classified as local or rural minor collectors.	80
Surface Transportation Block Grant Program (STBG)	Broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.	80
Transportation Alternatives Program – STBG Set-Aside	A variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs.	80
Transportation and Community and System Preservation (TCSP)	Research and grants to investigate the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships.	80

Major Federal-Aid Highway Programs under BIL		
Program	**Eligible Uses**	**Percent (%) Federal Share of Funded Projects**
Discretionary Programs	IIJA continued several discretionary programs and introduced several new ones, each with their own emphasis areas. Notices of Funding Opportunity (NOFOs) provide details on each program at the time applications are accepted.	Varies

Federal Transit Administration Urban-Related Programs under BIL		
Program	**Eligible Uses**	**Percent (%) Federal Share of Funded Projects/Services**
Metropolitan Planning Program Funds – Section 5303	Transportation Planning.	80
Urbanized Area Formula Grants – Section 5307	For public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	80 for capital 50 for operating 80 for paratransit
Capital Investment Grants – Section 5309	For new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.	80
Enhanced Mobility of Seniors and Individuals with Disabilities – Section 5310	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit.	80 for capital 50 for operating
Mobility on Demand (MOD) Sandbox Demonstration Program – Section 5312	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	80
Bus and Bus Facilities Program – Section 5339	Provides funding through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Additionally, this program includes two discretionary components – the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	80

STATE OF MISSOURI

The State of Missouri receives state revenue for transportation from fuel taxes, licensing fees, sales taxes, interest earned on invested funds and other miscellaneous collections, and General Revenue.

LOCAL GOVERNMENT

There are a variety of options available for transportation funding by local governmental entities. These include taxes, improvement districts, obligation bonds, development districts, Community Development Block Grants, special assessments, impact fees, excise taxes, development agreements, tax increment financing, gasoline taxes, licensing and motor vehicle fees, service fees and property taxes. **Additional information on revenues may be found later in this document in Section G: Fiscal Constraint.**

ANNUAL LISTING OF OBLIGATED PROJECTS

EXPLANATION OF SEPARATE PUBLICATION

An Annual Listing of Obligated Projects is required according to 23 CFR 450.334. This list is published by the Ozarks Transportation Organization each year in December. The list is online at www.OzarksTransporation.org; at the OTO offices (2208 W. Chesterfield Boulevard, Suite 101, Springfield, MO); or can be mailed/faxed by contacting 417.865.3042. This list includes all funding obligated during the preceding federal fiscal year. An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project scope of work is authorized and the federal funds are obligated in the FHWA Federal Management Information System (FMIS).

PERFORMANCE BASED PLANNING

SECTION B

NATIONAL GOALS AND PERFORMANCE MEASURES

OTO GOALS AND PERFORMANCE MEASURES

PROGRAMMING FOR PERFORMANCE

PERFORMANCE MEASURES

NATIONAL GOALS AND PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act, or MAP-21, integrated performance measures into the planning and programming aspects of transportation investment. MAP-21 established seven National Goals as the focus of the Federal-aid highway program. The FAST (Fixing America's Surface Transportation) Act and Infrastructure Investment and Jobs Act both provided for continuation of these goals. Guidance has been released listing the required performance measures to achieve the national goals. The state DOTs, MPOs, and transit agencies are required to coordinate target setting for these measures. MPOs must set their targets within 180 days of the state. MPOs may choose to set their own targets or to program in support of the state and transit agency targets. OTO will make this decision on a case-by-case basis.

1. **Safety**
   To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
   Measures:
   - Number of Fatalities
   - Rate of Fatalities per 100 million VMT
   - Number of Serious Injuries
   - Rate of Serious Injuries per 100 million VMT
   - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
2. **Transit Safety**
   To achieve a reduction in transit-related fatalities, serious injuries, and safety events, and improve mechanical reliability.
   Measures:
   - Fatalities: Total Number of Reportable Fatalities by Mode
   - Fatalities: Rate per Total Vehicle Revenue Miles by Mode
   - Injuries: Total Number of Reportable Injuries by Mode
   - Injuries: Rate per Total Vehicle Revenue Miles by Mode
   - Safety Events: Total Number Reportable Events by Mode
3. **Transit Asset Management**:
   To maintain transit assets in a state of good repair.
   Measures:
   - Equipment (non-revenue service vehicles) State of Good Repair
   - Facilities State of Good Repair
   - Infrastructure State of Good Repair
   - Rolling Stock State of Good Repair
   - Safety Events: Rate per Total Vehicle Revenue Miles by Mode
   - System Reliability: Mean Distance between Major Mechanical Failures by Mode
4. **Infrastructure Condition**
   To maintain the highway infrastructure asset system in a state of good repair.
   Measures:
   - Percentage of NHS Bridges Classified as in Good Condition
   - Percentage of NHS Bridges Classified as in Poor Condition

- Percentage of Pavements of the Interstate in Good Condition
- Percentage of Pavements of the Interstate in Poor Condition
- Percentage of Pavements of the non-Interstate NHS in Good Condition
- Percentage of Pavements of the non-Interstate NHS in Poor Condition

5. **System Reliability**
   To improve the efficiency of the surface transportation system.
   Measures:
   - Interstate Travel Time Reliability Measure – Percent of Person-Miles Traveled on the Interstate that are Reliable
   - Non-Interstate NHS Travel Time Reliability Measure – Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable
6. **Freight Movement and Economic Vitality**
   To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
   Measures:
   - Freight Reliability Measure – Truck Travel Time Reliability (TTTR) Index
7. **Congestion Reduction**
   To achieve a significant reduction in congestion on the National Highway System.
   Measures:
   - Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
   - Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)
8. **Environmental Sustainability**
   To enhance the performance of the transportation system while protecting and enhancing the natural environment.
   Measures:
   - Emissions Measure – Total Emissions Reduction (not applicable to OTO)
9. **Reduced Project Delivery Delays**
   To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

SAFETY TARGETS

After review of the information, at its meeting on November 18, 2021, the OTO Board of Directors voted to support the statewide safety targets for Calendar Year (CY) 2022, which are based on a rolling five-year average.

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Coalition for Roadway Safety (Show-Me Zero) and the hosting of the Traffic Incident Management Committee. Through the Southwest Coalition, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.

TRANSIT SAFETY TARGETS

City Utilities, the sole fixed-route transit operator and recipient of FTA 5307 funding, has developed and adopted their own Public Transit Agency Safety Plan. At its meeting on December 17, 2020, the OTO Board of Directors voted to support the safety targets set by City Utilities Transit. The targets in the CU PTASP have been reviewed annually, however, there have been no changes, and so additional Board of Directors action has not been necessary.

TRANSIT ASSET MANAGEMENT TARGETS

City Utilities, as a Tier II transit agency, has partnered with the State of Missouri on their Transit Asset Management (TAM) Plan, which was adopted in October 2018. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets were coordinated with the applicable transit agencies and MPOs. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on December 20, 2018, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan. The targets in the MoDOT TAM plan have been reviewed annually, however, there have been no changes, and so additional Board of Directors action has not been necessary.

INFRASTRUCTURE CONDITION TARGETS

Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on December 17, 2020, the OTO Board accepted the MoDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets.

SYSTEM PERFORMANCE TARGETS

System Performance, which includes system reliability and freight reliability, is also a combination of two- and four-year targets. At its meeting on December 17, 2020, the OTO Board accepted the MoDOT System Performance Targets, agreeing to plan and program in support of these targets.

OTO GOALS AND PERFORMANCE MEASURES

Federal surface transportation authorizing legislation further requires a discussion of performance target achievement in the Transportation Improvement Program. OTO did, however, adopt regional, non-federally required goals and performance measures in its long range transportation plan, *Journey 2035*, adopted in December 2011. These same regional performance measures were carried into *Transportation Plan 2040*, as well as *Destination 2045*.

Integration of these regional performance measures into the OTO prioritization process for the statewide transportation improvement program can be found in Section E: Federal Highway/MoDOT Eligible Projects.

DESTINATION 2045 GOALS

1. A safe transportation system for all users on all modes
2. Preserve existing transportation assets and promote fiscal responsibility

3. Connected, integrated, multi-modal system
4. Build a transportation system that supports a resilient region that is prepared for the future
5. Build quality projects that implement best design and engineering practices

DESTINATION 2045 PERFORMANCE MEASURES

Performance Measure	Target	FY 2023-2026 TIP Projects
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit stop connections
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	Transit operations; Transit service coordination

Performance Measure	Target	FY 2023-2026 TIP Projects
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good condition	Pavement and railroad crossing improvements; Capacity and efficiency improvements
Bridge Condition	That the percent of bridges in fair or better condition will stay above 90 percent	Pavement and railroad crossing improvements; Capacity and efficiency improvements
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination

DESTINATION 2045 GOALS

OTO is currently developing its next long range transportation plan, *Destination 2045*. The goals and performance measures adopted as part of that process will be incorporated into future prioritization efforts. These will be incorporated into the next TIP.

PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2023-FY 2026 Transportation Improvement Program address these national and regional measures, targets, and goals in a variety of ways. Programmed projects include ADA, pedestrian, and bicycle accommodations. This adds to the reduction of VMT per capita, increased modal balance, bicycle/pedestrian network completion, improved average commute and peak travel time, and maintaining acceptable air quality. Over $100 million is programmed for bicycle and pedestrian projects and projects that include bicycle and pedestrian accommodations.

The TIP includes numerous safety projects that address roadway and bicycle/pedestrian infrastructure, work-zone safety, and the safety and security of the transit system. These projects support a reduced crash rate and the improved condition of area roads and bridges. Many pavement improvements and railroad crossing improvements benefit these factors as well. Over $28 million in safety projects has been programmed, with over $213 million in projects addressing safety regardless of their funding source.

Several roadways and intersections in the region suffer from congestion, per the OTO Congestion Management Process. These bottlenecks are addressed through capacity and efficiency improvements. The LRTP and STIP Prioritization processes emphasize system performance in the criteria used to score projects.

Infrastructure condition is addressed through numerous resurfacing and reconstruction projects. The MoDOT funding distribution process puts funding toward asset management before it can be used for system expansion and other types of projects. With MoDOT's focus on taking care of the existing system, this is even more pronounced in how funding is applied in the OTO region. About 20 percent of funding is dedicated to Asset Management projects. Other major projects on the system have the benefit of improving infrastructure also in need of maintenance, even if that is not the overall goal of the project.

The TIP continues to support the transit system as well, including technology projects that will improve transit operations. Coordination of service, with support for service outside of the City Utilities Transit region is also addressed. Transit State of Good Repair is provided by preventative maintenance and bus replacement projects totaling over $11 million. Transit Safety is provided through funds available to City Utilities Transit and is programmed at nearly $174,000 over the life of this TIP.

PROJECTS

SECTION C – STATUS OF PRIOR YEAR PROJECTS

STATUS OF PRIOR YEAR PROJECTS

The tables below show the status of projects that appeared in the prior Transportation Improvement Program, but do not appear in the FY 2023-2026 TIP.

SECTION D

TIP #	Project Description	Type of Improvement	Status
NA1300	Runway Pavement Condition Study and Master Plan Update	Master Plan Update	Under Construction
NA1603	Taxiway Bravo Reconstruction and Direct Access Mitigation	Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo at Taxiway November.	Under Construction
NA2103	Taxiway November Reconstruction from Taxiway Alpha to Runway 20	Reconstruct Taxiway November from approach end of Runway 20 to Taxiway Alpha. Construction of General Aviation Apron Rehabilitation.	Under Construction

SECTION E

TIP #	Project Description	Type of Improvement	Status
BA2201	Route FF through Battlefield Study	Corridor Study to develop cross section and roadway type recommendations based on public input and projected volumes and function.	In Progress
CC2101	Route 14 High Friction Surface Treatment	High friction surface treatment from west of Carroll Road to west of Hilltop Court and at Richwood Road.	Under Construction
EN1904	Battlefield Third St. Sidewalk Connection	Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.	Obligated
EN2008	Chadwick Flyer Jackson to Clay	Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.	Under Construction
EN2011	Trail of Tears Elm to Somerset	Constructing approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail.	Under Construction

TIP #	Project Description	Type of Improvement	Status
EN2103	Norton Road ADA Improvements in Springfield	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Norton Road near Rte. 13 in Springfield and on Rte. Z at the Frisco Highline Trail north of Jackson Street in Willard.	Under Construction
GR1901	Kansas Extension Phase I	New roadway from Republic Road to Plainview with bicycle and pedestrian accommodations.	Under Construction
GR2106	Mill/Fill and ADA Upgrades on FR 135 and FR 102	Mill/Fill and ADA upgrades on Farm Road 135 (Golden Ave.) from Republic Road to City Limits and Farm Road 102 (Valley Water Mill) from Farm Road 171 to Farm Road 175.	Obligated
GR2206	Rt KK Culvert Replacement East of Hidden Lake Lane	Replace culvert east of Hidden Lake Lane. Project involves culvert T0150.	Under Construction
GR2209	MO 360/US 60 Bridge Rehabilitations	Bridge rehabilitation on eastbound bridge over Farm Road 156 and BNSF Railroad and on Rte. 60 eastbound bridge over South Creek west of Rte. 160. Project involves bridges A5842 and A4148.	Under Construction
MO2008	On-Call Work Zone Enforcement (2022)	On-call work zone enforcement at various locations in the urban Southwest District.	Complete
MO2104	ITS Operations and Management (2022)	Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.	Complete
MO2106	Add ITS for Ozarks Traffic in Various Locations in OTO Area	Add ITS for Ozarks Traffic at various locations on Route 60 (James River Freeway) in Springfield, Route FF (West Bypass) near Battlefield, and various locations in Ozark.	Under Construction
MO2107	Upgrade ITS Message Boards in OTO Area	Upgrade ITS message boards at various locations in the Urban Southwest District.	Obligated
MO2202	Various Routes Pavement Preservation	Pavement preservation treatment on Rte. 14 from Antler Drive to Rte. M in Nixa, on Rte. F from Riverdale Road to Rte. 65 in Ozark, and on Rte. DD from Rte. 125 to the end of state maintenance near Strafford.	Under Construction
MO2203	Various Routes Safety Improvements	Safety improvements at various locations in the urban Southwest District.	Reprogrammed to MO2309
MO2204	Job Order Contracting Pavement Repair (2022)	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.	Complete
MO2208	Job Order Contracting for Bridge Repairs (2022)	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Complete
MO2211	Concrete Repairs at Various Locations (2022)	Concrete repairs at various locations in the urban Southwest District.	In Progress
MO2403	Safety Projects at Various Locations	Safety projects at various locations in the urban Southwest District.	Reprogrammed to SP2308
MS2201	Grand Street Pedestrian Underpass & Streetscape Improvements	Phase I includes improvements to the Grand Street Underpass at the Missouri State University Campus, including accessibility. Phase II includes streetscape improvements on Grand Street.	Phase II reprogrammed to SP2501

TIP #	Project Description	Type of Improvement	Status
NX2102	North Street Maplewood Hills to Cheyenne	Engineering for North Street Improvements from east of Maplewood Hills to the intersection at Cheyenne.	In Progress
OK2205	US 65 Scoping for Ramp and Intersection Improvements at Rt CC/J	Scoping for ramp and intersection improvements at Rtes. CC and J in Ozark. Project involves bridge A3860.	Reprogrammed to OK2203
OK2206	Chadwick Flyer Highway Crossing Study	Phase 1: Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US 65 and Phase 2: US 65 interchange general concept and siting.	Complete
SP1815	Kearney and West Bypass Intersection Improvements	Add intersection turn lanes on West Bypass (Rte. 160) at Kearney Street (Rte. 744) in Springfield.	Under Construction
SP1818	Campbell and Republic Road Intersection	Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.	Under Construction
SP1902	Republic Road Lane Widening	Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.	Under Construction
SP2008	West Bypass Resurfacing I-44 to Sunshine	Pavement resurfacing on West Bypass from I-44 to Sunshine Street (Rte. 413).	Under Construction
SP2009	West Bypass Resurfacing Sunshine to 60	Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).	Under Construction
SP2015	Grant Avenue Connect Parkway Project	The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting at Downtown Springfield, ending at Sunshine Street, including bike lanes, traffic calming, intersection improvements, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.	Under Construction
SP2016	Traffic Signal System Improvements	Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.	In Progress
SP2101	OR 44 Pavement Resurfacing in Springfield	Pavement resurfacing from Farm Road 112 to 0.2 miles west of Rte. 13 in Springfield.	Under Construction
SP2102	Norton Road Pavement Resurfacing	Pavement resurfacing on various outer roads locations near Rte. 13 in north Springfield.	Under Construction
SP2103	I-44 Outer Road Pavement Resurfacing	Pavement resurfacing on various outer roads in Springfield and Strafford.	Under Construction
SP2204	James River Freeway Add Lanes Kansas to Campbell	Add lanes on James River Freeway from Kansas Expressway (Rte. 13) to west of Campbell Avenue (Rte. 160) in Springfield.	Under Construction

TIP #	Project Description	Type of Improvement	Status
SP2205	James River Freeway Add Lanes Campbell to National	Add lanes and sound abatement on James River Freeway from west of Rte. 160 (Campbell Avenue) to National Avenue in Springfield. Project involves bridges A4182 and A4183.	Under Construction
SP2207	US 60 Pavement Resurfacing on Aux Ramps Kansas to Campbell	Pavement resurfacing on Rte. 60 (James River Freeway) auxiliary ramps from Kansas Expressway (Rte. 13) to Campbell Avenue (Rte. 160) in Springfield.	Under Construction
SP2216	North 13 Corridor Study	Study to determine improvements needed to improve Route 13 near I-44, including the I-44 interchange.	Complete

SECTION F

TIP #	Project Description	Type of Improvement	Status
CU2200	FY 2022 Operating Assistance - Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Obligated
CU2201	FY 2022 Preventive Maintenance	Subsidy of preventive maintenance expenses for existing public transit service.	Obligated
CU2202	FY 2022 Transit Planning - FTA 5307	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Obligated
CU2203	FY 2022 Transit Security - FTA 5307	This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.	Obligated

PROJECTS

SECTION D – FEDERAL AVIATION ELIGIBLE PROJECTS

(NA) SPRINGFIELD-BRANSON NATIONAL AIRPORT

EXPLANATION OF FUNDING

AIRPORT IMPROVEMENT PROGRAM

The current aviation program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been most recently authorized with passage of the FAA Reauthorization Act of 2018. Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which is supported by user fees, fuel taxes, and other similar revenue sources.

ELIGIBLE AIRPORTS

AIP grants funds for planning, development, or noise compatibility projects that are located at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

- Publicly owned, or
- Privately owned but designated by FAA as a reliever, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements.

To be eligible for an AIP grant, an airport must be included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS, which is prepared and published every two years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the postal service.

Recipients of grants are referred to as "sponsors." The description of eligible grant activities is described in the authorizing legislation (Title 49 USC, Chapter 471) and relates to capital items serving to develop and improve the airport in areas of safety, capacity, and noise compatibility. In addition to these basic principles, a sponsor must be legally, financially, and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement.

ELIGIBLE PROJECTS

Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and non-aviation development. Any professional services that are necessary for eligible projects — such as planning, surveying, and design — are eligible. Aviation demand at the airport must justify the projects, which must also meet Federal environmental and procurement requirements.

Projects related to airport operations and revenue-generating improvements are typically not eligible for funding. Operational costs — such as salaries, equipment, and supplies — are also not eligible for AIP grants.

The table below lists typical examples of eligible and ineligible projects; the list is not exhaustive. Questions about AIP eligibility should be directed to the appropriate regional airport office.

EXAMPLES OF ELIGIBLE PROJECTS	EXAMPLES OF INELIGIBLE PROJECTS
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farms
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield drainage	Aircraft hangars
Land acquisition	Industrial park development
Weather observation stations (AWOS)	Marketing plans
NAVAIDs such as REILs and PAPIs	Training
Planning studies	Improvements for commercial enterprises
Environmental studies	Maintenance or repairs of buildings
Safety area improvements	
Airport layout plans (ALPs)	
Access roads only located on airport property	
Removing, lowering, moving, marking, and lighting hazards	
Glycol Recovery Trucks/Glycol Vacuum Trucks	

SOURCE: https://www.faa.gov/airports/aip/overview/

Aviation

13 Projects Listed

NA1206 - GENERAL AVIATION REDEVELOPMENT PHASES II/III

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,700,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Expand available area for future general aviation development.

Funding Source Notes

Source of Local Funds: Airport Revenues; FYI: Phase II completed in FY 2020, Phase III programmed for FY 2023.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	$95,000	$75,000	-	-	-	-	$170,000
Construction	MoDOT	$855,000	$675,000	-	-	-	-	$1,530,000
Total Construction		$950,000	$750,000	-	-	-	-	$1,700,000
Total Programmed		**$950,000**	**$750,000**	**-**	**-**	**-**	**-**	**$1,700,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $1,700,000

NA1301-20A5 - REPLACE PERIMETER FENCING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$490,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Replace perimeter fencing: 3,500 feet of 6-foot fence to be replaced with 8-foot fence and 3 strands of barb-wire.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	-	-	-	$49,000	-	$49,000
Construction	AIP (FAA)	-	-	-	-	$441,000	-	$441,000
Total Construction		-	-	-	-	$490,000	-	$490,000
Total Programmed		**-**	**-**	**-**	**-**	**$490,000**	**-**	**$490,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** - Decrease funds in FFY 2025 in CON from $405,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $441,000 **Local** - Decrease funds in FFY 2025 in CON from $45,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $49,000
FEDERAL PROJECT COST	Increased from $405,000 to $441,000 (8.89%)
TOTAL PROJECT COST	Increased from $450,000 to $490,000 (8.89%)

NA1501-20A5 - RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,150,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Remove Runway 32 20:1 approach obstruction and grading improvements.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	$1,035,000	-	$1,035,000
Construction	Local	-	-	-	-	$115,000	-	$115,000
Total Construction		-	-	-	-	$1,150,000	-	$1,150,000
Total Programmed		**-**	**-**	**-**	**-**	**$1,150,000**	**-**	**$1,150,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** - Decrease funds in FFY 2025 in CON from $765,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $1,035,000 **Local** - Decrease funds in FFY 2025 in CON from $85,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $115,000
FEDERAL PROJECT COST	Increased from $765,000 to $1,035,000 (35.29%)
TOTAL PROJECT COST	Increased from $850,000 to $1,150,000 (35.29%)

NA1503-20A5 - TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AT TAXIWAY NOVEMBER

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,200,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa at Taxiway November.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	$1,980,000	-	$1,980,000
Construction	Local	-	-	-	-	$220,000	-	$220,000
Total Construction		-	-	-	-	$2,200,000	-	$2,200,000
Total Programmed		**-**	**-**	**-**	**-**	**$2,200,000**	**-**	**$2,200,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** - Decrease funds in FFY 2025 in CON from $1,500,300 to $0 + Increase funds in FFY 2026 in CON from $0 to $1,980,000 **Local** - Decrease funds in FFY 2025 in CON from $166,700 to $0 + Increase funds in FFY 2026 in CON from $0 to $220,000
FEDERAL PROJECT COST	Increased from $1,500,300 to $1,980,000 (31.97%)
TOTAL PROJECT COST	Increased from $1,667,000 to $2,200,000 (31.97%)

NA1801-20A5 - RECONSTRUCTION OF THE CARGO APRON

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$3,350,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Cargo apron construction north of Taxiway Bravo.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues; FYI: Reprogrammed from Part of NA1203 (and previously NA1204)

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	-	-	$335,000	-	-	$335,000
Construction	AIP (FAA)	-	-	-	$3,015,000	-	-	$3,015,000
Total Construction		-	-	-	$3,350,000	-	-	$3,350,000
Total Programmed		**-**	**-**	**-**	**$3,350,000**	**-**	**-**	**$3,350,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** + Increase funds in FFY 2025 in CON from $2,520,000 to $3,015,000 **Local** + Increase funds in FFY 2025 in CON from $280,000 to $335,000
FEDERAL PROJECT COST	Increased from $2,520,000 to $3,015,000 (19.64%)
TOTAL PROJECT COST	Increased from $2,800,000 to $3,350,000 (19.64%)

NA1903-20A5 - TAXIWAY NOVEMBER AND DELTA RECONSTRUCTION

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$13,800,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Taxiway November reconstruction within runway 14-32 safety area and south of Taxiway Delta; Taxiway Delta reconstruction north of runway 14-32 safety area to Taxiway November; and Taxiway November reconstruction from Taxiway Delta to Taxiway Charlie. Taxiway Sierra and Delta reconstruction within Runway 14-32 safety area.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$1,380,000	-	-	-	-	$1,380,000
Construction	AIP (FAA)	-	$12,420,000	-	-	-	-	$12,420,000
Total Construction		-	$13,800,000	-	-	-	-	$13,800,000
Total Programmed		**-**	**$13,800,000**	**-**	**-**	**-**	**-**	**$13,800,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** + Increase funds in FFY 2023 in CON from $9,900,000 to $12,420,000 **Local** + Increase funds in FFY 2023 in CON from $1,100,000 to $1,380,000
FEDERAL PROJECT COST	Increased from $9,900,000 to $12,420,000 (25.45%)
TOTAL PROJECT COST	Increased from $11,000,000 to $13,800,000 (25.45%)

NA1904-20A5 - RUNWAY 2-20 LIGHTING REHABILITATION

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$450,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

This project includes the replacement of the Runway 2-20 edge lighting system, including lighting and signage, as the equipment is at the end of its useful life and in need of constant maintenance by Airport personnel.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	-	-	-	$45,000	-	$45,000
Construction	AIP (FAA)	-	-	-	-	$405,000	-	$405,000
Total Construction		-	-	-	-	$450,000	-	$450,000
Total Programmed		**-**	**-**	**-**	**-**	**$450,000**	**-**	**$450,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** - Decrease funds in FFY 2025 in CON from $360,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $405,000 **Local** - Decrease funds in FFY 2025 in CON from $40,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $45,000
FEDERAL PROJECT COST	Increased from $360,000 to $405,000 (12.50%)
TOTAL PROJECT COST	Increased from $400,000 to $450,000 (12.50%)

NA1907-20A5 - CONSTRUCT T-HANGAR TAXILANES (FUEL FARM AREA)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$930,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

Construction of T-Hangar taxilanes to accommodate T-Hangar growth.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	MoDOT	-	$837,000	-	-	-	-	$837,000
Construction	Local	-	$93,000	-	-	-	-	$93,000
Total Construction		-	$930,000	-	-	-	-	$930,000
Total Programmed		**-**	**$930,000**	**-**	**-**	**-**	**-**	**$930,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $93,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $93,000 **MoDOT** - Decrease funds in FFY 2022 in CON from $837,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $837,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $930,000

NA2102-20A5 - TAXIWAY NOVEMBER AND SIERRA RECONSTRUCTION AT RUNWAY 14-32

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$9,350,000

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

Project Considerations

Environmental Justice Area

Project Description

Taxiway November reconstruction from Runway 14-32 to Taxiway Sierra; and Taxiway Sierra reconstruction from Runway 14-32 to Taxiway November.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	$8,415,000	-	-	-	$8,415,000
Construction	Local	-	-	$935,000	-	-	-	$935,000
Total Construction		-	-	$9,350,000	-	-	-	$9,350,000
Total Programmed		**-**	**-**	**$9,350,000**	**-**	**-**	**-**	**$9,350,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** + Increase funds in FFY 2024 in CON from $7,650,000 to $8,415,000 **Local** + Increase funds in FFY 2024 in CON from $850,000 to $935,000
FEDERAL PROJECT COST	Increased from $7,650,000 to $8,415,000 (10.0%)
TOTAL PROJECT COST	Increased from $8,500,000 to $9,350,000 (10.0%)

NA2304-22 - RUNWAY 14-32 JOINT SEALANT REPLACEMENT AND SPALL REPAIR

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$880,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

This project includes the rehabilitation of Runway 14-32 pavements and joint sealant replacements.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$88,000	-	-	-	-	$88,000
Construction	AIP (FAA)	-	$792,000	-	-	-	-	$792,000
Total Construction		-	$880,000	-	-	-	-	$880,000
Total Programmed		**-**	**$880,000**	**-**	**-**	**-**	**-**	**$880,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** + Increase funds in FFY 2023 in CON from $720,000 to $792,000 **Local** + Increase funds in FFY 2023 in CON from $80,000 to $88,000
FEDERAL PROJECT COST	Increased from $720,000 to $792,000 (10.0%)
TOTAL PROJECT COST	Increased from $800,000 to $880,000 (10.0%)

NA2501-22 - TERMINAL APRON EXPANSION

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$7,400,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

This project includes the expansion of the Terminal Apron to the north edge. The pavements are shown on the January 24, 2013 approved ALP.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	-	$740,000	-	-	-	$740,000
Construction	AIP (FAA)	-	-	$6,660,000	-	-	-	$6,660,000
Total Construction		-	-	$7,400,000	-	-	-	$7,400,000
Total Programmed		**-**	**-**	**$7,400,000**	**-**	**-**	**-**	**$7,400,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** - Decrease funds in FFY 2025 in CON from $5,067,000 to $0 + Increase funds in FFY 2024 in CON from $0 to $6,660,000 **Local** - Decrease funds in FFY 2025 in CON from $563,000 to $0 + Increase funds in FFY 2024 in CON from $0 to $740,000
FEDERAL PROJECT COST	Increased from $5,067,000 to $6,660,000 (31.44%)
TOTAL PROJECT COST	Increased from $5,630,000 to $7,400,000 (31.44%)

NA2503-22 - TAXIWAY ROMEO RECONSTRUCTION

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,300,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

This project includes the reconstruction of Taxiway Alpha at Taxiway November.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	$1,170,000	-	$1,170,000
Construction	Local	-	-	-	-	$130,000	-	$130,000
Total Construction		-	-	-	-	$1,300,000	-	$1,300,000
Total Programmed		**-**	**-**	**-**	**-**	**$1,300,000**	**-**	**$1,300,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** - Decrease funds in FFY 2025 in CON from $990,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $1,170,000 **Local** - Decrease funds in FFY 2025 in CON from $110,000 to $0 + Increase funds in FFY 2026 in CON from $0 to $130,000
FEDERAL PROJECT COST	Increased from $990,000 to $1,170,000 (18.18%)
TOTAL PROJECT COST	Increased from $1,100,000 to $1,300,000 (18.18%)

NA2505-22 - RECONSTRUCT GA APRON

Plan Revision	Section	Project Type	Lead Agency
23Draft	Aviation	Aviation	Springfield-Branson National Airport

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$3,600,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area

Project Description

This project includes the reconstruction of the General Aviation apron east of Taxiway November.

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	$3,240,000	-	-	$3,240,000
Construction	Local	-	-	-	$360,000	-	-	$360,000
Total Construction		-	-	-	$3,600,000	-	-	$3,600,000
Total Programmed		**-**	**-**	**-**	**$3,600,000**	**-**	**-**	**$3,600,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**AIP (FAA)** + Increase funds in FFY 2025 in CON from $2,790,000 to $3,240,000 **Local** + Increase funds in FFY 2025 in CON from $310,000 to $360,000
FEDERAL PROJECT COST	Increased from $2,790,000 to $3,240,000 (16.13%)
TOTAL PROJECT COST	Increased from $3,100,000 to $3,600,000 (16.13%)

PROJECTS

SECTION E – FEDERAL HIGHWAY/MODOT ELIGIBLE PROJECTS

OTO SPONSORED PROJECTS

COST SHARES

LOCALLY SPONSORED PROJECTS

MODOT SPONSORED PROJECTS

BIKE/PED PROJECT PRIORITIZATION

The Ozarks Transportation Organization has established priorities for bicycle, pedestrian, and trail improvements. The majority of these improvements are funded through OTO's competitive selection process for the use of STBG-Urban Set-Aside (TAP) funding. The region has also been fortunate to receive additional suballocated funding through the federal appropriations process and has elected to use offset STBG-Urban funding to fulfill the goals of the Regional Bicycle Pedestrian Trail Investment Study and the creation of a regionally connected trail system.

TRANSPORTATION ALTERNATIVES PROGRAM

Under MAP-21, Transportation Enhancement funding was replaced by the Transportation Alternatives Program. The FAST (Fixing America's Surface Transportation) Act moved this program to be a set-aside under the renamed Surface Transportation Block Grant program. The Infrastructure Investment and Jobs Act doubled the amount of this set-aside. For the purposes of this document, the STBG set-aside funding will continue to be referred to as TAP funding. This program provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. TAP is funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

ELIGIBLE SPONSORS

Eligible sponsors for TAP funding include:

- local governments, including city and county governments
- regional transportation authorities
- MPOs that represent an area smaller than 200,000 population
- transit agencies
- natural resource or public land agencies
- school districts, local education agencies, or schools
- tribal governments
- any non-profit entity
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails
- a State, at the request of another eligible entity

ELIGIBLE ACTIVITIES

Funds may be used for projects or activities that are related to surface transportation and described in the definition of "Transportation Alternatives." [23 USC 101(a)(29) or 23 USC 213 as such provisions were in effect on the day before the enactment of the FAST Act]

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
    - inventory, control, or removal of outdoor advertising;
    - historic preservation and rehabilitation of historic transportation facilities;
    - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
    - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
    - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the following are also eligible:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Activities in furtherance of a vulnerable road user safety assessment.

EVALUATION CRITERIA FOR SUBALLOCATED BICYCLE/PEDESTRIAN/TRAIL FUNDING

OTO receives suballocated TAP funding and awards projects on a competitive basis. Currently programmed projects were scored based on the following:

2019

- Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.
- Points will be awarded based on the degree to which project right-of-way has been secured.
- A project will earn five points if it is located on one of the corridors evaluated in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS)
- Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible.
- Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop.
- Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, or system gaps.

- Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council to a Facebook poll to a community meeting or open house.
- Points will be awarded based on the likelihood the proposed strategy would result in appropriately refined alignments.
- Points will be awarded based on the likelihood the proposed strategy would result in positive relationship with landowners along the refined alignments
- Points will be awarded based on the likelihood the proposed strategy would result in improved trail design and more frequent trail construction.
- Points will be awarded based on the likelihood the proposed strategy would result in increased community support for trails.

2018

- Project has more than one local, federal, state, or non-profit partner contributing to the match dollars
- Right-of-Way for the project has already been acquired in its entirety
- Project enhances the connection between OTO jurisdictions
- Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern
- Project is comprised of more than 80% new sidewalk or trail
- Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities
- Project promotes redevelopment/revitalization
- Project is a regionally significant and priority Bike/Ped project, as demonstrated by inclusion in a public planning document
- Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions)

MoDOT receives a statewide allocation of TAP funding, as well. Currently, this funding is dedicated to the needs of the MoDOT ADA Transition Plan.

ROADWAY PROJECT PRIORITIZATION

REVENUE SOURCES

A detailed discussion of the federal, state, and local revenue sources and amounts of available funding may be found in Section G: Fiscal Constraint of this document.

LOCAL AGENCY SPONSORED PROJECT PRIORITIZATION

As part of the development of the Long Range Transportation Plan, *Destination 2045*, project needs were collected utilizing several methods:

- All jurisdictions were asked to submit a list of project needs containing both current needs and those that they felt would be needed within the plan horizon.
- MoDOT was asked to submit a list of projects which were needed on the state highway system.
- The travel demand model was run to determine which roads were operating at capacity deficiencies.
- The prior plan, *Transportation Plan 2040*, was reviewed for additional, not yet submitted, projects.

- The public was asked to provide input on project needs throughout the region.
- Those roadways which were considered to be severely congested by the OTO Congestion Management Process (CMP) were added to the list of projects.

To prioritize projects, OTO and the LRTP subcommittee developed a set of prioritization criteria factors based on the goals which had been set within *Destination 2045*.

Factor	Max Points
High Volume Corridors	8
Safety	40
Bike/Ped Safety	20
At-Grade RR Crossing	4
Multi-Modal	6
Environmental Justice	8
Current Congestion	15
Future Congestion	7
SW Freight Plan	2
Freight Traffic	4
Bridge Condition	6
Extending Life Cycle	4
Local Priority	15
TOTAL Points	**140**

Once projects were prioritized, the potential list was compared against the available amount of funding projected for the plan horizon. The results of this prioritization netted constrained and unconstrained project lists.

Projects selected for inclusion in the TIP are determined by several factors:

- Application submission by local jurisdiction
- Available funding
- Inclusion of project on Constrained Project List in *Destination 2045*

It is reasonable to expect that the local jurisdictions will use local sales tax dollars to expedite priority projects by cost sharing with both the local and state MoDOT offices.

The listing of projects is subject to regular review and modification. The project list provides a framework of transportation needs for the metropolitan area. Innovative funding mechanisms should be sought to fully develop as many of the project needs from both lists as possible.

Projects in the TIP correspond with the projects in the Constrained Project List in *Destination 2045*.

MODOT SPONSORED PROJECT PRIORITIZATION

Annually, MoDOT also develops the Statewide Transportation Improvement Program. A variety of project needs are addressed with this five-year program, first and foremost being taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund regional needs as prioritized by the Ozarks Transportation Organization. These projects are derived from the OTO Long Range Transportation Plan Constrained Project List and the Priority Projects of Regional Significance.

To prioritize the eligible projects, OTO uses the prioritization factors from *Destination 2045*, with some modifications and updated data, such as volumes and crashes. This information is updated as available for each annual prioritization process. A working group of the Technical Planning Committee reviews the scoring results and considers other factors that may affect a project's priority. The prioritized list is then recommended to the Technical Planning Committee and the Board of Directors. MoDOT then consults this list to determine scoping and construction projects that can be programmed after other needs are considered. Several factors affect how a project moves forward including design status, cost, ROW, and relation to other planned projects.

A number of MoDOT-sponsored projects in the FY 2023-2026 TIP were selected through this process. Below is a list of those projects currently programmed from prior prioritization processes:

- BA2202 – Route FF Corridor Improvements Scoping
- CC1802 – Route 160 Roadway Improvements
- CC1901 – US 65 Capacity Improvements from CC to 14
- CC1902 – US 65 Capacity Improvements from 14 to F
- CC2102 – US 160 Bridge Rehabilitation and Intersection Improvements at RT AA
- GR1403 – Capital Improvements on Route 60 East
- GR1801 – Scoping for I-44 Safety Improvements
- GR2010 – Route ZZ and FR 182 Add Roundabout
- GR2303 – Intersection and Safety Scoping Willard and Near Republic
- MO2215 – ITS on Chestnut Expressway from West Bypass to Kansas Expressway
- NX1704 – Scoping for 160 Capacity Improvements Plainview to South
- NX2202 – Route CC Roundabout at Main Street in Nixa
- OK2201 – MO 14 Roadway Improvements 6th Avenue to 14th Avenue
- OK2202 – RT CC Intersection Improvements in Ozark
- OK2204 – MO 14 Scoping for Westbound Operational Improvements
- OK2205 – US 65 Scoping for Ramp and Intersection Improvements at Route CC/J
- RG0901 – Interchange Improvements at Route 60 and Route 125
- RP1701 – Scoping for Roadway Improvements on Route 60 from Farm Road 194 to West
- RP1703 –Route MM Improvements – I-44 to Route 360
- RP1704 – Route MM Railroad Crossing Improvements
- RP2201 – RT MM Ramp Intersection Improvements at I-44
- RP2301 – Route MM Interchange Scoping at I-44
- SP1405 – Scoping for James River Freeway Capacity Improvements
- SP1419 – Scoping for I-44 Roadway Improvements
- SP1709 – Scoping for Interstate Designation on Freeways
- SP1802 –Safety and Operational Improvements on Sunshine Street
- SP1811 – Kearney Street Safety Scoping
- SP1812 – Chestnut Expressway Safety Improvements
- SP1816 – Kansas Expressway and Sunset Street
- SP1817 – Kansas Expressway and Walnut Lawn
- SP1909 – West Sunshine/Route 60 Corridor Scoping
- SP2003 – Operational, Safety, and ADA Improvements on Glenstone St. Louis to 60
- SP2203 – I-44 Roadway Improvements Glenstone to US 65 in Springfield
- SP2212 – MO 13 Scoping for Capital Improvements Bennett to James River Freeway

- SP2215 – I-44 and Kansas Expressway
- SP2218 – Glenstone Operational and Pedestrian Improvements
- SP2219 – James River Freeway Interchange Improvements Scoping
- SP2220 – US 60 & US 65 Interchange Improvements Scoping
- SP2302 – Kansas Expressway Capital Improvements
- SP2306 – Roundabouts on Route 266 (at AB and at B)
- ST2201 – MO 125 Intersection Improvements in Strafford

NATIONAL HIGHWAY FREIGHT NETWORK

The FAST Act established a National Highway Freight Network (NHFN). This network is comprised of:

- Primary Highway Freight System (PHFS) – 41,518 centerline miles | 9.8 percent non-interstate
- Interstate Routes not on the PHFS – approximately 9,800 centerline miles
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)

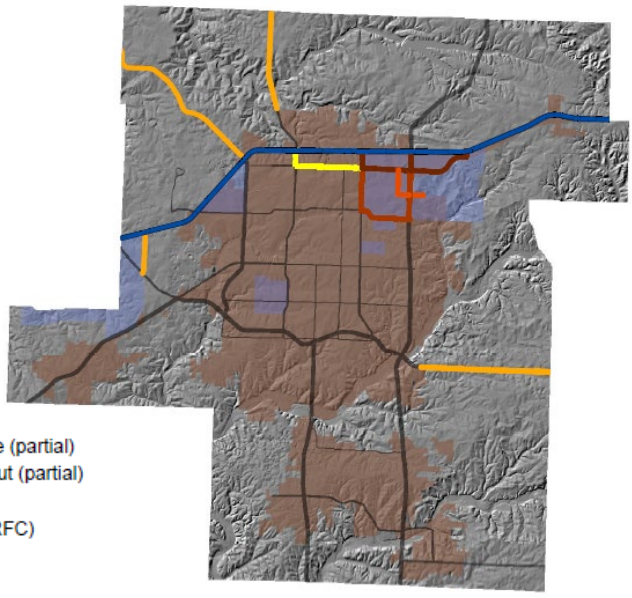
The NHFN was created to strategically direct federal resources and policies toward improved freight performance in the United States. Since OTO is an MPO with a population less than 500,000, MoDOT has the responsibility, with OTO's consultation, to designated CUFC, which must:

- Connect an intermodal facility to the PFHS, the Interstate System, or another intermodal facility,
- Provide a bypass route for the PFHS,
- Serve a major freight generator, logistics center, or manufacturing and warehouse industrial land, and
- Be important for freight movement in the region.

As more guidance become available from the Bipartisan Infrastructure Law, OTO will work with MoDOT and other planning partners should there be any necessary changes.

DESIGNATION

The State of Missouri is limited to 102.33 miles of CUFC divided among Missouri's nine MPO urban areas. The Federal Highway Administration is allowing states to maintain a dynamic list of CUFCs. The list for Missouri will vary depending on roads in need of the specific funding category eligible by this designation. OTO has selected several roadways throughout the region as CUFCs, as well as several CRFCs.



OTO Sponsored

2 Projects Listed

EN2203-22AM1 - CHADWICK FLYER PHASE III

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by OTO	Bicycle and Pedestrian	Ozarks Transportation Organization

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,200,000

MoDoT ID	Federal ID	Project From	Project To
-	5901822	-	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description

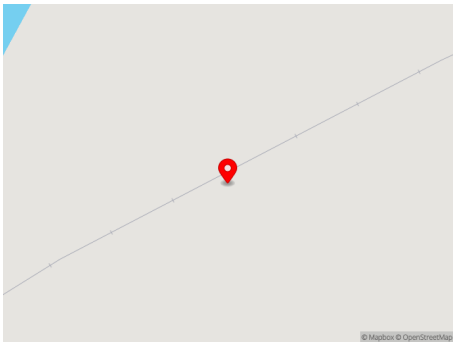
Construction of Chadwick Flyer Phase III near Lake Springfield.

Funding Source Notes

Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$71,420	$22,464	-	-	-	-	$93,884
Engineering	Local	$17,855	$5,616	-	-	-	-	$23,471
Total Engineering		$89,275	$28,080	-	-	-	-	$117,355
Construction	CRRSAA (FHWA)	-	$863,750	-	-	-	-	$863,750
Construction	STBG-U (FHWA)	-	$175,116	-	-	-	-	$175,116
Construction	Local	-	$43,779	-	-	-	-	$43,779
Total Construction		-	$1,082,645	-	-	-	-	$1,082,645
Total Programmed		**$89,275**	**$1,110,725**	**-**	**-**	**-**	**-**	**$1,200,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22AM1" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ENG from $24,000 to $17,855 - Decrease funds in FFY 2022 in CON from $43,250 to $0 + Increase funds in FFY 2023 in ENG from $0 to $5,616 + Increase funds in FFY 2023 in CON from $0 to $43,779 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ENG from $96,000 to $71,420 - Decrease funds in FFY 2022 in CON from $173,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $22,464 + Increase funds in FFY 2023 in CON from $0 to $175,116 **CRRSAA (FHWA)** - Decrease funds in FFY 2022 in CON from $863,750 to $0 + Increase funds in FFY 2023 in CON from $0 to $863,750
FEDERAL PROJECT COST	Stays the same $1,132,750
TOTAL PROJECT COST	Stays the same $1,200,000



OT1901-22A2 - OTO OPERATIONS AND PLANNING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by OTO	Operations	Ozarks Transportation Organization

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$2,151,500

MoDoT ID	Federal ID	Project From	Project To
-	00FY820, 00FY821, 00FY822, 00FY823	-	-

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

Operations and Planning Activities as described each year in the annual Unified Planning Work Program.

Funding Source Notes

Non-Federal Funding Source: OTO dues as collected from member jurisdictions.; FYI: See BA2201, OK2206, and SP2216 for FY 2022 studies programmed with STBG-U

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Planning	STBG-U (FHWA)	$723,300	$231,525	$243,101	$255,256	$268,018	-	$1,721,200
Planning	Local	$180,825	$57,881	$60,775	$63,814	$67,005	-	$430,300
Total Planning		$904,125	$289,406	$303,876	$319,070	$335,023	-	$2,151,500
Total Programmed		**$904,125**	**$289,406**	**$303,876**	**$319,070**	**$335,023**	**-**	**$2,151,500**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22A2" to "23Draft" Status changed from "In Progress" to "Programmed"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $1,721,200
TOTAL PROJECT COST	Stays the same $2,151,500

Cost Shares

6 Projects Listed

MO2301-22AM5 - ITS OPERATIONS AND MANAGEMENT (2023)

Plan Revision
23Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$1,235,000

MoDoT ID
J8Q3208

Federal ID
-

Project From
Various

Project To
Various

Project Considerations

Advance Construction

Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Operations	MoDOT-AC	-	$612,000	-	-	-	-	$612,000
Operations	MoDOT	-	$153,000	-	-	-	-	$153,000
Operations	Local	-	$94,000	-	-	-	-	$94,000
Operations	STBG-U (FHWA)	-	$376,000	-	-	-	-	$376,000
Total Operations		-	$1,235,000	-	-	-	-	$1,235,000
Total Programmed		**-**	**$1,235,000**	**-**	**-**	**-**	**-**	**$1,235,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000), Annual Estimate Update due to Bulk Carry-Over from TIP 2022 Annual Estimate Update for FY23.
PROJECT CHANGES	Plan Revision Name changed from "22AM5" to "23Draft" Project Considerations changed from "None" to "Advance Construction"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in PMT from $154,200 to $0 + Increase funds in FFY 2023 in OPER from $0 to $153,000 **MoDOT-AC** - Decrease funds in FFY 2023 in PMT from $616,800 to $0 + Increase funds in FFY 2023 in OPER from $0 to $612,000
FEDERAL PROJECT COST	Stays the same $376,000
TOTAL PROJECT COST	Decreased from $1,241,000 to $1,235,000 (-0.48%)

MO2402-22 - ITS OPERATIONS AND MANAGEMENT (2024)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Cost Shares	Operations	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$1,255,000

MoDoT ID	Federal ID	Project From	Project To
J8Q3231	-	Various	Various

Project Considerations

Advance Construction

Project Description

Operations and management of Ozarks Traffic ITS.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Operations	MoDOT-AC	-	-	$612,000	-	-	-	$612,000
Operations	Local	-	-	$98,000	-	-	-	$98,000
Operations	MoDOT	-	-	$153,000	-	-	-	$153,000
Operations	STBG-U (FHWA)	-	-	$392,000	-	-	-	$392,000
Total Operations		-	-	$1,255,000	-	-	-	$1,255,000
Total Programmed		**-**	**-**	**$1,255,000**	**-**	**-**	**-**	**$1,255,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000), Annual Estimate Update due to Bulk Carry-Over from TIP 2022 Annual Update 2023
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Section changed from "Sponsored by MoDOT" to "Cost Shares"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2024 in PMT from $154,200 to $0 + Increase funds in FFY 2024 in OPER from $0 to $153,000 **MoDOT-AC** - Decrease funds in FFY 2024 in PMT from $616,800 to $0 + Increase funds in FFY 2024 in OPER from $0 to $612,000 **STBG-U (FHWA)** + Increase funds in FFY 2024 in OPER from $0 to $392,000 **Local** + Increase funds in FFY 2024 in OPER from $0 to $98,000
FEDERAL PROJECT COST	Increased from $0 to $392,000 (0%)
TOTAL PROJECT COST	Increased from $771,000 to $1,255,000 (62.78%)

MO2502-23 - ITS OPERATIONS AND MANAGEMENT (2025)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Cost Shares	Operations	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$1,319,000

MoDoT ID	Federal ID	Project From	Project To
JSU0070	TBD	Various	Various

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: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	-	-	$43,200	-	-	$43,200
Engineering	MoDOT	-	-	-	$10,800	-	-	$10,800
Total Engineering		-	-	-	$54,000	-	-	$54,000
Operations	STBG-U (FHWA)	-	-	-	$400,000	-	-	$400,000
Operations	MoDOT-AC	-	-	-	$612,000	-	-	$612,000
Operations	Local	-	-	-	$100,000	-	-	$100,000
Operations	MoDOT	-	-	-	$153,000	-	-	$153,000
Total Operations		-	-	-	$1,265,000	-	-	$1,265,000
Total Programmed		**-**	**-**	**-**	**$1,319,000**	**-**	**-**	**$1,319,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $400,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $1,319,000 (0%)

RP1703-22A3 - ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360

Plan Revision
23Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$9,986,734

MoDoT ID
J8S0836B

Federal ID
S602093

Project From
I-44

Project To
Route 360

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

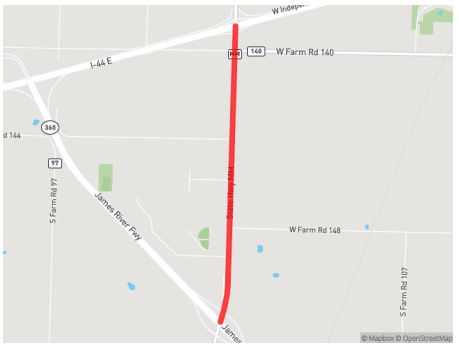
Roadway improvements on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues, City of Republic; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - Discretionary/STBG; $6 million from MoDOT Cost Share Program for Economic Development

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	$184,562	$184,562	$181,413	-	-	-	$550,537
Engineering	STBG (FHWA)	$260,735	$65,600	$270,400	-	-	-	$596,735
Engineering	MoDOT	$65,184	$16,400	$67,600	-	-	-	$149,184
Total Engineering		$510,481	$266,562	$519,413	-	-	-	$1,296,456
ROW	STBG (FHWA)	-	$552,390	-	-	-	-	$552,390
ROW	MoDOT	-	$138,098	-	-	-	-	$138,098
ROW	Local	-	$445,790	-	-	-	-	$445,790
Total ROW		-	$1,136,278	-	-	-	-	$1,136,278
Construction	MoDOT	-	-	$935,351	-	-	-	$935,351
Construction	Local	-	-	$581,247	-	-	-	$581,247
Construction	STBG (FHWA)	-	-	$3,741,402	-	-	-	$3,741,402
Construction	STBG-U (FHWA)	-	-	$2,296,000	-	-	-	$2,296,000
Total Construction		-	-	$7,554,000	-	-	-	$7,554,000
Total Programmed		**$510,481**	**$1,402,840**	**$8,073,413**	**-**	**-**	**-**	**$9,986,734**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources, Update to match STIP due to Bulk Carry-Over from TIP 2022 Annual Update 23 to match STIP
PROJECT CHANGES	Plan Revision Name changed from "22A3" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $63,184 to $16,400 - Decrease funds in FFY 2024 in ENG from $77,179 to $67,600 + Increase funds in FFY 2024 in CON from $891,356 to $935,351 **STBG (FHWA)** - Decrease funds in FFY 2023 in ENG from $252,735 to $65,600 - Decrease funds in FFY 2024 in ENG from $308,716 to $270,400 + Increase funds in FFY 2024 in CON from $3,565,424 to $3,741,402 **Local** - Decrease funds in FFY 2024 in CON from $581,370 to $581,247
FEDERAL PROJECT COST	Decreased from $7,236,000 to $7,186,527 (-0.68%)
TOTAL PROJECT COST	Decreased from $10,048,698 to $9,986,734 (-0.62%)



SP1816-20A6 - KANSAS EXPRESSWAY AND SUNSET STREET

Plan Revision	Section	Project Type	Lead Agency
23Draft	Cost Shares	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,782,000

MoDoT ID	Federal ID	Project From	Project To
J8P3087E	0132093	Rte. 13	Sunset Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

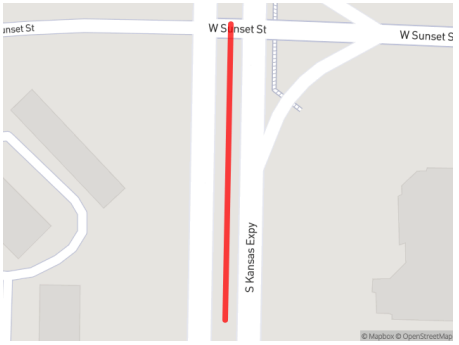
Add lanes, improve pedestrian access and replace signal on Kansas Expressway (Route 13) at Sunset Street in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax, FYI: $278,200 Springfield and $1,112,800 STBG-Urban funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$405,600	$250,400	-	-	-	-	$656,000
Engineering	MoDOT	$101,400	$62,600	-	-	-	-	$164,000
Total Engineering		$507,000	$313,000	-	-	-	-	$820,000
ROW	MoDOT	$12,357	-	-	-	-	-	$12,357
ROW	Local	$26,643	-	-	-	-	-	$26,643
ROW	STBG (FHWA)	$49,428	-	-	-	-	-	$49,428
ROW	STBG-U (FHWA)	$106,572	-	-	-	-	-	$106,572
Total ROW		$195,000	-	-	-	-	-	$195,000
Construction	Local	-	$251,557	-	-	-	-	$251,557
Construction	STBG-U (FHWA)	-	$1,006,228	-	-	-	-	$1,006,228
Construction	STBG (FHWA)	-	$407,372	-	-	-	-	$407,372
Construction	MoDOT	-	$101,843	-	-	-	-	$101,843
Total Construction		-	$1,767,000	-	-	-	-	$1,767,000
Total Programmed		**$702,000**	**$2,080,000**	**-**	**-**	**-**	**-**	**$2,782,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax, FYI: $279,000 City of Springfield and $1,116,000 STBG-Urban funds." to "Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax, FYI: $278,200 Springfield and $1,112,800 STBG-Urban funds."
FUNDING CHANGES	**NHPP (FHWA)** - Decrease funds in FFY 2018 in ENG from $60,000 to $0 - Decrease funds in FFY 2019 in ENG from $4,000 to $0 - Decrease funds in FFY 2020 in ENG from $1,600 to $0 - Decrease funds in FFY 2021 in ENG from $111,200 to $0 - Decrease funds in FFY 2022 in ENG from $228,800 to $0 - Decrease funds in FFY 2022 in ROW from $49,428 to $0 - Decrease funds in FFY 2023 in ENG from $192,800 to $0 - Decrease funds in FFY 2023 in CON from $716,353 to $0 **MoDOT** + Increase funds in FFY 2023 in ENG from $48,200 to $62,600 - Decrease funds in FFY 2023 in CON from $179,088 to $101,843 **STBG (FHWA)** + Increase funds in FFY 2018 in ENG from $0 to $60,000 + Increase funds in FFY 2019 in ENG from $0 to $4,000 + Increase funds in FFY 2020 in ENG from $0 to $1,600 + Increase funds in FFY 2021 in ENG from $0 to $111,200 + Increase funds in FFY 2022 in ENG from $0 to $228,800 + Increase funds in FFY 2022 in ROW from $0 to $49,428 + Increase funds in FFY 2023 in ENG from $0 to $250,400 + Increase funds in FFY 2023 in CON from $0 to $407,372 **Local** + Increase funds in FFY 2023 in CON from $201,394 to $251,557 **STBG-U (FHWA)** + Increase funds in FFY 2023 in CON from $805,575 to $1,006,228
FEDERAL PROJECT COST	Decreased from $2,276,328 to $2,225,600 (-2.23%)
TOTAL PROJECT COST	Decreased from $2,845,410 to $2,782,000 (-2.23%)



SP1817-20A6 - KANSAS EXPRESSWAY AND WALNUT LAWN

Plan Revision	Section	Project Type	Lead Agency
23Draft	Cost Shares	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$3,457,000

MoDoT ID	Federal ID	Project From	Project To
J8P3087F	0132092	Rte. 13	Walnut Lawn Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

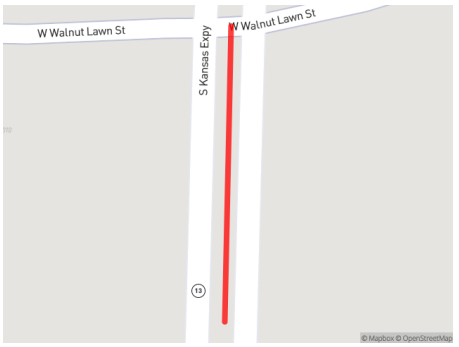
Add lanes, improve pedestrian access and replace signal on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax, FYI: $404,500 Springfield and $1,324,800 STBG-Urban funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$73,200	$82,200	-	-	-	-	$155,400
Engineering	NHPP (FHWA)	$292,800	-	-	-	-	-	$292,800
Engineering	STBG (FHWA)	-	$328,800	-	-	-	-	$328,800
Total Engineering		$366,000	$411,000	-	-	-	-	$777,000
ROW	MoDOT	$26,866	-	-	-	-	-	$26,866
ROW	NHPP (FHWA)	$107,465	-	-	-	-	-	$107,465
ROW	Local	$45,934	-	-	-	-	-	$45,934
ROW	STBG-U (FHWA)	$183,735	-	-	-	-	-	$183,735
Total ROW		$364,000	-	-	-	-	-	$364,000
Construction	Local	-	$358,566	-	-	-	-	$358,566
Construction	MoDOT	-	$163,434	-	-	-	-	$163,434
Construction	STBG-U (FHWA)	-	$1,140,265	-	-	-	-	$1,140,265
Construction	STBG (FHWA)	-	$653,735	-	-	-	-	$653,735
Total Construction		-	$2,316,000	-	-	-	-	$2,316,000
Total Programmed		**$730,000**	**$2,727,000**	**-**	**-**	**-**	**-**	**$3,457,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax, FYI: $331,000 City of Springfield and $1,324,000 STBG-Urban funds." to "Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax, FYI: $404,500 Springfield and $1,324,800 STBG-Urban funds."
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $64,200 to $82,200 - Decrease funds in FFY 2023 in CON from $214,738 to $163,434 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $256,800 to $0 - Decrease funds in FFY 2023 in CON from $858,952 to $0 **Local** + Increase funds in FFY 2023 in CON from $250,616 to $358,566 **STBG-U (FHWA)** + Increase funds in FFY 2023 in CON from $1,002,464 to $1,140,265 **STBG (FHWA)** + Increase funds in FFY 2023 in ENG from $0 to $328,800 + Increase funds in FFY 2023 in CON from $0 to $653,735
FEDERAL PROJECT COST	Increased from $2,702,216 to $2,706,800 (0.17%)
TOTAL PROJECT COST	Increased from $3,377,770 to $3,457,000 (2.35%)



CC2103-20A7 - NELSON MILL BRIDGE

Plan Revision
23Draft

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
Christian County

County
Christian County

Municipality
Unincorporated Christian County

Status
Programmed

Total Cost
$510,000

MoDoT ID
-

Federal ID
9901830

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Rehabilitation, widening, and redecking of Nelson Mill Bridge, as well as widening the approach roadway to match the new bridge width.

Funding Source Notes
Non-Federal Funding Source: Christian County

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	$24,000	-	-	-	-	$24,000
Engineering	Local	-	$26,000	-	-	-	-	$26,000
Total Engineering		-	$50,000	-	-	-	-	$50,000
Construction	STBG-U (FHWA)	-	$368,000	-	-	-	-	$368,000
Construction	Local	-	$92,000	-	-	-	-	$92,000
Total Construction		-	$460,000	-	-	-	-	$460,000
Total Programmed		**-**	**$510,000**	**-**	**-**	**-**	**-**	**$510,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $92,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $92,000 - Decrease funds in FFY 2021 in ENG from $26,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $26,000 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $368,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $368,000 - Decrease funds in FFY 2021 in ENG from $24,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $24,000
FEDERAL PROJECT COST	Stays the same $392,000
TOTAL PROJECT COST	Stays the same $510,000



CC2304-23 - GREEN BRIDGE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Asset Management - Bridge	Christian County

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$3,782,289

MoDoT ID	Federal ID	Project From	Project To
-	-	Over the Finley	-

Project Considerations

Environmental Justice Area

Project Description

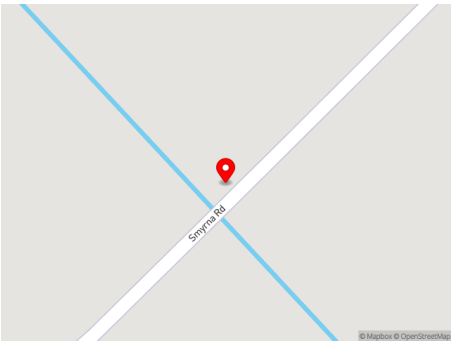
Bridge replacement of Green Bridge over the Finley River

Funding Source Notes

Non-Federal Funding Source: Christian County

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	$243,838	$188,333	-	-	-	-	$432,171
Total Engineering		$243,838	$188,333	-	-	-	-	$432,171
Construction	Local	-	$2,900,118	-	-	-	-	$2,900,118
Construction	STBG-U (FHWA)	-	$450,000	-	-	-	-	$450,000
Total Construction		-	$3,350,118	-	-	-	-	$3,350,118
Total Programmed		**$243,838**	**$3,538,451**	**-**	**-**	**-**	**-**	**$3,782,289**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $450,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $3,782,289 (0%)



EN1803-20A6 - JEFFERSON AVENUE FOOTBRIDGE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$3,200,000

MoDoT ID	Federal ID	Project From	Project To
-	5903803	Chase Street	Commercial Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

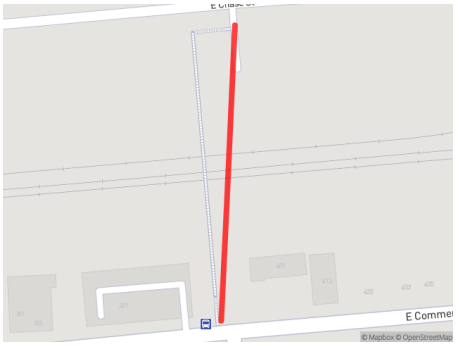
Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.

Funding Source Notes

Non-Federal Funding Source: City of Springfield Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	-	$20,000	-	-	-	-	$20,000
Engineering	STBG-U (FHWA)	-	$80,000	-	-	-	-	$80,000
Total Engineering		-	$100,000	-	-	-	-	$100,000
Construction	Local	-	$620,000	-	-	-	-	$620,000
Construction	STBG-U (FHWA)	-	$2,480,000	-	-	-	-	$2,480,000
Total Construction		-	$3,100,000	-	-	-	-	$3,100,000
Total Programmed		**-**	**$3,200,000**	**-**	**-**	**-**	**-**	**$3,200,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Status changed from "Construction Obligated" to "Programmed"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ENG from $20,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $20,000 - Decrease funds in FFY 2022 in CON from $620,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $620,000 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ENG from $80,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $80,000 - Decrease funds in FFY 2022 in CON from $2,480,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $2,480,000
FEDERAL PROJECT COST	Stays the same $2,560,000
TOTAL PROJECT COST	Stays the same $3,200,000



EN2009-20A3 - FASSNIGHT CLAY TO BROOKSIDE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$271,826

MoDoT ID	Federal ID	Project From	Project To
-	5901817	Clay	Brookside

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

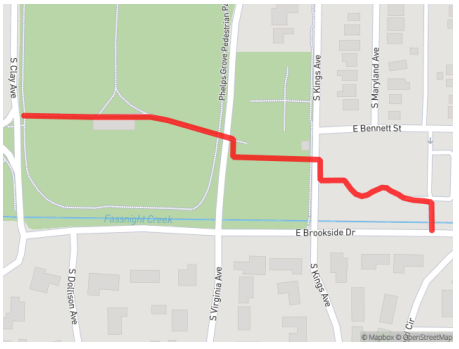
Constructing approximately 1,650 linear feet of the Fassnight Creek Greenway, extending the trail from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum.

Funding Source Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	$217,461	-	-	-	-	$217,461
Construction	Local	-	$54,365	-	-	-	-	$54,365
Total Construction		-	$271,826	-	-	-	-	$271,826
Total Programmed		**-**	**$271,826**	**-**	**-**	**-**	**-**	**$271,826**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $54,365 to $0 + Increase funds in FFY 2023 in CON from $0 to $54,365 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $217,461 to $0 + Increase funds in FFY 2023 in CON from $0 to $217,461
FEDERAL PROJECT COST	Stays the same $217,461
TOTAL PROJECT COST	Stays the same $271,826



EN2010-22AM3 - SHUYLER CREEK TRAIL

Plan Revision
23Draft

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Republic

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$1,945,985

MoDoT ID
-

Federal ID
6900813

Project From
-

Project To
-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

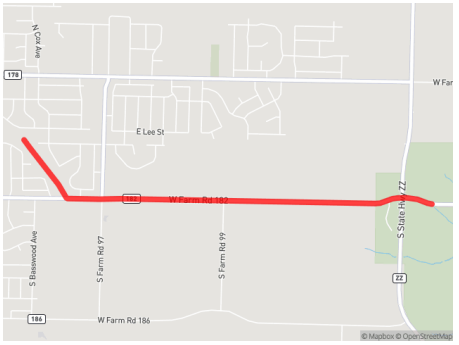
Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

Funding Source Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$178,969	$40,000	-	-	-	-	$218,969
Engineering	Local	$44,742	$10,000	-	-	-	-	$54,742
Total Engineering		$223,711	$50,000	-	-	-	-	$273,711
ROW	Local	-	$74,155	-	-	-	-	$74,155
ROW	TAP (FHWA)	-	$296,618	-	-	-	-	$296,618
Total ROW		-	$370,773	-	-	-	-	$370,773
Construction	Local	-	$772,020	-	-	-	-	$772,020
Construction	STBG-U (FHWA)	-	$316,707	-	-	-	-	$316,707
Construction	TAP (FHWA)	-	$212,774	-	-	-	-	$212,774
Total Construction		-	$1,301,501	-	-	-	-	$1,301,501
Total Programmed		**$223,711**	**$1,722,274**	**-**	**-**	**-**	**-**	**$1,945,985**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22AM3" to "23Draft"
FUNDING CHANGES	**Local** + Increase funds in FFY 2021 in ENG from $19,682 to $44,742 + Increase funds in FFY 2023 in ENG from $0 to $10,000 - Decrease funds in FFY 2022 in ROW from $78,872 to $0 + Increase funds in FFY 2023 in ROW from $0 to $74,155 - Decrease funds in FFY 2022 in CON from $117,971 to $0 + Increase funds in FFY 2023 in CON from $0 to $772,020 **STBG-U (FHWA)** + Increase funds in FFY 2021 in ENG from $78,728 to $178,969 + Increase funds in FFY 2023 in ENG from $0 to $40,000 - Decrease funds in FFY 2022 in ROW from $277,979 to $0 + Increase funds in FFY 2023 in CON from $0 to $316,707 **TAP (FHWA)** - Decrease funds in FFY 2022 in ROW from $37,507 to $0 + Increase funds in FFY 2023 in ROW from $0 to $296,618 - Decrease funds in FFY 2022 in CON from $471,885 to $0 + Increase funds in FFY 2023 in CON from $0 to $212,774
FEDERAL PROJECT COST	Increased from $866,099 to $1,045,068 (20.66%)
TOTAL PROJECT COST	Increased from $1,082,624 to $1,945,985 (79.75%)



EN2204-22AM1 - CHADWICK FLYER PHASE II

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Ozark

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$800,000

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

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description

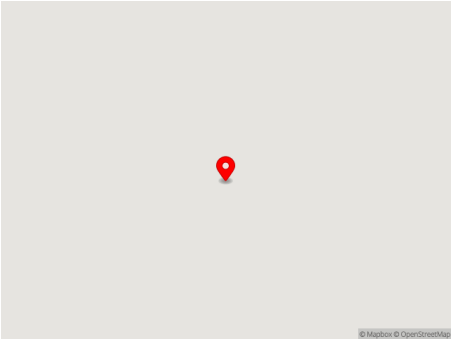
Construction of Chadwick Flyer west of US 65 in Ozark.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	$64,000	-	-	-	-	$64,000
Engineering	Local	-	$16,000	-	-	-	-	$16,000
Total Engineering		-	$80,000	-	-	-	-	$80,000
Construction	CRRSAA (FHWA)	-	$573,750	-	-	-	-	$573,750
Construction	STBG-U (FHWA)	-	$117,000	-	-	-	-	$117,000
Construction	Local	-	$29,250	-	-	-	-	$29,250
Total Construction		-	$720,000	-	-	-	-	$720,000
Total Programmed		**-**	**$800,000**	**-**	**-**	**-**	**-**	**$800,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22AM1" to "23Draft" Project Considerations changed from "Bike/Ped Plan, Regional Trail Plan Priority" to "Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ENG from $16,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $16,000 - Decrease funds in FFY 2022 in CON from $29,250 to $0 + Increase funds in FFY 2023 in CON from $0 to $29,250 **CRRSAA (FHWA)** - Decrease funds in FFY 2022 in CON from $573,750 to $0 + Increase funds in FFY 2023 in CON from $0 to $573,750 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ENG from $64,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $64,000 - Decrease funds in FFY 2022 in CON from $117,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $117,000
FEDERAL PROJECT COST	Stays the same $754,750
TOTAL PROJECT COST	Stays the same $800,000



EN2301-23 - REGIONAL TRAIL PLANNING SERVICES

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Planning	Ozark Greenways

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$325,252

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

Project Considerations

Bike/Ped Plan

Project Description

Regional trail planning services to (1) refine existing trail alignments, (2) engage with landowners, (3) engage with OTO municipalities, and (4) increase community interest in trails.

Funding Source Notes

Non-Federal Source of Funding: Ozark Greenways; FYI: This project funds a 5-year work program for Regional Trail Planning Services/Funding is subject to TAP award.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Planning	TAP (FHWA)	-	$260,201	-	-	-	-	$260,201
Planning	Local	-	$65,051	-	-	-	-	$65,051
Total Planning		-	$325,252	-	-	-	-	$325,252
Total Programmed		**-**	**$325,252**	**-**	**-**	**-**	**-**	**$325,252**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $260,201 (0%)
TOTAL PROJECT COST	Increased from $0 to $325,252 (0%)

GR1502 - EAST/WEST ARTERIAL (RIVERBLUFF BLVD) PHASE I

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Scoping	Greene County

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$1,000,000

MoDoT ID	Federal ID	Project From	Project To
-	-	Farm Road 141	Campbell Avenue

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

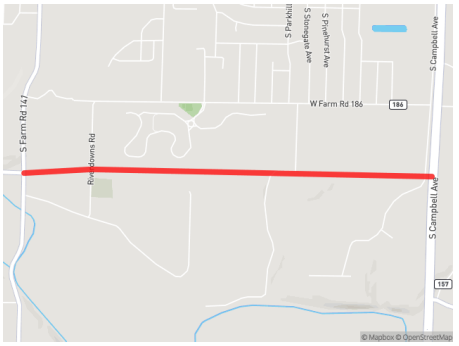
Design/Environmental Approval from Farm Road 141 to Campbell Avenue.

Funding Source Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	-	-	-	-	$1,000,000	-	$1,000,000
Total Engineering		-	-	-	-	$1,000,000	-	$1,000,000
Total Programmed		**-**	**-**	**-**	**-**	**$1,000,000**	**-**	**$1,000,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Bike/Ped Plan" to "Environmental Justice Area, Bike/Ped Plan" Performance Measure changed from "None" to "Bike/Ped, System Reliability"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2025 in ENG from $1,000,000 to $0 + Increase funds in FFY 2026 in ENG from $0 to $1,000,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $1,000,000



GR1707-17A6 - EAST/WEST ARTERIAL-CAMPBELL TO KISSICK

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Scoping	Greene County

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$69,000

MoDoT ID	Federal ID	Project From	Project To
-	-	Campbell	Kissick

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

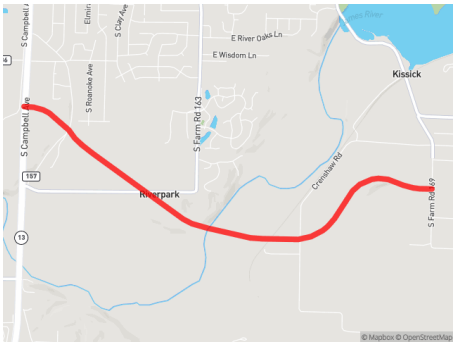
Scoping for the East-West Arterial from Campbell to Kissick.

Funding Source Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	$15,000	$1,000	$1,000	$1,000	$1,000	-	$19,000
Total Engineering		$15,000	$1,000	$1,000	$1,000	$1,000	-	$19,000
ROW	Local	$50,000	-	-	-	-	-	$50,000
Total ROW		$50,000	-	-	-	-	-	$50,000
Total Programmed		**$65,000**	**$1,000**	**$1,000**	**$1,000**	**$1,000**	**-**	**$69,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Bike/Ped, System Reliability"
FUNDING CHANGES	**Local** + Increase funds in FFY 2026 in ENG from $0 to $1,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $68,000 to $69,000 (1.47%)



GR1902-20AM6 - KANSAS EXTENSION PHASE II

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	System Improvement	Greene County

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$12,169,745

MoDoT ID	Federal ID	Project From	Project To
-	5909802	Plainview Road	Farm Road 190 at Cox Road

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

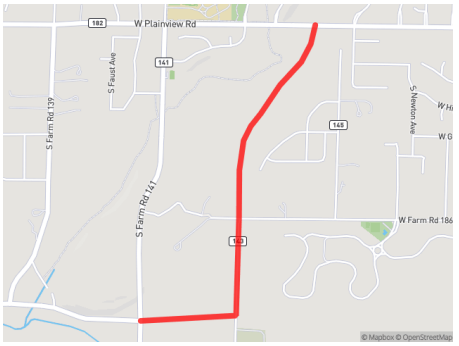
New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.

Funding Source Notes

Non-Federal Funding Source: Greene County Highway Department Road and Bridge Fund.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
ROW	Local	$733,949	-	-	-	-	-	$733,949
ROW	STBG-U (FHWA)	$2,935,796	-	-	-	-	-	$2,935,796
Total ROW		$3,669,745	-	-	-	-	-	$3,669,745
Construction	Local	-	-	$1,871,340	-	-	-	$1,871,340
Construction	STBG-U (FHWA)	-	-	$6,628,660	-	-	-	$6,628,660
Total Construction		-	-	$8,500,000	-	-	-	$8,500,000
Total Programmed		**$3,669,745**	**-**	**$8,500,000**	**-**	**-**	**-**	**$12,169,745**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Bike/Ped Plan" to "Environmental Justice Area, Bike/Ped Plan" Performance Measure changed from "None" to "Bike/Ped, System Reliability" Status changed from "Construction Obligated" to "Programmed"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $1,253,521 to $0 - Decrease funds in FFY 2023 in CON from $4,000,000 to $0 + Increase funds in FFY 2024 in CON from $0 to $1,871,340 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $3,246,479 to $0 + Increase funds in FFY 2024 in CON from $0 to $6,628,660
FEDERAL PROJECT COST	Increased from $6,182,275 to $9,564,456 (54.71%)
TOTAL PROJECT COST	Stays the same $12,169,745



GR2105-20A5 - FARM ROAD 175 BRIDGE REPLACEMENT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Asset Management - Bridge	Greene County

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$650,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

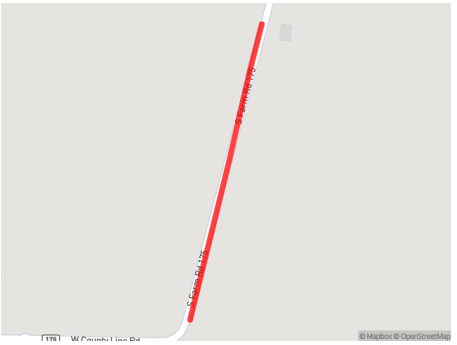
Replacement of Bridge #1750227 on Farm Road 175 over Farmer's Branch.

Funding Source Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$130,000	-	-	-	-	$130,000
Construction	STBG-U (FHWA)	-	$520,000	-	-	-	-	$520,000
Total Construction		-	$650,000	-	-	-	-	$650,000
Total Programmed		**-**	**$650,000**	**-**	**-**	**-**	**-**	**$650,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $120,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $130,000 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $480,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $520,000
FEDERAL PROJECT COST	Increased from $480,000 to $520,000 (8.33%)
TOTAL PROJECT COST	Increased from $600,000 to $650,000 (8.33%)



GR2210-22A4 - FARM ROAD 223 BRIDGE REPLACEMENT OVER LITTLE SAC RIVER

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Asset Management - Bridge	Greene County

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$700,000

MoDoT ID	Federal ID	Project From	Project To
-	-	over Little Sac River	-

Project Considerations

-

Project Description

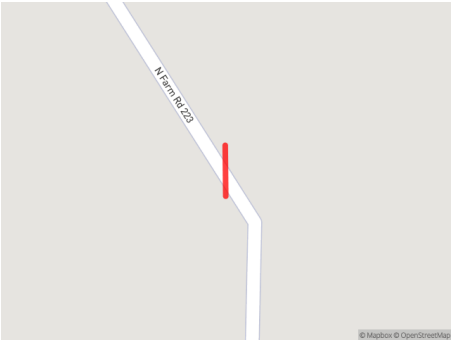
Replace Bridge 2230071 on Farm Road 223 over the Little Sac River.

Funding Source Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$140,000	-	-	-	-	$140,000
Construction	BRO (FHWA)	-	$560,000	-	-	-	-	$560,000
Total Construction		-	$700,000	-	-	-	-	$700,000
Total Programmed		**-**	**$700,000**	**-**	**-**	**-**	**-**	**$700,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22A4" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $132,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $140,000 **BRO (FHWA)** - Decrease funds in FFY 2022 in CON from $528,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $560,000
FEDERAL PROJECT COST	Increased from $528,000 to $560,000 (6.06%)
TOTAL PROJECT COST	Increased from $660,000 to $700,000 (6.06%)



GR2211-22A4 - GREENE COUNTY BRIDGE PROJECTS ON FR 150/171

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Asset Management - Bridge	Greene County

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$435,000

MoDoT ID	Federal ID	Project From	Project To
-	-	Over Little Sac River, Over Wilson's Creek	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

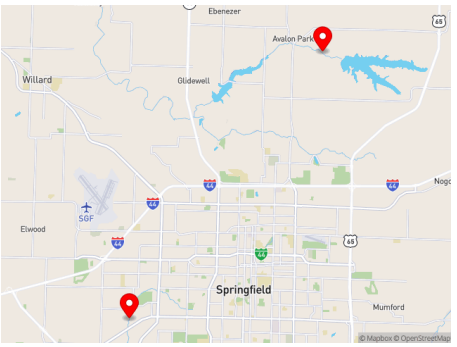
This is a bundle of three bridge projects: FR 150 Bridge (#1500133) Replacement over Wilson's Creek; FR 171 Bridge (#1710070) Rehab/Repair over Little Sac River.

Funding Source Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$87,000	-	-	-	-	$87,000
Construction	BRO (FHWA)	-	$348,000	-	-	-	-	$348,000
Total Construction		-	$435,000	-	-	-	-	$435,000
Total Programmed		**-**	**$435,000**	**-**	**-**	**-**	**-**	**$435,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update 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)
PROJECT CHANGES	Title changed from "GREENE COUNTY BRIDGE PROJECTS ON FR 102/150/171" to "GREENE COUNTY BRIDGE PROJECTS ON FR 150/171" Description changed from "This is a bundle of three bridge projects: FR 102 Bridge (#1020197) Replacement over Branch of S. Dry Sac River; FR 150 Bridge (#1500133) Replacement over Wilson's Creek; FR 171 Bridge (#1710070) Rehab/Repair over Little Sac River." to "This is a bundle of three bridge projects: FR 150 Bridge (#1500133) Replacement over Wilson's Creek; FR 171 Bridge (#1710070) Rehab/Repair over Little Sac River." Plan Revision Name changed from "22A4" to "23Draft" Project Considerations changed from "None" to "Environmental Justice Area, Bike/Ped Plan"
FUNDING CHANGES	**BRO (FHWA)** - Decrease funds in FFY 2022 in CON from $588,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $348,000 **Local** - Decrease funds in FFY 2022 in CON from $147,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $87,000
FEDERAL PROJECT COST	Decreased from $588,000 to $348,000 (-40.82%)
TOTAL PROJECT COST	Decreased from $735,000 to $435,000 (-40.82%)



NX2101-20AM7 - N. MAIN STREET

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	System Improvement	City of Nixa

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	$2,341,432

MoDoT ID	Federal ID	Project From	Project To
-	9901831	north of Tracker Road	south of SH-CC

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC.

Funding Source Notes

Non-Federal Funding Source: City of Nixa

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	$170,286	-	-	-	-	$170,286
Engineering	Local	-	$42,571	-	-	-	-	$42,571
Total Engineering		-	$212,857	-	-	-	-	$212,857
ROW	STBG-U (FHWA)	-	$113,524	-	-	-	-	$113,524
ROW	Local	-	$28,381	-	-	-	-	$28,381
Total ROW		-	$141,905	-	-	-	-	$141,905
Construction	STBG-U (FHWA)	-	$1,589,336	-	-	-	-	$1,589,336
Construction	Local	-	$397,334	-	-	-	-	$397,334
Total Construction		-	$1,986,670	-	-	-	-	$1,986,670
Total Programmed		**-**	**$2,341,432**	**-**	**-**	**-**	**-**	**$2,341,432**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Description changed from "North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC" to "North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ENG from $42,571 to $0 + Increase funds in FFY 2023 in ENG from $0 to $42,571 - Decrease funds in FFY 2022 in ROW from $28,381 to $0 + Increase funds in FFY 2023 in ROW from $0 to $28,381 - Decrease funds in FFY 2022 in CON from $397,334 to $0 + Increase funds in FFY 2023 in CON from $0 to $397,334 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ENG from $170,286 to $0 + Increase funds in FFY 2023 in ENG from $0 to $170,286 - Decrease funds in FFY 2022 in ROW from $113,524 to $0 + Increase funds in FFY 2023 in ROW from $0 to $113,524 - Decrease funds in FFY 2022 in CON from $1,589,336 to $0 + Increase funds in FFY 2023 in CON from $0 to $1,589,336
FEDERAL PROJECT COST	Stays the same $1,873,146
TOTAL PROJECT COST	Stays the same $2,341,432



NX2201-20A8 - TRUMAN FROM HEATHER GLENN TO PEMBROOK/NORTON

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	System Improvement	City of Nixa

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	$1,913,188

MoDoT ID	Federal ID	Project From	Project To
-	9901832	southeast of Heather Glen	south of Pembrook and Norton

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

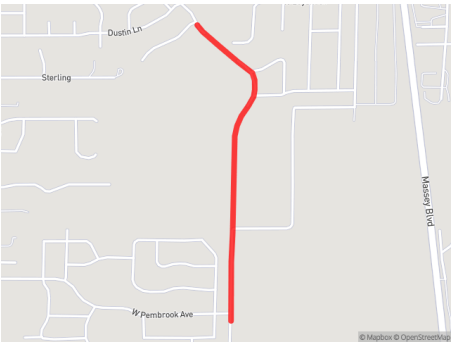
Truman Boulevard Improvements, including widening, roundabout, and sidewalks from southeast of Heather Glenn to south of Pembrook and Norton.

Funding Source Notes

Non-Federal Funding Source: City of Nixa

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	$1,530,550	-	-	-	-	$1,530,550
Construction	Local	-	$382,638	-	-	-	-	$382,638
Total Construction		-	$1,913,188	-	-	-	-	$1,913,188
Total Programmed		**-**	**$1,913,188**	**-**	**-**	**-**	**-**	**$1,913,188**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $382,638 to $0 + Increase funds in FFY 2023 in CON from $0 to $382,638 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $1,530,550 to $0 + Increase funds in FFY 2023 in CON from $0 to $1,530,550
FEDERAL PROJECT COST	Stays the same $1,530,550
TOTAL PROJECT COST	Stays the same $1,913,188



NX2301-20A5 - DOWNTOWN N. MAIN STREET

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	System Improvement	City of Nixa

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	$309,096

MoDoT ID	Federal ID	Project From	Project To
-	-	Route 14	North Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

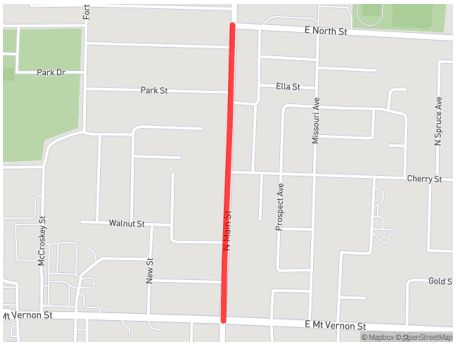
Downtown Nixa Main Street Improvements from Route 14 to North Street.

Funding Source Notes

Non-Federal Funding Source: City of Nixa

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	-	$61,819	-	-	-	-	$61,819
Engineering	STBG-U (FHWA)	-	$247,277	-	-	-	-	$247,277
Total Engineering		-	$309,096	-	-	-	-	$309,096
Total Programmed		**-**	**$309,096**	**-**	**-**	**-**	**-**	**$309,096**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** + Increase funds in FFY 2023 in ENG from $51,516 to $61,819 **STBG-U (FHWA)** + Increase funds in FFY 2023 in ENG from $206,064 to $247,277
FEDERAL PROJECT COST	Increased from $206,064 to $247,277 (20.00%)
TOTAL PROJECT COST	Increased from $257,580 to $309,096 (20.0%)



SP2014-20A7 - ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,610,000

MoDoT ID	Federal ID	Project From	Project To
-	5916808	-	-

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

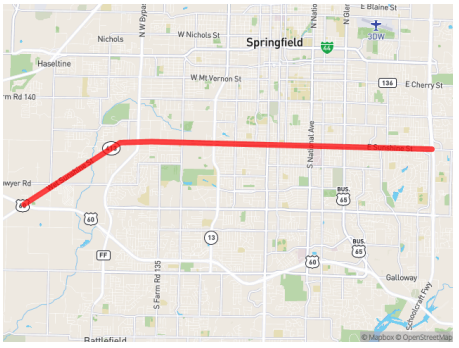
ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.

Funding Source Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$322,000	-	-	-	-	$322,000
Construction	STBG-U (FHWA)	-	$1,288,000	-	-	-	-	$1,288,000
Total Construction		-	$1,610,000	-	-	-	-	$1,610,000
Total Programmed		**-**	**$1,610,000**	**-**	**-**	**-**	**-**	**$1,610,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $322,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $322,000 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $1,288,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $1,288,000
FEDERAL PROJECT COST	Stays the same $1,288,000
TOTAL PROJECT COST	Stays the same $1,610,000



SP2104-20A7 - WALNUT STREET BRIDGE

Plan Revision
23Draft

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$2,000,000

MoDoT ID
-

Federal ID
5901819

Project From
Jordan Creek

Project To
-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

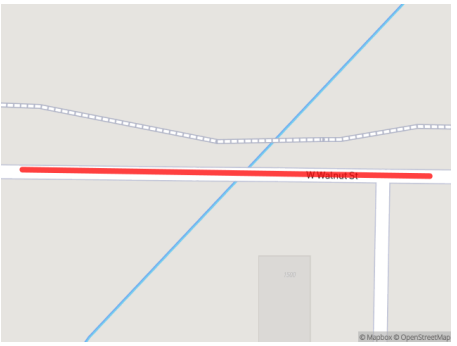
Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the bridge.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
ROW	STBG-U (FHWA)	-	-	$240,000	-	-	-	$240,000
ROW	Local	-	-	$60,000	-	-	-	$60,000
Total ROW		-	-	$300,000	-	-	-	$300,000
Construction	STBG-U (FHWA)	-	-	$1,360,000	-	-	-	$1,360,000
Construction	Local	-	-	$340,000	-	-	-	$340,000
Total Construction		-	-	$1,700,000	-	-	-	$1,700,000
Total Programmed		**-**	**-**	**$2,000,000**	**-**	**-**	**-**	**$2,000,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ROW from $60,000 to $0 + Increase funds in FFY 2024 in ROW from $0 to $60,000 - Decrease funds in FFY 2022 in CON from $340,000 to $0 + Increase funds in FFY 2024 in CON from $0 to $340,000 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ROW from $240,000 to $0 + Increase funds in FFY 2024 in ROW from $0 to $240,000 - Decrease funds in FFY 2022 in CON from $1,360,000 to $0 + Increase funds in FFY 2024 in CON from $0 to $1,360,000
FEDERAL PROJECT COST	Stays the same $1,600,000
TOTAL PROJECT COST	Stays the same $2,000,000



SP2114-20A5 - GALLOWAY STREET IMPROVEMENTS - GOVCS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	System Improvement	City of Springfield

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$5,000,000

MoDoT ID	Federal ID	Project From	Project To
GOVCS03	-	Luster Avenue	Lone Pine Avenue

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

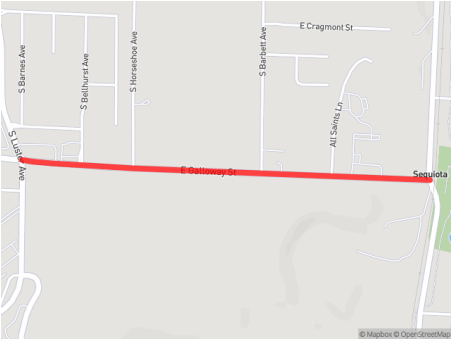
Add center turn lane, multi-use path and roundabouts on Galloway Street from Luster Ave. to Lone Pine Ave.

Funding Source Notes

Non-Federal Funding Source: City of Springfield Sales Tax, Governor's Cost Share Program

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$3,500,000	-	-	-	-	$3,500,000
Construction	MoDOT	-	$1,500,000	-	-	-	-	$1,500,000
Total Construction		-	$5,000,000	-	-	-	-	$5,000,000
Total Programmed		**-**	**$5,000,000**	**-**	**-**	**-**	**-**	**$5,000,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in CON from $3,500,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $3,500,000 **MoDOT** - Decrease funds in FFY 2022 in CON from $1,500,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $1,500,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $5,000,000



SP2202-20A5 - TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Asset Management - Other	City of Springfield

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,500,000

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

Project Considerations

Bike/Ped Plan

Project Description

Signal replacements at various locations in the City of Springfield.

Funding Source Notes

Non-Federal Funding Source: City of Springfield 1/8-cent sales tax and in-kind labor; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	-	$28,000	-	-	-	-	$28,000
Engineering	STBG-U (FHWA)	-	$112,000	-	-	-	-	$112,000
Total Engineering		-	$140,000	-	-	-	-	$140,000
ROW	STBG-U (FHWA)	-	-	$4,000	-	-	-	$4,000
ROW	Local	-	-	$1,000	-	-	-	$1,000
Total ROW		-	-	$5,000	-	-	-	$5,000
Construction	STBG-U (FHWA)	-	-	$1,084,000	-	-	-	$1,084,000
Construction	Local	-	-	$271,000	-	-	-	$271,000
Total Construction		-	-	$1,355,000	-	-	-	$1,355,000
Total Programmed		**-**	**$140,000**	**$1,360,000**	**-**	**-**	**-**	**$1,500,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Bike/Ped Plan"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ENG from $28,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $28,000 - Decrease funds in FFY 2022 in CON from $308,000 to $0 + Increase funds in FFY 2024 in ROW from $0 to $1,000 + Increase funds in FFY 2024 in CON from $0 to $271,000 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ENG from $112,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $112,000 - Decrease funds in FFY 2022 in CON from $1,232,000 to $0 + Increase funds in FFY 2024 in ROW from $0 to $4,000 + Increase funds in FFY 2024 in CON from $0 to $1,084,000
FEDERAL PROJECT COST	Decreased from $1,344,000 to $1,200,000 (-10.71%)
TOTAL PROJECT COST	Decreased from $1,680,000 to $1,500,000 (-10.71%)

SP2501-22 - GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,000,000

MoDoT ID	Federal ID	Project From	Project To
-	-	John Q. Hammons Avenue	National Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

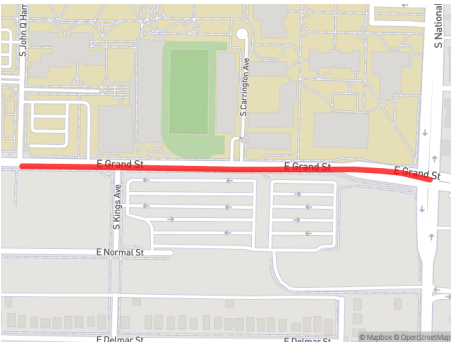
Safety and pedestrian improvements on Grand Street from John Q. Hammons Avenue to National Avenue.

Funding Source Notes

Non-Federal Funding Source: City of Springfield 1/8-cent Transportation Tax

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	-	-	-	$100,000	-	-	$100,000
Engineering	STBG-U (FHWA)	-	-	-	$400,000	-	-	$400,000
Total Engineering		-	-	-	$500,000	-	-	$500,000
Construction	Local	-	-	-	$300,000	-	-	$300,000
Construction	STBG-U (FHWA)	-	-	-	$1,200,000	-	-	$1,200,000
Total Construction		-	-	-	$1,500,000	-	-	$1,500,000
Total Programmed		**-**	**-**	**-**	**$2,000,000**	**-**	**-**	**$2,000,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $1,600,000
TOTAL PROJECT COST	Stays the same $2,000,000



ST2202-20A10 - N. OLD ORCHARD ROAD IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	System Improvement	City of Strafford

County	Municipality	Status	Total Cost
Greene County	Strafford	Programmed	$601,703

MoDoT ID	Federal ID	Project From	Project To
-	-	E. Evergreen	E. Farm Road 84

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

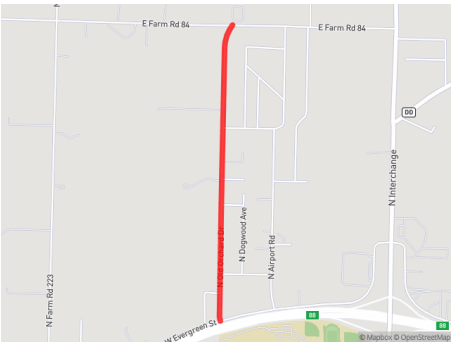
Capacity improvements to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.

Funding Source Notes

Non-Federal Funding Source: City of Strafford; FYI: Pending approval as a Collector on the Federal Functional Classification System and STBG-U Advance Agreement

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Local	-	$120,341	-	-	-	-	$120,341
Construction	STBG-U (FHWA)	-	$481,362	-	-	-	-	$481,362
Total Construction		-	$601,703	-	-	-	-	$601,703
Total Programmed		**-**	**$601,703**	**-**	**-**	**-**	**-**	**$601,703**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Environmental Justice Area, Bike/Ped Plan" Performance Measure changed from "None" to "Safety, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2022 in ENG from $54,153 to $0 - Decrease funds in FFY 2022 in ROW from $12,000 to $0 - Decrease funds in FFY 2022 in CON from $120,341 to $0 + Increase funds in FFY 2023 in CON from $0 to $120,341 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in CON from $481,362 to $0 + Increase funds in FFY 2023 in CON from $0 to $481,362
FEDERAL PROJECT COST	Stays the same $481,362
TOTAL PROJECT COST	Decreased from $667,856 to $601,703 (-9.91%)



WI2301-23 - JACKSON STREET RESURFACING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by Local Public Agencies	Asset Management - Pavement	City of Willard

County	Municipality	Status	Total Cost
Greene County	Willard	Programmed	$446,641

MoDoT ID	Federal ID	Project From	Project To
-	-	Highway 160	Tower

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

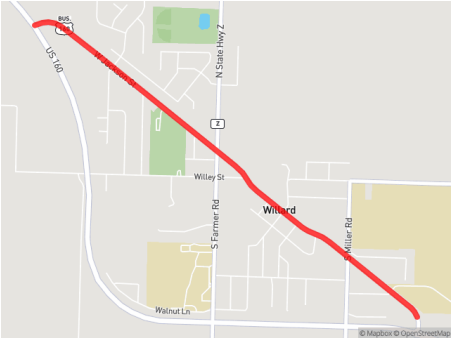
Resurface Jackson Street in Willard from Highway 160 to Tower Road.

Funding Source Notes

-

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	-	$37,816	-	-	-	-	$37,816
Total Engineering		-	$37,816	-	-	-	-	$37,816
Construction	STBG-U (FHWA)	-	$327,060	-	-	-	-	$327,060
Construction	Local	-	$81,765	-	-	-	-	$81,765
Total Construction		-	$408,825	-	-	-	-	$408,825
Total Programmed		**-**	**$446,641**	**-**	**-**	**-**	**-**	**$446,641**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $327,060 (0%)
TOTAL PROJECT COST	Increased from $0 to $446,641 (0%)



BA2202-22A3 - ROUTE FF CORRIDOR IMPROVEMENTS SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Battlefield	Programmed	$150,000

MoDoT ID	Federal ID	Project From	Project To
JSU0004	-	Route M	Farm Road 194

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

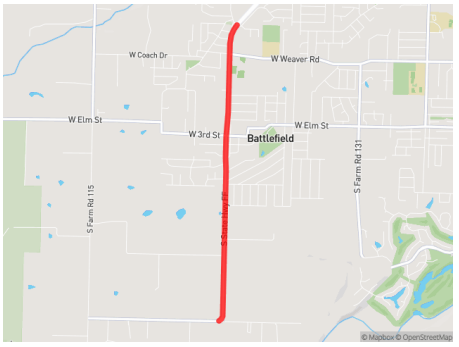
Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$40,000	$40,000	$40,000	-	-	-	$120,000
Engineering	MoDOT	$10,000	$10,000	$10,000	-	-	-	$30,000
Total Engineering		$50,000	$50,000	$50,000	-	-	-	$150,000
Total Programmed		**$50,000**	**$50,000**	**$50,000**	**-**	**-**	**-**	**$150,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22A3" to "23Draft" Performance Measure changed from "None" to "Freight Movement and Economic Vitality"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $150,000



BA2301-23 - ROUTE FF PAVEMENT RESURFACING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Battlefield	Programmed	$444,000

MoDoT ID	Federal ID	Project From	Project To
JSU0018	-	Weaver Rd	Haseltine Rd

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

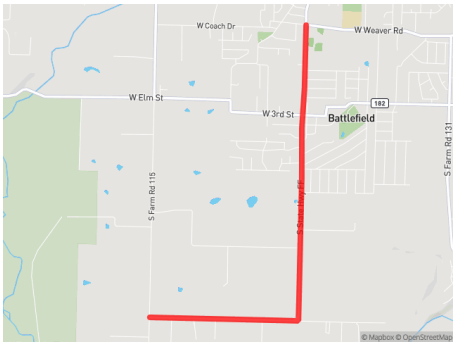
Pavement resurfacing from Weaver Road in Battlefield to end of route at Haseltine Road.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$1,600	$1,600	$3,200	$30,400	-	$36,800
Engineering	MoDOT	-	$400	$400	$800	$7,600	-	$9,200
Total Engineering		-	$2,000	$2,000	$4,000	$38,000	-	$46,000
Construction	MoDOT-AC	-	-	-	-	$318,400	-	$318,400
Construction	MoDOT	-	-	-	-	$79,600	-	$79,600
Total Construction		-	-	-	-	$398,000	-	$398,000
Total Programmed		**-**	**$2,000**	**$2,000**	**$4,000**	**$436,000**	**-**	**$444,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $444,000 (0%)



CC0901 - ROUTES CC/J/NN SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$154,000

MoDoT ID	Federal ID	Project From	Project To
J8S0736	1145004, 1145005	Main Street	Pheasant Road

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

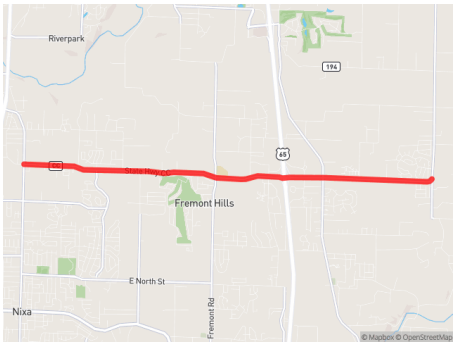
Scoping for capacity and safety improvements on Routes CC/J/NN from Main Street in Nixa to Pheasant Road in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$27,200	$8,000	$8,000	$8,000	$8,000	-	$59,200
Engineering	MoDOT	$82,000	$2,000	$2,000	$2,000	$2,000	-	$90,000
Engineering	MoDOT-AC	$3,200	-	-	-	-	-	$3,200
Engineering	STP (FHWA)	$1,600	-	-	-	-	-	$1,600
Total Engineering		$114,000	$10,000	$10,000	$10,000	$10,000	-	$154,000
Total Programmed		**$114,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$154,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Congestion Reduction"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2012 in ENG from $70,000 to $0 + Increase funds in FFY 2013 in ENG from $0 to $70,000 + Increase funds in FFY 2026 in ENG from $0 to $2,000 **MoDOT-AC** - Decrease funds in FFY 2025 in ENG from $8,000 to $0 **STBG (FHWA)** + Increase funds in FFY 2025 in ENG from $0 to $8,000 + Increase funds in FFY 2026 in ENG from $0 to $8,000
FEDERAL PROJECT COST	Increased from $44,800 to $60,800 (35.71%)
TOTAL PROJECT COST	Increased from $144,000 to $154,000 (6.94%)



CC1703 - SCOPING FOR ROUTE 14 ROADWAY IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$1,213,000

MoDoT ID	Federal ID	Project From	Project To
J8P0588	S601058	west of Rte. 160	east of Rte. 65

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

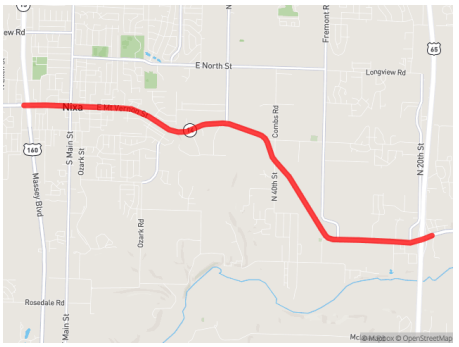
Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$24,000	$8,000	$8,000	$8,000	$8,000	-	$56,000
Engineering	MoDOT	$1,145,000	$2,000	$2,000	$2,000	$2,000	-	$1,153,000
Engineering	STP (FHWA)	$4,000	-	-	-	-	-	$4,000
Total Engineering		$1,173,000	$10,000	$10,000	$10,000	$10,000	-	$1,213,000
Total Programmed		**$1,173,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$1,213,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for roadway improvements on Rte. 14 from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark." to "Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2012 in ENG from $1,138,000 to $0 + Increase funds in FFY 2013 in ENG from $0 to $1,138,000 + Increase funds in FFY 2026 in ENG from $0 to $2,000 **STBG (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $8,000
FEDERAL PROJECT COST	Increased from $52,000 to $60,000 (15.38%)
TOTAL PROJECT COST	Increased from $1,203,000 to $1,213,000 (0.83%)



CC1802 - ROUTE 160 ROADWAY IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$6,381,000

MoDoT ID	Federal ID	Project From	Project To
J8S3138	1601066	At RT CC	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

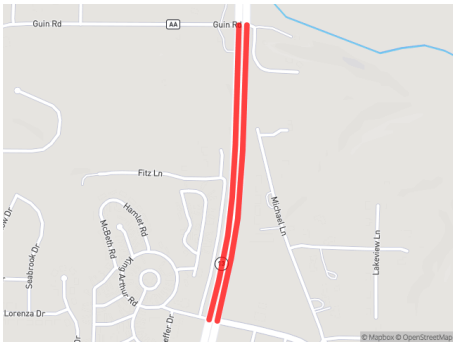
Intersection improvements at Rte. CC near Nixa.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$132,800	$132,400	-	-	-	-	$265,200
Engineering	NHPP (FHWA)	$531,200	$529,600	-	-	-	-	$1,060,800
Total Engineering		$664,000	$662,000	-	-	-	-	$1,326,000
ROW	MoDOT	$60,000	-	-	-	-	-	$60,000
ROW	NHPP (FHWA)	$240,000	-	-	-	-	-	$240,000
Total ROW		$300,000	-	-	-	-	-	$300,000
Construction	MoDOT	-	$951,000	-	-	-	-	$951,000
Construction	NHPP (FHWA)	-	$3,804,000	-	-	-	-	$3,804,000
Total Construction		-	$4,755,000	-	-	-	-	$4,755,000
Total Programmed		**$964,000**	**$5,417,000**	**-**	**-**	**-**	**-**	**$6,381,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area" to "Environmental Justice Area, Bike/Ped Plan"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $109,400 to $132,400 + Increase funds in FFY 2023 in CON from $760,000 to $951,000 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $437,600 to $529,600 + Increase funds in FFY 2023 in CON from $3,040,000 to $3,804,000
FEDERAL PROJECT COST	Increased from $4,248,800 to $5,104,800 (20.15%)
TOTAL PROJECT COST	Increased from $5,311,000 to $6,381,000 (20.15%)



CC1901-19 - US 65 CAPACITY IMPROVEMENTS FROM CC TO 14

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$12,878,000

MoDoT ID	Federal ID	Project From	Project To
J8P0605I	-	Route CC	Route 14

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

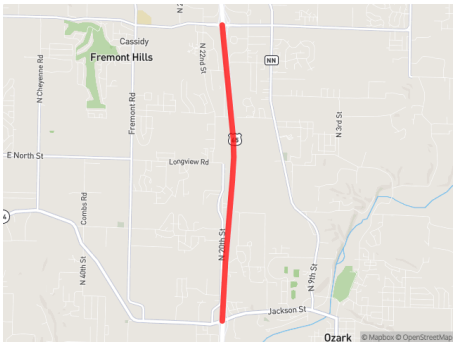
Add lanes from Rte. CC to Rte. 14 in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$7,200	-	-	-	-	-	$7,200
Engineering	MoDOT	$2,200	$183,400	-	-	-	-	$185,600
Engineering	NHPP (FHWA)	$1,600	$733,600	-	-	-	-	$735,200
Total Engineering		$11,000	$917,000	-	-	-	-	$928,000
Construction	MoDOT	-	$2,390,000	-	-	-	-	$2,390,000
Construction	NHPP (FHWA)	-	$9,560,000	-	-	-	-	$9,560,000
Total Construction		-	$11,950,000	-	-	-	-	$11,950,000
Total Programmed		**$11,000**	**$12,867,000**	**-**	**-**	**-**	**-**	**$12,878,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	Description changed from "Scoping for capital improvements on US 65 from Route CC to Route 14 in Ozark." to "Add lanes from Rte. CC to Rte. 14 in Ozark." Plan Revision Name changed from "22Adopted" to "23Draft" Project Type changed from "Scoping" to "System Improvement" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP" to "Non-Federal Funding Source: State Transportation Revenues"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2024 in ENG from $1,000 to $0 - Decrease funds in FFY 2025 in ENG from $1,000 to $0 + Increase funds in FFY 2023 in ENG from $1,000 to $183,400 + Increase funds in FFY 2023 in CON from $0 to $2,390,000 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $0 to $733,600 + Increase funds in FFY 2023 in CON from $0 to $9,560,000 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $4,000 to $0 - Decrease funds in FFY 2024 in ENG from $4,000 to $0 - Decrease funds in FFY 2025 in ENG from $4,000 to $0
FEDERAL PROJECT COST	Increased from $1,600 to $10,295,200 (643350.0%)
TOTAL PROJECT COST	Increased from $26,000 to $12,878,000 (49430.77%)



CC1902-19 - US 65 CAPACITY IMPROVEMENTS FROM 14 TO F

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$10,291,000

MoDoT ID	Federal ID	Project From	Project To
J8P0605J	-	Route 14	Route F

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

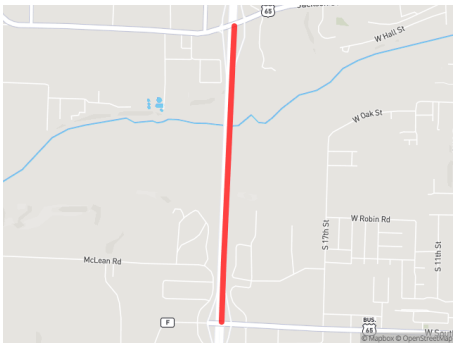
Add lanes from Rte. 14 to Rte. F and rehabilitate bridges over the Finley River in Ozark. Project involves bridges A0646 and A3110.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$1,600	$589,600	-	-	-	-	$591,200
Engineering	MoDOT	$3,200	$147,400	-	-	-	-	$150,600
Engineering	MoDOT-AC	$11,200	-	-	-	-	-	$11,200
Total Engineering		$16,000	$737,000	-	-	-	-	$753,000
Construction	MoDOT	-	$1,907,600	-	-	-	-	$1,907,600
Construction	NHPP (FHWA)	-	$7,630,400	-	-	-	-	$7,630,400
Total Construction		-	$9,538,000	-	-	-	-	$9,538,000
Total Programmed		**$16,000**	**$10,275,000**	**-**	**-**	**-**	**-**	**$10,291,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	Description changed from "Scoping for capital improvements and northbound bridge improvements over the Finley River from Rte. 14 to Rte. F in Ozark. Project involves bridge A0646." to "Add lanes from Rte. 14 to Rte. F and rehabilitate bridges over the Finley River in Ozark. Project involves bridges A0646 and A3110." Plan Revision Name changed from "22Adopted" to "23Draft" Project Type changed from "Scoping" to "System Improvement" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP" to "Non-Federal Funding Source: State Transportation Revenues"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2024 in ENG from $2,000 to $0 - Decrease funds in FFY 2025 in ENG from $2,000 to $0 + Increase funds in FFY 2023 in ENG from $2,000 to $147,400 + Increase funds in FFY 2023 in CON from $0 to $1,907,600 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $0 to $589,600 + Increase funds in FFY 2023 in CON from $0 to $7,630,400 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $8,000 to $0 - Decrease funds in FFY 2024 in ENG from $8,000 to $0 - Decrease funds in FFY 2025 in ENG from $8,000 to $0
FEDERAL PROJECT COST	Increased from $1,600 to $8,221,600 (513750.0%)
TOTAL PROJECT COST	Increased from $46,000 to $10,291,000 (22271.74%)



CC2102-20A7 - US 160 BRIDGE REHABILITATION AND INTERSECTION IMPROVEMENTS AT RT AA

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$5,666,000

MoDoT ID	Federal ID	Project From	Project To
J8S3138B	1601075	At RT AA	-

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

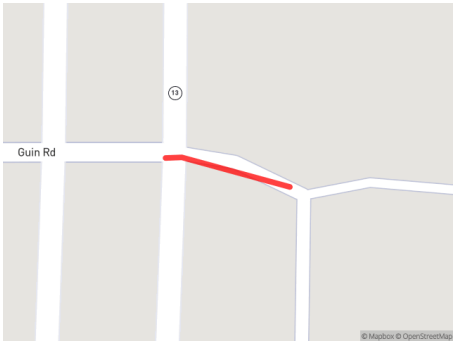
Rehabilitate northbound bridge over the James River and add turn lanes and replace signal at Rte. AA. Project involves bridge A1198.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$428,800	$553,600	-	-	-	-	$982,400
Engineering	MoDOT	$107,200	$138,400	-	-	-	-	$245,600
Total Engineering		$536,000	$692,000	-	-	-	-	$1,228,000
ROW	MoDOT	$2,000	-	-	-	-	-	$2,000
ROW	MoDOT-AC	$8,000	-	-	-	-	-	$8,000
Total ROW		$10,000	-	-	-	-	-	$10,000
Construction	MoDOT-AC	-	$3,542,400	-	-	-	-	$3,542,400
Construction	MoDOT	-	$885,600	-	-	-	-	$885,600
Total Construction		-	$4,428,000	-	-	-	-	$4,428,000
Total Programmed		**$546,000**	**$5,120,000**	**-**	**-**	**-**	**-**	**$5,666,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon anticipated Advanced Construction (AC) conversion - NHPP" to "Non-Federal Funding Source: State Transportation Revenues"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $159,800 to $138,400 + Increase funds in FFY 2023 in CON from $878,200 to $885,600 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $639,200 to $553,600 + Increase funds in FFY 2023 in CON from $3,512,800 to $3,542,400
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $5,736,000 to $5,666,000 (-1.22%)



CC2301-23 - MO 125 SAFETY SIGNAGE NORTH OF LINDENLURE DRIVE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Safety	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$16,000

MoDoT ID	Federal ID	Project From	Project To
JSU0103	-	0.1 mile north of Lindenlure Drive	-

Project Considerations

Environmental Justice Area

Project Description

Add safety signage on Rte. 125 0.1 miles north of Lindenlure Drive.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$100	$100	$300	-	-	$500
Engineering	SAFETY (FHWA)	-	$900	$900	$2,700	-	-	$4,500
Total Engineering		-	$1,000	$1,000	$3,000	-	-	$5,000
Construction	SAFETY (FHWA)	-	-	-	$9,900	-	-	$9,900
Construction	MoDOT	-	-	-	$1,100	-	-	$1,100
Total Construction		-	-	-	$11,000	-	-	$11,000
Total Programmed		**-**	**$1,000**	**$1,000**	**$14,000**	**-**	**-**	**$16,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $14,400 (0%)
TOTAL PROJECT COST	Increased from $0 to $16,000 (0%)



CC2302-23 - RT W PAVEMENT RESURFACING NEAR OZARK

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$162,000

MoDoT ID	Federal ID	Project From	Project To
JSU0012	-	Rte. 14	South of Timbercrest Road

Project Considerations

Environmental Justice Area, Advance Construction

Project Description

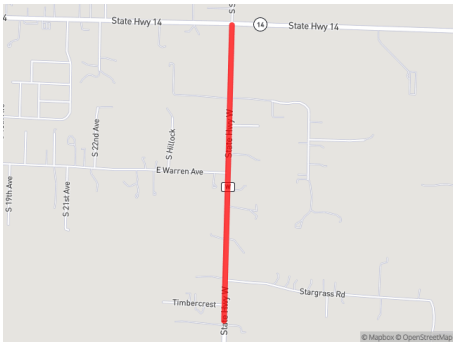
Pavement resurfacing on Rte. W from Rte. 14 to south of Timbercrest Road near Ozark.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$400	$1,200	$3,000	-	-	$4,600
Engineering	MoDOT-AC	-	$1,600	$4,800	$12,000	-	-	$18,400
Total Engineering		-	$2,000	$6,000	$15,000	-	-	$23,000
Construction	MoDOT-AC	-	-	-	$111,200	-	-	$111,200
Construction	MoDOT	-	-	-	$27,800	-	-	$27,800
Total Construction		-	-	-	$139,000	-	-	$139,000
Total Programmed		**-**	**$2,000**	**$6,000**	**$154,000**	**-**	**-**	**$162,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $162,000 (0%)



CC2303-23 - RT AA AND RT JJ PAVEMENT PRESERVATION TREATMENT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Unincorporated Christian County	Programmed	$222,000

MoDoT ID	Federal ID	Project From	Project To
JSU0065	-	Rte. 160, Rte. 125	Blue Springs Road, Rte. 14

Project Considerations

Environmental Justice Area, Advance Construction

Project Description

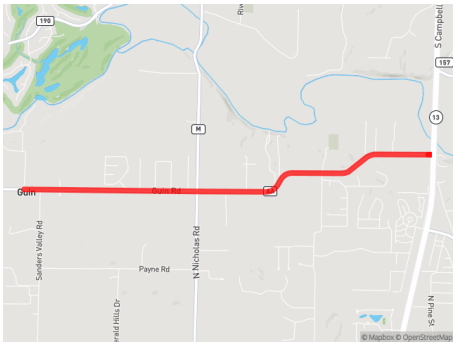
Pavement preservation treatment Rte. AA from Rte. 160 to Blue Springs Road (end of state maintenance) and on Rte. JJ from Rte. 125 to Rte. 14.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$5,800	-	-	-	-	$5,800
Engineering	MoDOT-AC	-	$23,200	-	-	-	-	$23,200
Total Engineering		-	$29,000	-	-	-	-	$29,000
Construction	MoDOT	-	$38,600	-	-	-	-	$38,600
Construction	MoDOT-AC	-	$154,400	-	-	-	-	$154,400
Total Construction		-	$193,000	-	-	-	-	$193,000
Total Programmed		**-**	**$222,000**	**-**	**-**	**-**	**-**	**$222,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $222,000 (0%)



EN1706 - SCOPING FOR ADA IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$72,000

MoDoT ID	Federal ID	Project From	Project To
J8P3065	-	-	-

Project Considerations

Bike/Ped Plan

Project Description

Scoping for ADA improvements at various locations in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$36,800	$3,200	$3,200	$3,200	$3,200	-	$49,600
Engineering	MoDOT	$11,200	$800	$800	$800	$800	-	$14,400
Engineering	STP (FHWA)	$8,000	-	-	-	-	-	$8,000
Total Engineering		$56,000	$4,000	$4,000	$4,000	$4,000	-	$72,000
Total Programmed		**$56,000**	**$4,000**	**$4,000**	**$4,000**	**$4,000**	**-**	**$72,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for ADA improvements at various locations in the Ozarks Transportation Organization area." to "Scoping for ADA improvements at various locations in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Bike/Ped, Environmental Sustainability"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $800 **STBG (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $3,200
FEDERAL PROJECT COST	Increased from $54,400 to $57,600 (5.88%)
TOTAL PROJECT COST	Increased from $68,000 to $72,000 (5.88%)

EN1901-19 - ROUTE 744 ADA IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,879,000

MoDoT ID	Federal ID	Project From	Project To
J8S3149	7441019	Kansas Expressway (Rte. 13)	Glenstone Avenue (Loop 44)

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

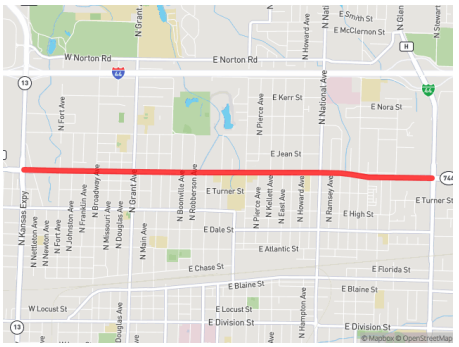
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$463,200	$302,400	-	-	-	-	$765,600
Engineering	MoDOT	$115,800	$75,600	-	-	-	-	$191,400
Total Engineering		$579,000	$378,000	-	-	-	-	$957,000
ROW	STBG (FHWA)	$83,200	-	-	-	-	-	$83,200
ROW	MoDOT	$20,800	-	-	-	-	-	$20,800
Total ROW		$104,000	-	-	-	-	-	$104,000
Construction	STBG (FHWA)	-	$1,454,400	-	-	-	-	$1,454,400
Construction	MoDOT	-	$363,600	-	-	-	-	$363,600
Total Construction		-	$1,818,000	-	-	-	-	$1,818,000
Total Programmed		**$683,000**	**$2,196,000**	**-**	**-**	**-**	**-**	**$2,879,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Kansas Expressway (Rte. 13) and Glenstone Avenue (Loop 44) in Springfield." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $62,600 to $75,600 + Increase funds in FFY 2023 in CON from $313,200 to $363,600 **STBG (FHWA)** + Increase funds in FFY 2023 in ENG from $250,400 to $302,400 + Increase funds in FFY 2023 in CON from $1,252,800 to $1,454,400
FEDERAL PROJECT COST	Increased from $2,049,600 to $2,303,200 (12.37%)
TOTAL PROJECT COST	Increased from $2,562,000 to $2,879,000 (12.37%)



EN1914-19AM2 - ADA IMPROVEMENTS ON NATURE CENTER WAY

Plan Revision
23Draft

Section
Sponsored by MoDOT

Project Type
Bicycle and Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$508,000

MoDoT ID
J8S3175

Federal ID
S603047

Project From
0.1 mile east of Republic Road

Project To
end of Route

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

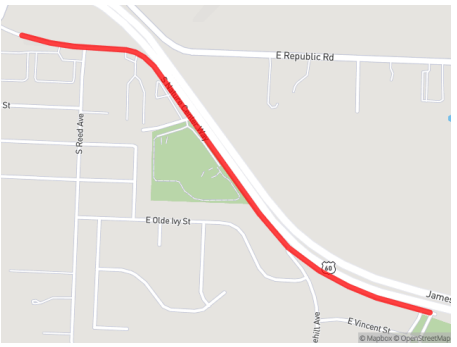
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 miles east of Republic Road to end of route.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues. Anticipated conversion to STBG.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$16,800	$14,800	-	-	-	-	$31,600
Engineering	STBG (FHWA)	$67,200	-	-	-	-	-	$67,200
Engineering	MoDOT-AC	-	$59,200	-	-	-	-	$59,200
Total Engineering		$84,000	$74,000	-	-	-	-	$158,000
ROW	STBG (FHWA)	$7,200	-	-	-	-	-	$7,200
ROW	MoDOT	$1,800	-	-	-	-	-	$1,800
Total ROW		$9,000	-	-	-	-	-	$9,000
Construction	MoDOT	-	$68,200	-	-	-	-	$68,200
Construction	MoDOT-AC	-	$272,800	-	-	-	-	$272,800
Total Construction		-	$341,000	-	-	-	-	$341,000
Total Programmed		**$93,000**	**$415,000**	**-**	**-**	**-**	**-**	**$508,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - 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
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 mile east of Republic Road to end of route." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 miles east of Republic Road to end of route." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues" to "Non-Federal Funding Source: State Transportation Revenues. Anticipated conversion to STBG. "
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $19,600 to $5,200 - Decrease funds in FFY 2022 in CON from $68,200 to $0 + Increase funds in FFY 2023 in ENG from $0 to $14,800 + Increase funds in FFY 2023 in CON from $0 to $68,200 **STBG (FHWA)** - Decrease funds in FFY 2022 in ENG from $78,400 to $20,800 - Decrease funds in FFY 2022 in CON from $272,800 to $0 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $0 to $59,200 + Increase funds in FFY 2023 in CON from $0 to $272,800
FEDERAL PROJECT COST	Decreased from $404,800 to $74,400 (-81.62%)
TOTAL PROJECT COST	Increased from $506,000 to $508,000 (0.40%)



EN2002-20A5 - ADA IMPROVEMENTS AT VARIOUS LOCATIONS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$2,130,000

MoDoT ID	Federal ID	Project From	Project To
J8P3192	S603085	-	-

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

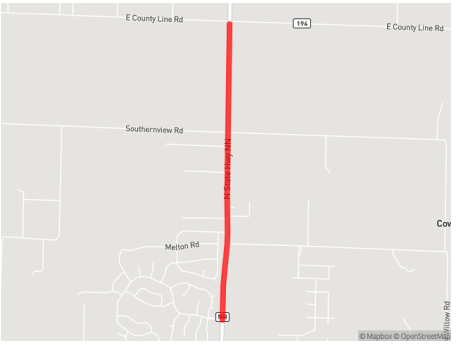
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on LP 44, Rte. EE, Rte. YY, OR 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J, and Rte. NN in Ozark, and Rte. M in Nixa.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$68,000	$249,600	$304,000	-	-	-	$621,600
Engineering	MoDOT	$17,000	$62,400	$76,000	-	-	-	$155,400
Total Engineering		$85,000	$312,000	$380,000	-	-	-	$777,000
ROW	MoDOT	-	$3,000	-	-	-	-	$3,000
ROW	MoDOT-AC	-	$12,000	-	-	-	-	$12,000
Total ROW		-	$15,000	-	-	-	-	$15,000
Construction	MoDOT-AC	-	-	$1,070,400	-	-	-	$1,070,400
Construction	MoDOT	-	-	$267,600	-	-	-	$267,600
Total Construction		-	-	$1,338,000	-	-	-	$1,338,000
Total Programmed		**$85,000**	**$327,000**	**$1,718,000**	**-**	**-**	**-**	**$2,130,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000)
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on LP 44, Rte. EE, Rte. YY, OR 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J, and Rte. NN in Ozark, and Rte. M in Nixa." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Bike/Ped Plan, Advance Construction" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; EJ Needs Dependent on Locations; FYI: $252,000 Statewide Transportation Alternatives funds." to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; EJ Needs Dependent on Locations"
FUNDING CHANGES	**STAP (FHWA)** - Decrease funds in FFY 2024 in CON from $252,000 to $0 **MoDOT** + Increase funds in FFY 2023 in ENG from $6,000 to $62,400 - Decrease funds in FFY 2023 in ROW from $4,200 to $3,000 + Increase funds in FFY 2024 in ENG from $41,000 to $76,000 + Increase funds in FFY 2024 in CON from $216,400 to $267,600 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $24,000 to $249,600 - Decrease funds in FFY 2023 in ROW from $16,800 to $12,000 + Increase funds in FFY 2024 in ENG from $164,000 to $304,000 + Increase funds in FFY 2024 in CON from $613,600 to $1,070,400
FEDERAL PROJECT COST	Decreased from $252,000 to $0 (-100%)
TOTAL PROJECT COST	Increased from $1,423,000 to $2,130,000 (49.68%)



EN2003-20AM5 - KANSAS EXPY ADA UPGRADES I-44 TO 60

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$5,470,000

MoDoT ID	Federal ID	Project From	Project To
J8S3173	0132091	north of I-44	James River Freeway (Rte. 60)

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

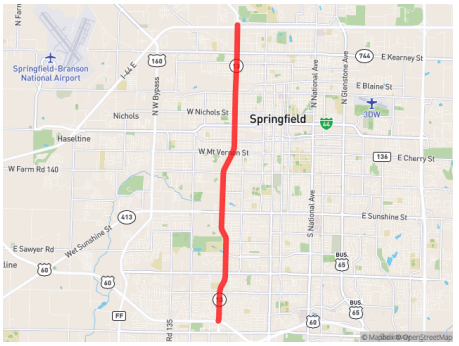
Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalk at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; $149,703 Springfield, $598,809 STBG-Urban and $329,000 Statewide Transportation Alternatives funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$269,000	$148,200	-	-	-	-	$417,200
Engineering	MoDOT-AC	$1,076,000	$592,800	-	-	-	-	$1,668,800
Total Engineering		$1,345,000	$741,000	-	-	-	-	$2,086,000
ROW	MoDOT	$10,000	-	-	-	-	-	$10,000
ROW	MoDOT-AC	$40,000	-	-	-	-	-	$40,000
Total ROW		$50,000	-	-	-	-	-	$50,000
Construction	STAP (FHWA)	-	$329,000	-	-	-	-	$329,000
Construction	Local	-	$149,703	-	-	-	-	$149,703
Construction	MoDOT-AC	-	$1,739,391	-	-	-	-	$1,739,391
Construction	STBG-U (FHWA)	-	$598,809	-	-	-	-	$598,809
Construction	MoDOT	-	$517,097	-	-	-	-	$517,097
Total Construction		-	$3,334,000	-	-	-	-	$3,334,000
Total Programmed		**$1,395,000**	**$4,075,000**	**-**	**-**	**-**	**-**	**$5,470,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000), This will not match what we currently have in SIMS - we are planning on making changes to SIMS in April to reflect a supplemental agreement that is working through the process. due to Bulk Carry-Over from TIP 2022
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60)." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalk at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60)." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; $149,703 Springfield, $598,809 STBG-Urban and $329,000 Statewide Transportation Alternatives funds."
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $128,400 to $148,200 - Decrease funds in FFY 2023 in CON from $593,800 to $517,097 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $513,600 to $592,800 - Decrease funds in FFY 2023 in CON from $2,046,200 to $1,739,391 **Local** + Increase funds in FFY 2023 in CON from $0 to $149,703 **STBG-U (FHWA)** + Increase funds in FFY 2023 in CON from $0 to $598,809
FEDERAL PROJECT COST	Increased from $329,000 to $927,809 (182.01%)
TOTAL PROJECT COST	Increased from $5,006,000 to $5,470,000 (9.27%)



EN2005-20 - KEARNEY AND MULROY ADA IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,266,000

MoDoT ID	Federal ID	Project From	Project To
J8S3172	7441017	east of Glenstone Avenue (Loop 44)/Rte. OO	LeCompte Road

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

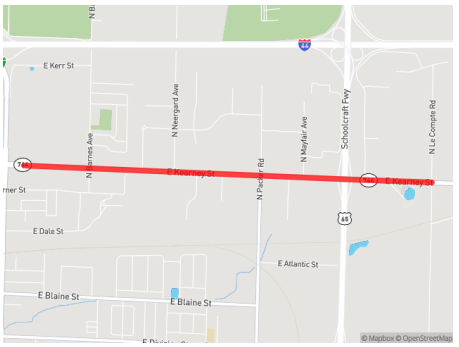
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$312,800	$288,000	-	-	-	-	$600,800
Engineering	MoDOT	$78,200	$72,000	-	-	-	-	$150,200
Total Engineering		$391,000	$360,000	-	-	-	-	$751,000
ROW	MoDOT-AC	$40,000	-	-	-	-	-	$40,000
ROW	MoDOT	$10,000	-	-	-	-	-	$10,000
Total ROW		$50,000	-	-	-	-	-	$50,000
Construction	MoDOT-AC	-	$1,172,000	-	-	-	-	$1,172,000
Construction	MoDOT	-	$293,000	-	-	-	-	$293,000
Total Construction		-	$1,465,000	-	-	-	-	$1,465,000
Total Programmed		**$441,000**	**$1,825,000**	**-**	**-**	**-**	**-**	**$2,266,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Glenstone Avenue (Loop 44) to LeCompte Road." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG"
FUNDING CHANGES	**STBG (FHWA)** - Decrease funds in FFY 2020 in ENG from $24,000 to $0 - Decrease funds in FFY 2021 in ENG from $85,600 to $0 - Decrease funds in FFY 2022 in ENG from $143,200 to $0 - Decrease funds in FFY 2022 in ROW from $40,000 to $0 - Decrease funds in FFY 2023 in ENG from $188,000 to $0 - Decrease funds in FFY 2023 in CON from $905,600 to $0 **MoDOT** + Increase funds in FFY 2022 in ENG from $35,800 to $50,800 + Increase funds in FFY 2023 in ENG from $47,000 to $72,000 + Increase funds in FFY 2023 in CON from $226,400 to $293,000 **MoDOT-AC** + Increase funds in FFY 2020 in ENG from $0 to $24,000 + Increase funds in FFY 2021 in ENG from $0 to $85,600 + Increase funds in FFY 2022 in ENG from $0 to $203,200 + Increase funds in FFY 2022 in ROW from $0 to $40,000 + Increase funds in FFY 2023 in ENG from $0 to $288,000 + Increase funds in FFY 2023 in CON from $0 to $1,172,000
FEDERAL PROJECT COST	Decreased from $1,386,400 to $0 (-100%)
TOTAL PROJECT COST	Increased from $1,733,000 to $2,266,000 (30.76%)



EN2006-20 - KEARNEY ADA IMPROVEMENTS WEST BYPASS TO KANSAS EXPY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,524,000

MoDoT ID	Federal ID	Project From	Project To
J8S3190	7441018	West Bypass (Rte. 160)	Kansas Expressway (Rte. 13)

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

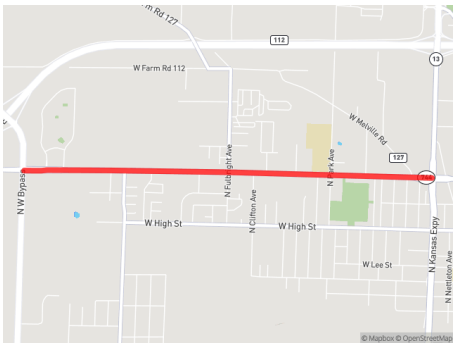
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$97,200	$77,600	-	-	-	-	$174,800
Engineering	MoDOT-AC	$388,800	$310,400	-	-	-	-	$699,200
Total Engineering		$486,000	$388,000	-	-	-	-	$874,000
ROW	MoDOT-AC	$85,600	-	-	-	-	-	$85,600
ROW	MoDOT	$21,400	-	-	-	-	-	$21,400
Total ROW		$107,000	-	-	-	-	-	$107,000
Construction	MoDOT	-	$308,600	-	-	-	-	$308,600
Construction	MoDOT-AC	-	$1,234,400	-	-	-	-	$1,234,400
Total Construction		-	$1,543,000	-	-	-	-	$1,543,000
Total Programmed		**$593,000**	**$1,931,000**	**-**	**-**	**-**	**-**	**$2,524,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $60,800 to $77,600 + Increase funds in FFY 2023 in CON from $293,800 to $308,600 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $243,200 to $310,400 + Increase funds in FFY 2023 in CON from $1,175,200 to $1,234,400
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $2,366,000 to $2,524,000 (6.68%)



EN2007-20 - ADA SIDEWALK UPGRADE ON CHESTNUT AND GLENSTONE

Plan Revision
23Draft

Section
Sponsored by MoDOT

Project Type
Bicycle and Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,159,000

MoDoT ID
J8S3171

Federal ID
S603070

Project From
East of Glenstone Avenue (Bus. 65)

Project To
Belcrest Avenue

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

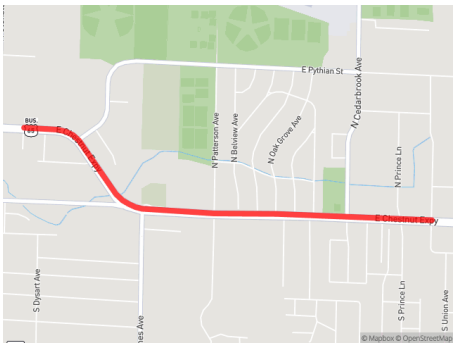
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Glenstone Avenue (Bus. 65) to Belcrest Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; $79,000 Statewide Transportation Alternatives funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$1,200	$46,000	$37,200	-	-	-	$84,400
Engineering	MoDOT-AC	$4,800	$184,000	$148,800	-	-	-	$337,600
Total Engineering		$6,000	$230,000	$186,000	-	-	-	$422,000
ROW	MoDOT-AC	-	$8,000	-	-	-	-	$8,000
ROW	MoDOT	-	$2,000	-	-	-	-	$2,000
Total ROW		-	$10,000	-	-	-	-	$10,000
Construction	MoDOT	-	-	$145,400	-	-	-	$145,400
Construction	STAP (FHWA)	-	-	$79,000	-	-	-	$79,000
Construction	MoDOT-AC	-	-	$502,600	-	-	-	$502,600
Total Construction		-	-	$727,000	-	-	-	$727,000
Total Programmed		**$6,000**	**$240,000**	**$913,000**	**-**	**-**	**-**	**$1,159,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile) - Minor changes to the scope of a project
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from 0.1 mile west of Glenstone Avenue (Bus. 65) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Chestnut Expressway (Bus. 65) in Springfield." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Glenstone Avenue (Bus. 65) to Belcrest Avenue in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; $79,000 Statewide Transportation Alternatives funds."
FUNDING CHANGES	**TAP (FHWA)** - Decrease funds in FFY 2024 in CON from $79,000 to $0 **MoDOT** + Increase funds in FFY 2023 in ENG from $5,000 to $46,000 + Increase funds in FFY 2024 in ENG from $4,400 to $37,200 + Increase funds in FFY 2024 in CON from $21,000 to $145,400 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $20,000 to $184,000 + Increase funds in FFY 2024 in ENG from $17,600 to $148,800 + Increase funds in FFY 2024 in CON from $5,000 to $502,600 **STAP (FHWA)** + Increase funds in FFY 2024 in CON from $0 to $79,000
FEDERAL PROJECT COST	Stays the same $79,000
TOTAL PROJECT COST	Increased from $168,000 to $1,159,000 (589.88%)



EN2202-22 - RT P ADA TRANSITION PLAN IMPROVEMENTS US 60 TO GRACE STREET IN REPUBLIC

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$352,000

MoDoT ID	Federal ID	Project From	Project To
J8S3200	S604038	Rte. 60, Lindsey Avenue	Grace Street, Walnut Avenue in Republic

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street and on Rte. 174 from Lindsey Avenue to Walnut Avenue in Republic.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$10,600	$14,600	-	-	-	-	$25,200
Engineering	MoDOT-AC	$42,400	$58,400	-	-	-	-	$100,800
Total Engineering		$53,000	$73,000	-	-	-	-	$126,000
ROW	MoDOT-AC	$1,600	-	-	-	-	-	$1,600
ROW	MoDOT	$400	-	-	-	-	-	$400
Total ROW		$2,000	-	-	-	-	-	$2,000
Construction	MoDOT	-	$44,800	-	-	-	-	$44,800
Construction	MoDOT-AC	-	$179,200	-	-	-	-	$179,200
Total Construction		-	$224,000	-	-	-	-	$224,000
Total Programmed		**$55,000**	**$297,000**	**-**	**-**	**-**	**-**	**$352,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street in Republic." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street and on Rte. 174 from Lindsey Avenue to Walnut Avenue in Republic." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $9,800 to $14,600 - Decrease funds in FFY 2023 in CON from $45,600 to $44,800 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $39,200 to $58,400 - Decrease funds in FFY 2023 in CON from $182,400 to $179,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $332,000 to $352,000 (6.02%)



EN2205-22AM1 - WILSON'S CREEK BOULEVARD TRAIL

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$1,872,480

MoDoT ID	Federal ID	Project From	Project To
JSU0054	-	Rte. M	Farm Road 182

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description

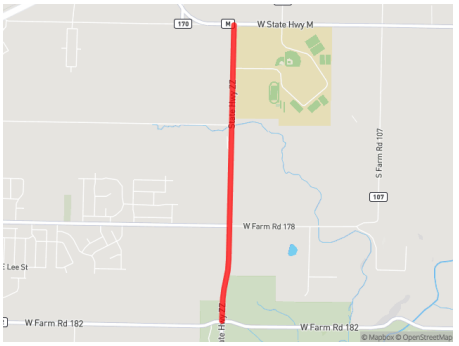
Bicycle and pedestrian improvements on Rte. ZZ from Rte. M to Farm Road 182 in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; $1,246,730 Coronavirus Response and Relief Supplemental Appropriations Act, up to $384,600 STBG Large Urban and up to $96,150 Ozark Greenways funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$331,200	-	-	-	-	$331,200
Engineering	MoDOT	-	$82,800	-	-	-	-	$82,800
Total Engineering		-	$414,000	-	-	-	-	$414,000
Construction	STBG-U (FHWA)	-	$169,400	-	-	-	-	$169,400
Construction	CRRSAA (FHWA)	-	$1,246,730	-	-	-	-	$1,246,730
Construction	Local	-	$42,350	-	-	-	-	$42,350
Total Construction		-	$1,458,480	-	-	-	-	$1,458,480
Total Programmed		**-**	**$1,872,480**	**-**	**-**	**-**	**-**	**$1,872,480**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Description changed from "Construction of Wilson's Creek Boulevard Trail from Wilson's Creek National Battlefield to Route M along Route ZZ." to "Bicycle and pedestrian improvements on Rte. ZZ from Rte. M to Farm Road 182 in Republic." Plan Revision Name changed from "22AM1" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: Ozark Greenways" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; $1,246,730 Coronavirus Response and Relief Supplemental Appropriations Act, up to $384,600 STBG Large Urban and up to $96,150 Ozark Greenways funds."
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $0 to $82,800 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $0 to $331,200 **CRRSAA (FHWA)** - Decrease funds in FFY 2022 in CON from $1,246,730 to $0 + Increase funds in FFY 2023 in CON from $0 to $1,246,730 **STBG-U (FHWA)** - Decrease funds in FFY 2022 in ENG from $138,198 to $0 - Decrease funds in FFY 2022 in CON from $246,402 to $0 + Increase funds in FFY 2023 in CON from $0 to $169,400 **Local** - Decrease funds in FFY 2022 in ENG from $34,550 to $0 - Decrease funds in FFY 2022 in CON from $61,600 to $0 + Increase funds in FFY 2023 in CON from $0 to $42,350
FEDERAL PROJECT COST	Decreased from $1,631,330 to $1,416,130 (-13.19%)
TOTAL PROJECT COST	Increased from $1,727,480 to $1,872,480 (8.39%)



GR1403-18A1 - CAPITAL IMPROVEMENTS ON RTE. 60 EAST

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$19,904,000

MoDoT ID	Federal ID	Project From	Project To
J8P0683G	0602094	0.2 mile W. of Highland Springs Blvd.	0.3 mile E. of Rte. 193

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

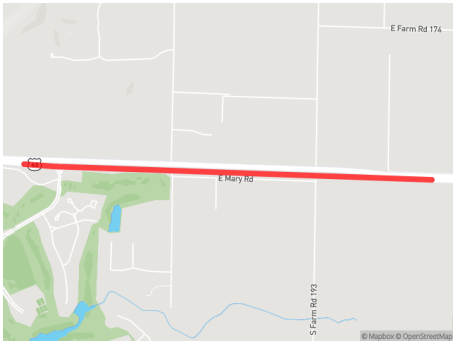
Capital improvements from Rte. 65 to Rtes. NN and J.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$31,800	$60,000	$60,000	$60,000	$88,000	$261,400	$561,200
Engineering	NHPP (FHWA)	$116,000	$240,000	$240,000	$240,000	$352,000	$1,045,600	$2,233,600
Engineering	MoDOT-AC	$3,200	-	-	-	-	-	$3,200
Total Engineering		$151,000	$300,000	$300,000	$300,000	$440,000	$1,307,000	$2,798,000
ROW	NHPP (FHWA)	-	-	-	-	$489,600	-	$489,600
ROW	MoDOT	-	-	-	-	$122,400	-	$122,400
Total ROW		-	-	-	-	$612,000	-	$612,000
Construction	NHPP (FHWA)	-	-	-	-	-	$13,195,200	$13,195,200
Construction	MoDOT	-	-	-	-	-	$3,298,800	$3,298,800
Total Construction		-	-	-	-	-	$16,494,000	$16,494,000
Total Programmed		**$151,000**	**$300,000**	**$300,000**	**$300,000**	**$1,052,000**	**$17,801,000**	**$19,904,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project into or out of the first four Federal Fiscal Years of a TIP - Minor changes to the scope of a project
PROJECT CHANGES	Title changed from "SCOPING FOR FREEWAY IMPROVEMENTS ON RTE. 60 EAST" to "CAPITAL IMPROVEMENTS ON RTE. 60 EAST" Description changed from "Scoping for freeway improvements on Rte. 60 from 0.2 miles west of Highland Springs Road to Rte. 125." to "Capital improvements from Rte. 65 to Rtes. NN and J." Plan Revision Name changed from "22Adopted" to "23Draft" Project Type changed from "Scoping" to "System Improvement" Project Considerations changed from "Environmental Justice Area" to "Environmental Justice Area, Advance Construction" Performance Measure changed from "None" to "Safety, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $4,000 to $60,000 + Increase funds in FFY 2024 in ENG from $4,000 to $60,000 + Increase funds in FFY 2025 in ENG from $4,000 to $60,000 + Increase funds in FFY 2026 in ENG from $0 to $88,000 + Increase funds in FFY 2026 in ROW from $0 to $122,400 + Increase funds in FFY 2027 in ENG from $0 to $261,400 + Increase funds in FFY 2027 in CON from $0 to $3,298,800 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $16,000 to $240,000 + Increase funds in FFY 2024 in ENG from $16,000 to $240,000 + Increase funds in FFY 2025 in ENG from $16,000 to $240,000 + Increase funds in FFY 2026 in ENG from $0 to $352,000 + Increase funds in FFY 2026 in ROW from $0 to $489,600 + Increase funds in FFY 2027 in ENG from $0 to $1,045,600 + Increase funds in FFY 2027 in CON from $0 to $13,195,200
FEDERAL PROJECT COST	Increased from $164,000 to $15,918,400 (9606.34%)
TOTAL PROJECT COST	Increased from $211,000 to $19,904,000 (9333.18%)



GR1801-18 - SCOPING FOR I-44 SAFETY IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$83,000

MoDoT ID	Federal ID	Project From	Project To
J8I3134	-	Rte. 360	2.0 miles east of Rte. 125

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

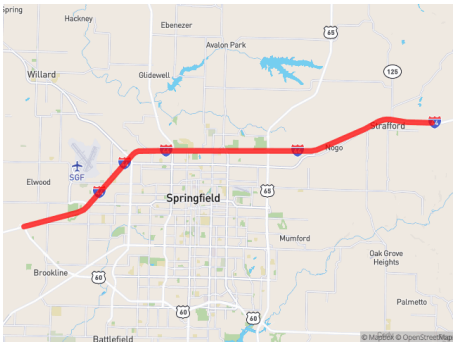
Scoping for safety improvements on I-44 from Rte. 360 to 2.0 miles east of Rte. 125.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$7,900	$200	$200	-	-	-	$8,300
Engineering	SAFETY (FHWA)	$71,100	$1,800	$1,800	-	-	-	$74,700
Total Engineering		$79,000	$2,000	$2,000	-	-	-	$83,000
Total Programmed		**$79,000**	**$2,000**	**$2,000**	**-**	**-**	**-**	**$83,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety"
FUNDING CHANGES	**SAFETY (FHWA)** + Increase funds in FFY 2023 in ENG from $0 to $1,800 - Decrease funds in FFY 2023 in ADMIN from $1,800 to $0
FEDERAL PROJECT COST	Stays the same $74,700
TOTAL PROJECT COST	Stays the same $83,000



GR1907-19 - ROUTE 60 RESURFACING HIGHLAND SPRINGS TO 125

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$2,266,000

MoDoT ID	Federal ID	Project From	Project To
J8P3122B	0602110	Highland Springs Blvd.	Rte. 125

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

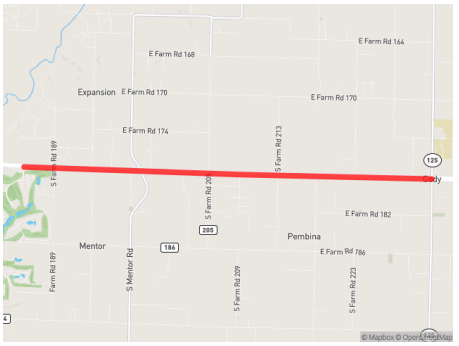
Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Split from GR1804-18

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$7,000	$44,200	-	-	-	-	$51,200
Engineering	NHPP (FHWA)	$28,000	$176,800	-	-	-	-	$204,800
Total Engineering		$35,000	$221,000	-	-	-	-	$256,000
Construction	MoDOT	-	$402,000	-	-	-	-	$402,000
Construction	NHPP (FHWA)	-	$1,608,000	-	-	-	-	$1,608,000
Total Construction		-	$2,010,000	-	-	-	-	$2,010,000
Total Programmed		**$35,000**	**$2,231,000**	**-**	**-**	**-**	**-**	**$2,266,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Split from GR1804-18; Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Split from GR1804-18"
FUNDING CHANGES	**MoDOT-AC** - Decrease funds in FFY 2019 in ENG from $4,000 to $0 - Decrease funds in FFY 2020 in ENG from $4,000 to $0 - Decrease funds in FFY 2021 in ENG from $18,400 to $0 - Decrease funds in FFY 2022 in ENG from $1,600 to $0 - Decrease funds in FFY 2023 in ENG from $129,600 to $0 - Decrease funds in FFY 2023 in CON from $1,345,600 to $0 **MoDOT** + Increase funds in FFY 2023 in ENG from $32,400 to $44,200 + Increase funds in FFY 2023 in CON from $336,400 to $402,000 **NHPP (FHWA)** + Increase funds in FFY 2019 in ENG from $0 to $4,000 + Increase funds in FFY 2020 in ENG from $0 to $4,000 + Increase funds in FFY 2021 in ENG from $0 to $18,400 + Increase funds in FFY 2022 in ENG from $0 to $1,600 + Increase funds in FFY 2023 in ENG from $0 to $176,800 + Increase funds in FFY 2023 in CON from $0 to $1,608,000
FEDERAL PROJECT COST	Increased from $0 to $1,812,800 (0%)
TOTAL PROJECT COST	Increased from $1,879,000 to $2,266,000 (20.60%)



GR1912-19 - BNSF RR CROSSING AT FR 245

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Rail	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$250,000

MoDoT ID	Federal ID	Project From	Project To
J673253R	-	BNSF	BNSF

Project Considerations

Environmental Justice Area

Project Description

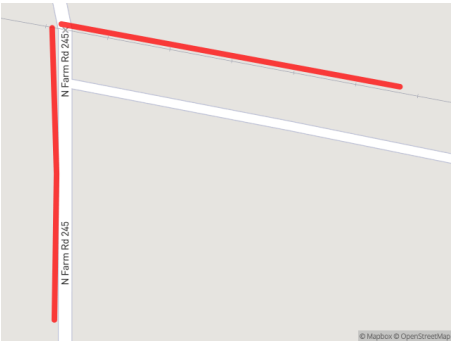
Install lights and gates at public BNSF railroad crossing (#673 253R).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	130 (FHWA)	-	$200,000	-	-	-	-	$200,000
Construction	MoDOT-GCSA	-	$50,000	-	-	-	-	$50,000
Total Construction		-	$250,000	-	-	-	-	$250,000
Total Programmed		**-**	**$250,000**	**-**	**-**	**-**	**-**	**$250,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- 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, Project still in Concept Review with rail. due to Bulk Carry-Over from TIP 2022
PROJECT CHANGES	Description changed from "Install lights and gates at public BNSF railroad crossing (#673 253R)" to "Install lights and gates at public BNSF railroad crossing (#673 253R)." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Environmental Justice Area"
FUNDING CHANGES	**MoDOT-GCSA** - Decrease funds in FFY 2022 in CON from $50,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $50,000 **130 (FHWA)** - Decrease funds in FFY 2022 in CON from $200,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $200,000
FEDERAL PROJECT COST	Stays the same $200,000
TOTAL PROJECT COST	Stays the same $250,000



GR2003-20 - US 65 PAVEMENT RESURFACING I-44 TO KK

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$1,338,000

MoDoT ID	Federal ID	Project From	Project To
J8P3164	0652114	north of I-44	Rtes. KK and A

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Pavement resurfacing on northbound lanes from north of I-44 in Springfield to Rtes. KK and A.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$9,600	$16,000	$92,000	-	-	-	$117,600
Engineering	MoDOT	$2,400	$4,000	$23,000	-	-	-	$29,400
Total Engineering		$12,000	$20,000	$115,000	-	-	-	$147,000
Construction	MoDOT	-	-	$238,200	-	-	-	$238,200
Construction	NHPP (FHWA)	-	-	$952,800	-	-	-	$952,800
Total Construction		-	-	$1,191,000	-	-	-	$1,191,000
Total Programmed		**$12,000**	**$20,000**	**$1,306,000**	**-**	**-**	**-**	**$1,338,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on US 65 northbound lanes from north of I-44 to Rte. KK." to "Pavement resurfacing on northbound lanes from north of I-44 in Springfield to Rtes. KK and A." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $2,400 to $4,000 - Decrease funds in FFY 2024 in ENG from $26,800 to $23,000 - Decrease funds in FFY 2024 in CON from $285,800 to $238,200 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $9,600 to $16,000 - Decrease funds in FFY 2024 in ENG from $107,200 to $92,000 - Decrease funds in FFY 2024 in CON from $1,143,200 to $952,800
FEDERAL PROJECT COST	Decreased from $1,269,600 to $1,070,400 (-15.69%)
TOTAL PROJECT COST	Decreased from $1,587,000 to $1,338,000 (-15.69%)



GR2004-20 - 744 PAVEMENT RESURFACING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$1,646,000

MoDoT ID	Federal ID	Project From	Project To
J8S3162	7441016	east of Glenstone Avenue (Loop 44)/Rte. OO	Mulroy Road/I-44

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

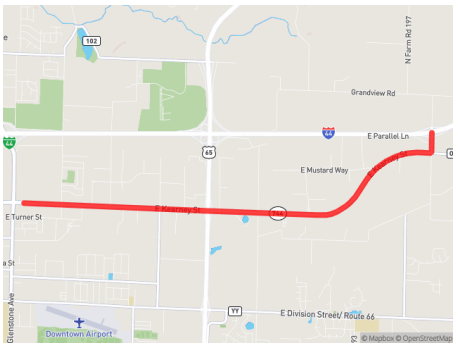
Pavement resurfacing from east of Loop 44 (Glenstone Avenue) to Mulroy Road, and on Mulroy Road from Rte. OO to I-44.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$5,800	$31,200	-	-	-	-	$37,000
Engineering	NHPP (FHWA)	$23,200	$124,800	-	-	-	-	$148,000
Total Engineering		$29,000	$156,000	-	-	-	-	$185,000
Construction	MoDOT	-	$292,200	-	-	-	-	$292,200
Construction	NHPP (FHWA)	-	$1,168,800	-	-	-	-	$1,168,800
Total Construction		-	$1,461,000	-	-	-	-	$1,461,000
Total Programmed		**$29,000**	**$1,617,000**	**-**	**-**	**-**	**-**	**$1,646,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $31,000 to $31,200 - Decrease funds in FFY 2023 in CON from $326,000 to $292,200 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $124,000 to $124,800 - Decrease funds in FFY 2023 in CON from $1,304,000 to $1,168,800
FEDERAL PROJECT COST	Decreased from $1,451,200 to $1,316,800 (-9.26%)
TOTAL PROJECT COST	Decreased from $1,814,000 to $1,646,000 (-9.26%)



GR2007-20 - KANSAS EXPY RESURFACING I-44 TO 60

Plan Revision
23Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$3,308,000

MoDoT ID
J8S3165

Federal ID
0132090

Project From
north of I-44

Project To
James River Freeway (Rte. 60)

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

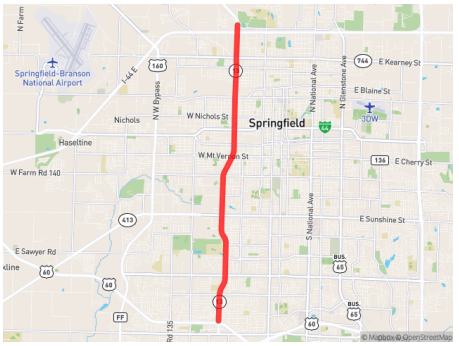
Pavement resurfacing on Kansas Expressway (Rte. 13) from north of I-44 to James River Freeway (Rte. 60).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; $3,839.99 DEMO ID MO250.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$10,400	$64,400	-	-	-	-	$74,800
Engineering	NHPP (FHWA)	$41,600	$257,600	-	-	-	-	$299,200
Total Engineering		$52,000	$322,000	-	-	-	-	$374,000
Construction	NHPP (FHWA)	-	$2,347,200	-	-	-	-	$2,347,200
Construction	MoDOT	-	$586,800	-	-	-	-	$586,800
Total Construction		-	$2,934,000	-	-	-	-	$2,934,000
Total Programmed		**$52,000**	**$3,256,000**	**-**	**-**	**-**	**-**	**$3,308,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway)." to "Pavement resurfacing on Kansas Expressway (Rte. 13) from north of I-44 to James River Freeway (Rte. 60)." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues" to "Non-Federal Funding Source: State Transportation Revenues; $3,839.99 DEMO ID MO250."
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $54,200 to $64,400 - Decrease funds in FFY 2023 in CON from $592,200 to $586,800 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $216,800 to $257,600 - Decrease funds in FFY 2023 in CON from $2,368,800 to $2,347,200
FEDERAL PROJECT COST	Increased from $2,627,200 to $2,646,400 (0.73%)
TOTAL PROJECT COST	Increased from $3,284,000 to $3,308,000 (0.73%)



GR2010-20A1 - ROUTE ZZ AND FR 182 ADD ROUNDABOUT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$1,717,000

MoDoT ID	Federal ID	Project From	Project To
J8S3194	S603073	FR 182	FR 182

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Add roundabout on Wilson's Creek Boulevard at Farm Road 182.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: $870,000 Federal Lands Access Program and $100,000 National Parks Service funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$32,400	$38,800	-	-	-	-	$71,200
Engineering	STBG (FHWA)	$121,600	-	-	-	-	-	$121,600
Engineering	SAFETY (FHWA)	$18,000	-	-	-	-	-	$18,000
Engineering	MoDOT-AC	-	$155,200	-	-	-	-	$155,200
Total Engineering		$172,000	$194,000	-	-	-	-	$366,000
Construction	MoDOT	-	$270,200	-	-	-	-	$270,200
Construction	Other	-	$100,000	-	-	-	-	$100,000
Construction	MoDOT-AC	-	$110,800	-	-	-	-	$110,800
Construction	FLAP (FHWA)	-	$870,000	-	-	-	-	$870,000
Total Construction		-	$1,351,000	-	-	-	-	$1,351,000
Total Programmed		**$172,000**	**$1,545,000**	**-**	**-**	**-**	**-**	**$1,717,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to funding sources between federal funding categories or between state and local sources, Annual Update due to Bulk Carry-Over from TIP 2022 Annual Estimate Update.
PROJECT CHANGES	Description changed from "Add roundabout on Wilson's Creek Boulevard at County Road 182." to "Add roundabout on Wilson's Creek Boulevard at Farm Road 182." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area, Bike/Ped Plan" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: $870,000 Federal Lands Access Program and $100,000 National Parks Service funds. Contingent upon receipt of Federal Lands Access Program funds." to "Non-Federal Funding Source: State Transportation Revenues; FYI: $870,000 Federal Lands Access Program and $100,000 National Parks Service funds. "
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $30,600 to $38,800 + Increase funds in FFY 2023 in CON from $63,000 to $270,200 **STBG (FHWA)** - Decrease funds in FFY 2023 in ENG from $122,400 to $0 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $0 to $155,200 + Increase funds in FFY 2023 in CON from $0 to $110,800
FEDERAL PROJECT COST	Decreased from $1,132,000 to $1,009,600 (-10.81%)
TOTAL PROJECT COST	Increased from $1,358,000 to $1,717,000 (26.44%)



GR2011-20A5 - ROUTE 60 CRISI PROJECT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Rail	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$849,752

MoDoT ID	Federal ID	Project From	Project To
J8P3197	0602113	FR 194	Rte. 174

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Railroad crossing safety improvements on various locations on the Route 60 corridor from O'Neal Road to FR 194 and at various BNSF crossings on Main St, Hampton Ave., Hines St. and Route 174 in Republic.

Funding Source Notes

Funded by $394,000 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds and $395,000 Grade Crossing Safety Account funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	CRISI (FRA)	$37,000	$20,000	-	-	-	-	$57,000
Engineering	MoDOT	$30,876	$1,992	-	-	-	-	$32,868
Engineering	STBG (FHWA)	$30,876	$2,008	-	-	-	-	$32,884
Engineering	MoDOT-GCSA	$37,000	$20,000	-	-	-	-	$57,000
Total Engineering		$135,752	$44,000	-	-	-	-	$179,752
ROW	MoDOT-GCSA	$12,000	-	-	-	-	-	$12,000
ROW	CRISI (FRA)	$12,000	-	-	-	-	-	$12,000
Total ROW		$24,000	-	-	-	-	-	$24,000
Construction	CRISI (FRA)	-	$323,000	-	-	-	-	$323,000
Construction	MoDOT-GCSA	-	$323,000	-	-	-	-	$323,000
Total Construction		-	$646,000	-	-	-	-	$646,000
Total Programmed		**$159,752**	**$690,000**	**-**	**-**	**-**	**-**	**$849,752**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to funding sources between federal funding categories or between state and local sources - 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, Rolling construction and some engineering to FY23 due to Bulk Carry-Over from TIP 2022 Annual Update
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Funded by Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds." to "Funded by $394,000 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds and $395,000 Grade Crossing Safety Account funds."
FUNDING CHANGES	**MoDOT-GCSA** - Decrease funds in FFY 2022 in ENG from $38,500 to $16,000 - Decrease funds in FFY 2022 in CON from $323,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $20,000 + Increase funds in FFY 2023 in CON from $0 to $323,000 **CRISI (FRA)** - Decrease funds in FFY 2022 in ENG from $38,500 to $16,000 - Decrease funds in FFY 2022 in CON from $323,000 to $0 + Increase funds in FFY 2023 in ENG from $0 to $20,000 + Increase funds in FFY 2023 in CON from $0 to $323,000 **MoDOT** + Increase funds in FFY 2022 in ENG from $11,800 to $30,876 + Increase funds in FFY 2023 in ENG from $0 to $1,992 **STBG (FHWA)** - Decrease funds in FFY 2022 in ENG from $47,200 to $30,876 + Increase funds in FFY 2023 in ENG from $0 to $2,008
FEDERAL PROJECT COST	Decreased from $441,700 to $424,884 (-3.81%)
TOTAL PROJECT COST	Increased from $848,000 to $849,752 (0.21%)



GR2101-20 - FR 140 RR GATE INSTALLATION

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Rail	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$300,000

MoDoT ID	Federal ID	Project From	Project To
J673269M	-	BNSF	BNSF

Project Considerations

Environmental Justice Area

Project Description

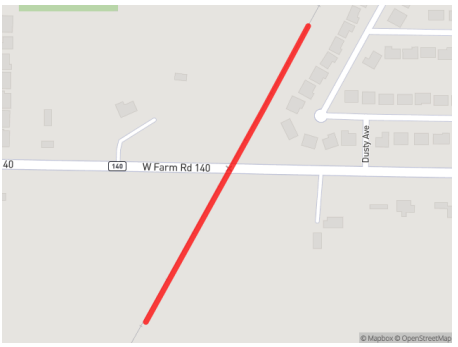
Install gates at public BNSF railroad crossing #673269M across West Farm Road 140.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	MoDOT-GCSA	-	$60,000	-	-	-	-	$60,000
Construction	130 (FHWA)	-	$240,000	-	-	-	-	$240,000
Total Construction		-	$300,000	-	-	-	-	$300,000
Total Programmed		**-**	**$300,000**	**-**	**-**	**-**	**-**	**$300,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- 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, Project still in Concept Review with rail. due to Bulk Carry-Over from TIP 2022
PROJECT CHANGES	Description changed from "Install gates at public BNSF railroad crossing #673269M across West Farm Road 140" to "Install gates at public BNSF railroad crossing #673269M across West Farm Road 140." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT-GCSA** - Decrease funds in FFY 2022 in CON from $60,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $60,000 **130 (FHWA)** - Decrease funds in FFY 2022 in CON from $240,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $240,000
FEDERAL PROJECT COST	Stays the same $240,000
TOTAL PROJECT COST	Stays the same $300,000



GR2201-22 - I-44 PAVEMENT RESURFACING CHESTNUT TO GLENSTONE AND US 65 TO MO 125

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$7,064,000

MoDoT ID	Federal ID	Project From	Project To
J8I3225	0442335	0.6 miles west of Rte. 266 (Chestnut Expy), Rte. 65	Rte. H (Glenstone Ave), 0.5 miles east of Rte. 125

Project Considerations

Environmental Justice Area

Project Description

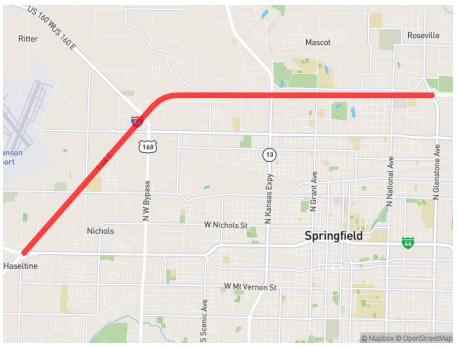
Pavement resurfacing from 0.6 miles west of Chestnut Expressway (Rte. 266) to Glenstone Avenue (Rte. H) in Springfield and from Rte. 65 in Springfield to 0.5 miles east of Rte. 125 in Strafford.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$45,000	$65,700	$45,000	$526,500	-	-	$682,200
Engineering	MoDOT	$5,000	$7,300	$5,000	$58,500	-	-	$75,800
Total Engineering		$50,000	$73,000	$50,000	$585,000	-	-	$758,000
Construction	MoDOT	-	-	-	$630,600	-	-	$630,600
Construction	NHPP (FHWA)	-	-	-	$5,675,400	-	-	$5,675,400
Total Construction		-	-	-	$6,306,000	-	-	$6,306,000
Total Programmed		**$50,000**	**$73,000**	**$50,000**	**$6,891,000**	**-**	**-**	**$7,064,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford." to "Pavement resurfacing from 0.6 miles west of Chestnut Expressway (Rte. 266) to Glenstone Avenue (Rte. H) in Springfield and from Rte. 65 in Springfield to 0.5 miles east of Rte. 125 in Strafford." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**I/M (FHWA)** - Decrease funds in FFY 2024 in CON from $5,216,400 to $0 **MoDOT** + Increase funds in FFY 2023 in ENG from $5,500 to $7,300 - Decrease funds in FFY 2024 in ENG from $53,800 to $5,000 - Decrease funds in FFY 2024 in CON from $579,600 to $0 + Increase funds in FFY 2025 in ENG from $0 to $58,500 + Increase funds in FFY 2025 in CON from $0 to $630,600 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $49,500 to $65,700 - Decrease funds in FFY 2024 in ENG from $484,200 to $45,000 + Increase funds in FFY 2025 in ENG from $0 to $526,500 + Increase funds in FFY 2025 in CON from $0 to $5,675,400
FEDERAL PROJECT COST	Increased from $5,795,100 to $6,357,600 (9.71%)
TOTAL PROJECT COST	Increased from $6,439,000 to $7,064,000 (9.71%)



GR2202-22 - RT C PAVEMENT RESURFACING US 65 TO MO 125 IN STRAFFORD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$274,000

MoDoT ID	Federal ID	Project From	Project To
J8S3226	S604073	Rte. 65	Rte. 125

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

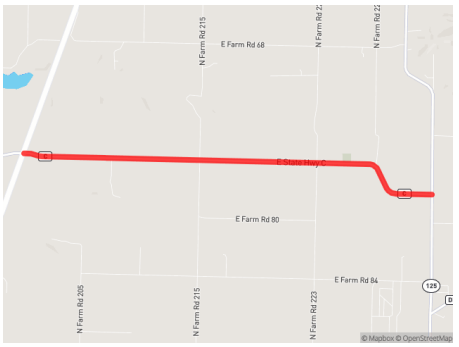
Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$400	$1,200	$5,000	-	-	-	$6,600
Engineering	MoDOT-AC	$1,600	$4,800	$20,000	-	-	-	$26,400
Total Engineering		$2,000	$6,000	$25,000	-	-	-	$33,000
Construction	MoDOT	-	-	$48,200	-	-	-	$48,200
Construction	MoDOT-AC	-	-	$192,800	-	-	-	$192,800
Total Construction		-	-	$241,000	-	-	-	$241,000
Total Programmed		**$2,000**	**$6,000**	**$266,000**	**-**	**-**	**-**	**$274,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Rte. C from Rte. 65 to Rte. 125 north of Strafford." to "Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2024 in ENG from $5,400 to $5,000 - Decrease funds in FFY 2024 in CON from $55,000 to $48,200 **MoDOT-AC** - Decrease funds in FFY 2024 in ENG from $21,600 to $20,000 - Decrease funds in FFY 2024 in CON from $220,000 to $192,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $310,000 to $274,000 (-11.61%)



GR2203-22 - RT D PAVEMENT RESURFACING BLACKMAN ROAD TO MO 125

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$1,385,000

MoDoT ID	Federal ID	Project From	Project To
J8S3215	S604042	east of Blackman Road	Rte. 125

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

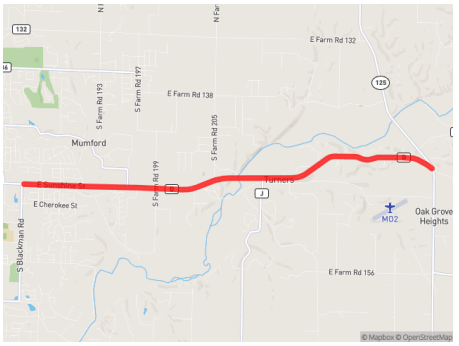
Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$4,400	$400	$24,000	-	-	-	$28,800
Engineering	MoDOT-AC	$17,600	$1,600	$96,000	-	-	-	$115,200
Total Engineering		$22,000	$2,000	$120,000	-	-	-	$144,000
Construction	MoDOT	-	-	$248,200	-	-	-	$248,200
Construction	MoDOT-AC	-	-	$992,800	-	-	-	$992,800
Total Construction		-	-	$1,241,000	-	-	-	$1,241,000
Total Programmed		**$22,000**	**$2,000**	**$1,361,000**	**-**	**-**	**-**	**$1,385,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - 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
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $24,000 to $400 - Decrease funds in FFY 2023 in CON from $253,400 to $0 + Increase funds in FFY 2024 in ENG from $0 to $24,000 + Increase funds in FFY 2024 in CON from $0 to $248,200 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $96,000 to $1,600 - Decrease funds in FFY 2023 in CON from $1,013,600 to $0 + Increase funds in FFY 2024 in ENG from $0 to $96,000 + Increase funds in FFY 2024 in CON from $0 to $992,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $1,409,000 to $1,385,000 (-1.70%)



GR2204-22 - RT DD PAVEMENT RESURFACING MO 125 TO WEBSTER COUNTY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$213,000

MoDoT ID	Federal ID	Project From	Project To
J8S3228	S604070	Rte. 125	Webster County line

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$400	$1,200	$4,000	-	-	-	$5,600
Engineering	MoDOT-AC	$1,600	$4,800	$16,000	-	-	-	$22,400
Total Engineering		$2,000	$6,000	$20,000	-	-	-	$28,000
Construction	MoDOT	-	-	$37,000	-	-	-	$37,000
Construction	MoDOT-AC	-	-	$148,000	-	-	-	$148,000
Total Construction		-	-	$185,000	-	-	-	$185,000
Total Programmed		**$2,000**	**$6,000**	**$205,000**	**-**	**-**	**-**	**$213,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Advance Construction" to "Environmental Justice Area, Advance Construction"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2024 in ENG from $4,200 to $4,000 - Decrease funds in FFY 2024 in CON from $42,600 to $37,000 **MoDOT-AC** - Decrease funds in FFY 2024 in ENG from $16,800 to $16,000 - Decrease funds in FFY 2024 in CON from $170,400 to $148,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $242,000 to $213,000 (-11.98%)



GR2205-22 - RT J PAVEMENT RESURFACING RT D TO NORTH OF US 60

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$512,000

MoDoT ID	Federal ID	Project From	Project To
J8S3211	S604039	Rte. D	0.3 mile north of Rte. 60

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

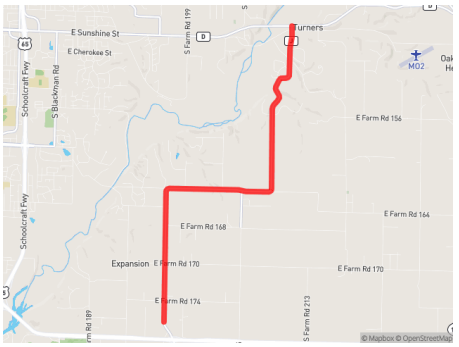
Pavement resurfacing from Rte. D to 0.3 miles north of Rte. 60 east of Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$1,600	$600	$9,000	-	-	-	$11,200
Engineering	MoDOT-AC	$6,400	$2,400	$36,000	-	-	-	$44,800
Total Engineering		$8,000	$3,000	$45,000	-	-	-	$56,000
Construction	MoDOT	-	-	$91,200	-	-	-	$91,200
Construction	MoDOT-AC	-	-	$364,800	-	-	-	$364,800
Total Construction		-	-	$456,000	-	-	-	$456,000
Total Programmed		**$8,000**	**$3,000**	**$501,000**	**-**	**-**	**-**	**$512,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield." to "Pavement resurfacing from Rte. D to 0.3 miles north of Rte. 60 east of Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $9,400 to $600 - Decrease funds in FFY 2023 in CON from $95,000 to $0 + Increase funds in FFY 2024 in ENG from $0 to $9,000 + Increase funds in FFY 2024 in CON from $0 to $91,200 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $37,600 to $2,400 - Decrease funds in FFY 2023 in CON from $380,000 to $0 + Increase funds in FFY 2024 in ENG from $0 to $36,000 + Increase funds in FFY 2024 in CON from $0 to $364,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $530,000 to $512,000 (-3.40%)



GR2207-22 - RT WW PAVEMENT RESURFACING MO 13 TO RT H

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$563,000

MoDoT ID	Federal ID	Project From	Project To
J8S3227	S604071	Rte. 13	Rte. H

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

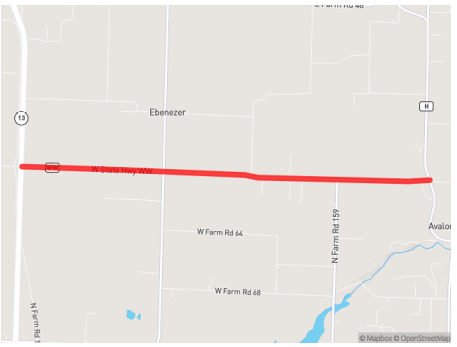
Pavement resurfacing and add shoulders from Rte. 13 to Rte. H.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$1,600	$16,000	$32,000	-	-	-	$49,600
Engineering	MoDOT	$400	$4,000	$8,000	-	-	-	$12,400
Total Engineering		$2,000	$20,000	$40,000	-	-	-	$62,000
Construction	MoDOT	-	-	$100,200	-	-	-	$100,200
Construction	MoDOT-AC	-	-	$400,800	-	-	-	$400,800
Total Construction		-	-	$501,000	-	-	-	$501,000
Total Programmed		**$2,000**	**$20,000**	**$541,000**	**-**	**-**	**-**	**$563,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing from Rte. 13 to Rte. H." to "Pavement resurfacing and add shoulders from Rte. 13 to Rte. H." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Advance Construction" to "Environmental Justice Area, Advance Construction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $1,200 to $4,000 + Increase funds in FFY 2024 in ENG from $5,600 to $8,000 + Increase funds in FFY 2024 in CON from $55,200 to $100,200 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $4,800 to $16,000 + Increase funds in FFY 2024 in ENG from $22,400 to $32,000 + Increase funds in FFY 2024 in CON from $220,800 to $400,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $312,000 to $563,000 (80.45%)



GR2208-22 - US 60 SCOPING FOR ITS EXTENSION TO ROGERSVILLE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$25,000

MoDoT ID	Federal ID	Project From	Project To
J8P3251	-	Rte. 65	east of Rte. VV

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

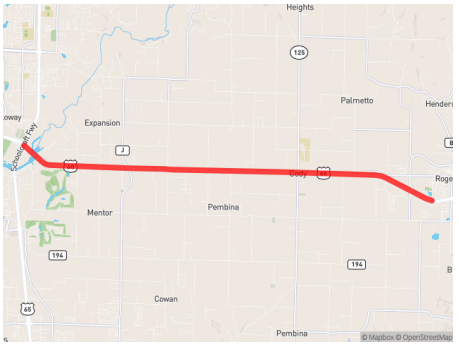
Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$4,000	$4,000	$4,000	$4,000	$4,000	-	$20,000
Engineering	MoDOT	$1,000	$1,000	$1,000	$1,000	$1,000	-	$5,000
Total Engineering		$5,000	$5,000	$5,000	$5,000	$5,000	-	$25,000
Total Programmed		**$5,000**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$25,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $1,000 **MoDOT-AC** + Increase funds in FFY 2026 in ENG from $0 to $4,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $20,000 to $25,000 (25.00%)



GR2301-23 - MO 13 SAFETY IMPROVEMENTS SCOPING NORTH OF SPRINGFIELD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$160,000

MoDoT ID	Federal ID	Project From	Project To
JSU0125	-	0.3 mile north of Richland Road	Radio Lane

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Scoping for safety improvements from 0.3 miles north of Richland Road to Radio Lane in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	-	$45,000	$45,000	$18,000	$18,000	$18,000	$144,000
Engineering	MoDOT	-	$5,000	$5,000	$2,000	$2,000	$2,000	$16,000
Total Engineering		-	$50,000	$50,000	$20,000	$20,000	$20,000	$160,000
Total Programmed		**-**	**$50,000**	**$50,000**	**$20,000**	**$20,000**	**$20,000**	**$160,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $144,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $160,000 (0%)



GR2302-23 - I-44 PAVEMENT IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County	Programmed	$1,949,000

MoDoT ID	Federal ID	Project From	Project To
JSU0146	-	0.7 mi east of Rte. 125	2.1 miles east of Rte. 125

Project Considerations

Environmental Justice Area

Project Description

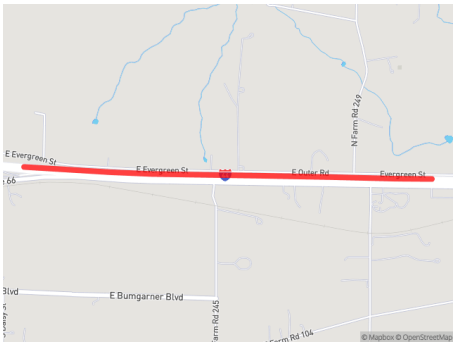
Rebuild pavement from 0.7 miles east of Rte. 125 to 2.1 miles east of Rte. 125 near Strafford.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$64,000	-	-	-	-	$64,000
Engineering	NHPP (FHWA)	-	$256,000	-	-	-	-	$256,000
Total Engineering		-	$320,000	-	-	-	-	$320,000
Construction	MoDOT	-	$325,800	-	-	-	-	$325,800
Construction	NHPP (FHWA)	-	$1,303,200	-	-	-	-	$1,303,200
Total Construction		-	$1,629,000	-	-	-	-	$1,629,000
Total Programmed		**-**	**$1,949,000**	**-**	**-**	**-**	**-**	**$1,949,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $1,559,200 (0%)
TOTAL PROJECT COST	Increased from $0 to $1,949,000 (0%)



GR2303-23 - INTERSECTION AND SAFETY SCOPING IN WILLARD AND NEAR REPUBLIC

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Unincorporated Greene County, Willard	Programmed	$40,000

MoDoT ID	Federal ID	Project From	Project To
J8S3250	-	Rte. 160, Rte. AB, Rte. 266	Rte. 266, Rte. B, I-44

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

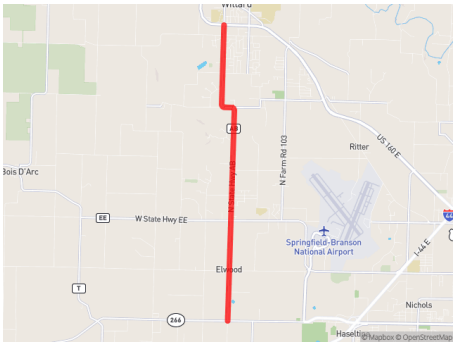
Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B and on Rte. B from Rte. 266 to I-44 near Republic.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$8,000	$8,000	$8,000	$8,000	-	$32,000
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Engineering		-	$10,000	$10,000	$10,000	$10,000	-	$40,000
Total Programmed		**-**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$40,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $40,000 (0%)



MO1105 - SAFE AND SOUND BRIDGE PROGRAM

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$4,921,000

MoDoT ID	Federal ID	Project From	Project To
J5B0800X	-	N/A	N/A

Project Considerations

-

Project Description

Payment for Safe and Sound Bridge Program in OTO Area.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
ROW	MoDOT	$7,000	-	-	-	-	-	$7,000
Total ROW		$7,000	-	-	-	-	-	$7,000
Payment	MoDOT	$3,454,000	$292,000	$292,000	$292,000	$292,000	$292,000	$4,914,000
Total Payment		$3,454,000	$292,000	$292,000	$292,000	$292,000	$292,000	$4,914,000
Total Programmed		**$3,461,000**	**$292,000**	**$292,000**	**$292,000**	**$292,000**	**$292,000**	**$4,921,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Infrastructure Condition"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2012 in ROW from $7,000 to $0 + Increase funds in FFY 2013 in ROW from $0 to $7,000 - Decrease funds in FFY 2012 in PMT from $3,162,000 to $0 + Increase funds in FFY 2013 in PMT from $0 to $3,162,000 + Increase funds in FFY 2027 in PMT from $0 to $292,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $4,629,000 to $4,921,000 (6.31%)

MO1405 - SURVEYING FOR EXCESS RIGHT-OF-WAY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Operations	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$260,000

MoDoT ID	Federal ID	Project From	Project To
J8P3027	-	Various	Various

Project Considerations

-

Project Description

Surveying to sell excess right-of-way in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Programming added to previously "Completed" project

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$110,000	$15,000	$15,000	$15,000	$15,000	$90,000	$260,000
Total Engineering		$110,000	$15,000	$15,000	$15,000	$15,000	$90,000	$260,000
Total Programmed		**$110,000**	**$15,000**	**$15,000**	**$15,000**	**$15,000**	**$90,000**	**$260,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2024 in ENG from $0 to $15,000 + Increase funds in FFY 2025 in ENG from $0 to $15,000 + Increase funds in FFY 2026 in ENG from $0 to $15,000 + Increase funds in FFY 2027 in ENG from $0 to $15,000 + Increase funds in FFY 2028 in ENG from $0 to $15,000 + Increase funds in FFY 2029 in ENG from $0 to $15,000 + Increase funds in FFY 2030 in ENG from $0 to $15,000 + Increase funds in FFY 2031 in ENG from $0 to $15,000 + Increase funds in FFY 2032 in ENG from $0 to $15,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $125,000 to $260,000 (108.00%)

MO1719-18A5 - SCOPING FOR BRIDGE IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$546,000

MoDoT ID	Federal ID	Project From	Project To
J8P3067	S602066	Various	Various

Project Considerations

Bike/Ped Plan

Project Description

Scoping for bridge improvements at various locations in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$396,800	$40,000	-	-	-	-	$436,800
Engineering	MoDOT	$99,200	$10,000	-	-	-	-	$109,200
Total Engineering		$496,000	$50,000	-	-	-	-	$546,000
Total Programmed		**$496,000**	**$50,000**	**-**	**-**	**-**	**-**	**$546,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Technical corrections
PROJECT CHANGES	Description changed from "Scoping for bridge improvements at various locations in the Ozarks Transportation Organization area." to "Scoping for bridge improvements at various locations in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Bike/Ped Plan" Performance Measure changed from "None" to "Infrastructure Condition"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $436,800
TOTAL PROJECT COST	Stays the same $546,000

MO1720 - SCOPING FOR BRIDGE PREVENTIVE MAINTENANCE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$44,000

MoDoT ID	Federal ID	Project From	Project To
J8P3068	-	Various	Various

Project Considerations

-

Project Description

Scoping for bridge preventive maintenance at various locations in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$5,600	$800	$800	$800	$800	-	$8,800
Engineering	NHPP (FHWA)	$22,400	$3,200	$3,200	$3,200	$3,200	-	$35,200
Total Engineering		$28,000	$4,000	$4,000	$4,000	$4,000	-	$44,000
Total Programmed		**$28,000**	**$4,000**	**$4,000**	**$4,000**	**$4,000**	**-**	**$44,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for bridge preventive maintenance at various locations in the Ozarks Transportation Organization area." to "Scoping for bridge preventive maintenance at various locations in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Infrastructure Condition"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $800 **NHPP (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $3,200
FEDERAL PROJECT COST	Increased from $32,000 to $35,200 (10.0%)
TOTAL PROJECT COST	Increased from $40,000 to $44,000 (10.0%)

MO1721-18A5 - SCOPING FOR SAFETY IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$559,000

MoDoT ID	Federal ID	Project From	Project To
J8P3069	S603050	Various	Various

Project Considerations

Bike/Ped Plan

Project Description

Scoping for safety improvements at various locations in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$449,100	$54,000	-	-	-	-	$503,100
Engineering	MoDOT	$49,900	$6,000	-	-	-	-	$55,900
Total Engineering		$499,000	$60,000	-	-	-	-	$559,000
Total Programmed		**$499,000**	**$60,000**	**-**	**-**	**-**	**-**	**$559,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Technical corrections, Project description update. due to Bulk Carry-Over from TIP 2022
PROJECT CHANGES	Description changed from "Scoping for safety improvements at various locations in the Ozarks Transportation Organization area." to "Scoping for safety improvements at various locations in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Bike/Ped Plan" Performance Measure changed from "None" to "Safety"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $503,100
TOTAL PROJECT COST	Stays the same $559,000

MO1722 - SCOPING FOR PAVEMENT IMPROVEMENTS ON MAJOR ROUTES

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$292,000

MoDoT ID	Federal ID	Project From	Project To
J8P3099	-	Various	Various

Project Considerations

Bike/Ped Plan

Project Description

Scoping for pavement improvements on major routes in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$193,600	$40,000	-	-	-	-	$233,600
Engineering	MoDOT	$48,400	$10,000	-	-	-	-	$58,400
Total Engineering		$242,000	$50,000	-	-	-	-	$292,000
Total Programmed		**$242,000**	**$50,000**	**-**	**-**	**-**	**-**	**$292,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Technical corrections, Project description updated. due to Bulk Carry-Over from TIP 2022
PROJECT CHANGES	Description changed from "Scoping for pavement improvements on major routes in the Ozarks Transportation Organization area." to "Scoping for pavement improvements on major routes in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Bike/Ped Plan" Performance Measure changed from "None" to "Infrastructure Condition"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $233,600
TOTAL PROJECT COST	Stays the same $292,000

MO1723 - SCOPING FOR PAVEMENT IMPROVEMENTS ON MINOR ROUTES

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$258,000

MoDoT ID	Federal ID	Project From	Project To
J8S3066	-	Various	Various

Project Considerations

Bike/Ped Plan

Project Description

Scoping for pavement improvements on minor routes in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$163,200	$40,000	-	-	-	-	$203,200
Engineering	MoDOT	$41,600	$10,000	-	-	-	-	$51,600
Engineering	STP (FHWA)	$3,200	-	-	-	-	-	$3,200
Total Engineering		$208,000	$50,000	-	-	-	-	$258,000
Total Programmed		**$208,000**	**$50,000**	**-**	**-**	**-**	**-**	**$258,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Technical corrections
PROJECT CHANGES	Description changed from "Scoping for pavement improvements on minor routes in the Ozarks Transportation Organization area." to "Scoping for pavement improvements on minor routes in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Bike/Ped Plan" Performance Measure changed from "None" to "Infrastructure Condition"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $206,400
TOTAL PROJECT COST	Stays the same $258,000

MO1905-22A1 - BRIDGE INSPECTIONS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$309,000

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

Project Considerations

-

Project Description

Bridge inspections throughout the Ozarks Transportation Organization area.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Maintenance	Local	$8,000	$4,000	$17,000	$12,000	$9,000	-	$50,000
Maintenance	BRO (FHWA)	$32,000	$16,000	$68,000	$48,000	$36,000	-	$200,000
Maintenance	MoDOT	$59,000	-	-	-	-	-	$59,000
Total Maintenance		$99,000	$20,000	$85,000	$60,000	$45,000	-	$309,000
Total Programmed		**$99,000**	**$20,000**	**$85,000**	**$60,000**	**$45,000**	**-**	**$309,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22A1" to "23Draft"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $200,000
TOTAL PROJECT COST	Stays the same $309,000

MO2205-22 - REPLACE SIGNS AT VARIOUS LOCATIONS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Other	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$447,000

MoDoT ID	Federal ID	Project From	Project To
J8I3243	S604032	General Aviation Avenue, Rte. 266, U.S. 65, Rte. WW, Kansas Expressway, Rte. 123	N. Mulroy Road, Rte. H, U.S. 65, W. Riverdale Drive, James River Freeway

Project Considerations

Environmental Justice Area, Advance Construction

Project Description

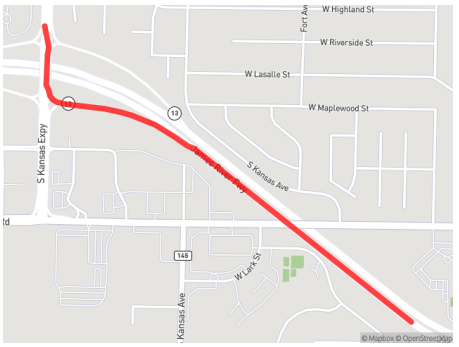
Replace signs at various locations on Rte. 744 (Kearney Street), Loop 44 (Chestnut Expressway), Bus. 65 (Glenstone Avenue), Rte. 13 (Kansas Expressway), Rte. 413 (Sunshine Street), and Rte. 160 (West Bypass) in Greene and Christian Counties.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$24,000	$46,400	-	-	-	-	$70,400
Engineering	MoDOT	$6,000	$11,600	-	-	-	-	$17,600
Total Engineering		$30,000	$58,000	-	-	-	-	$88,000
Construction	MoDOT	-	$71,800	-	-	-	-	$71,800
Construction	MoDOT-AC	-	$287,200	-	-	-	-	$287,200
Total Construction		-	$359,000	-	-	-	-	$359,000
Total Programmed		**$30,000**	**$417,000**	**-**	**-**	**-**	**-**	**$447,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Replace signs at various locations in the urban Southwest District." to "Replace signs at various locations on Rte. 744 (Kearney Street), Loop 44 (Chestnut Expressway), Bus. 65 (Glenstone Avenue), Rte. 13 (Kansas Expressway), Rte. 413 (Sunshine Street), and Rte. 160 (West Bypass) in Greene and Christian Counties." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Advance Construction" to "Environmental Justice Area, Advance Construction" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped and EJ Needs Dependent on Locations"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $8,000 to $11,600 - Decrease funds in FFY 2023 in CON from $73,600 to $71,800 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $32,000 to $46,400 - Decrease funds in FFY 2023 in CON from $294,400 to $287,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $438,000 to $447,000 (2.05%)



MO2206-22 - BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$1,252,000

MoDoT ID	Federal ID	Project From	Project To
J8I3246	0652119	South Dry Sac Creek, Over Rte. 60, Over Rte. 65, McCafferty Branch	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

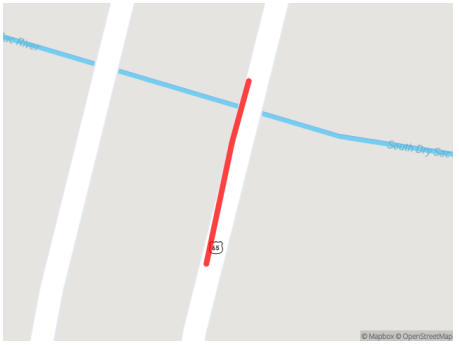
Bridge improvements northbound over S. Dry Sac Creek, Republic Road over Rte. 60 in Springfield, Rte. 14 over Rte. 65 in Ozark and Rte. M over McCaferty Branch. Project involves bridges A3361, A4181, A3514 and A3109.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$400	$4,200	$30,400	-	-	-	$35,000
Engineering	NHPP (FHWA)	$1,600	$16,800	$121,600	-	-	-	$140,000
Total Engineering		$2,000	$21,000	$152,000	-	-	-	$175,000
Construction	NHPP (FHWA)	-	-	$861,600	-	-	-	$861,600
Construction	MoDOT	-	-	$215,400	-	-	-	$215,400
Total Construction		-	-	$1,077,000	-	-	-	$1,077,000
Total Programmed		**$2,000**	**$21,000**	**$1,229,000**	**-**	**-**	**-**	**$1,252,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Bridge improvements at various locations in the urban Southwest District." to "Bridge improvements northbound over S. Dry Sac Creek, Republic Road over Rte. 60 in Springfield, Rte. 14 over Rte. 65 in Ozark and Rte. M over McCaferty Branch. Project involves bridges A3361, A4181, A3514 and A3109." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "None" to "Environmental Justice Area, Bike/Ped Plan"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $7,000 to $4,200 - Decrease funds in FFY 2024 in ENG from $36,800 to $30,400 + Increase funds in FFY 2024 in CON from $200,600 to $215,400 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $28,000 to $16,800 - Decrease funds in FFY 2024 in ENG from $147,200 to $121,600 + Increase funds in FFY 2024 in CON from $802,400 to $861,600
FEDERAL PROJECT COST	Increased from $979,200 to $1,001,600 (2.29%)
TOTAL PROJECT COST	Increased from $1,224,000 to $1,252,000 (2.29%)



MO2207-22 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2023)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Other	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$1,438,000

MoDoT ID	Federal ID	Project From	Project To
J8P3213	-	-	-

Project Considerations

Advance Construction

Project Description

Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$1,200	$47,400	-	-	-	-	$48,600
Engineering	MoDOT-AC	$4,800	$189,600	-	-	-	-	$194,400
Total Engineering		$6,000	$237,000	-	-	-	-	$243,000
Construction	MoDOT	-	$239,000	-	-	-	-	$239,000
Construction	MoDOT-AC	-	$956,000	-	-	-	-	$956,000
Total Construction		-	$1,195,000	-	-	-	-	$1,195,000
Total Programmed		**$6,000**	**$1,432,000**	**-**	**-**	**-**	**-**	**$1,438,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000), Estimate changes due to Bulk Carry-Over from TIP 2022. 2023 Annual Update
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $16,800 to $47,400 + Increase funds in FFY 2023 in CON from $168,000 to $239,000 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $67,200 to $189,600 + Increase funds in FFY 2023 in CON from $672,000 to $956,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $930,000 to $1,438,000 (54.62%)

MO2209-22 - REPLACE SIGNALS AT VARIOUS LOCATIONS (2024)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Other	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$4,912,000

MoDoT ID	Federal ID	Project From	Project To
J8P3236	S604059	at Mayfair Ave., at Haseltine Rd., at Rte. 65 ramps, at Seminole St, Portland St and Barataria St, at Oak Grove Ave., at Rte. MM in Republic	, and at Ventura Ave.

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St, and Barataria St, on Rte. D at Oak Grove Ave and Ventura Ave in Springfield, and on Rte. 60 at Rte. MM in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$40,000	$482,400	$574,400	-	-	-	$1,096,800
Engineering	MoDOT	$10,000	$120,600	$143,600	-	-	-	$274,200
Total Engineering		$50,000	$603,000	$718,000	-	-	-	$1,371,000
ROW	MoDOT	-	$2,400	-	-	-	-	$2,400
ROW	MoDOT-AC	-	$9,600	-	-	-	-	$9,600
Total ROW		-	$12,000	-	-	-	-	$12,000
Construction	MoDOT-AC	-	-	$2,823,200	-	-	-	$2,823,200
Construction	MoDOT	-	-	$705,800	-	-	-	$705,800
Total Construction		-	-	$3,529,000	-	-	-	$3,529,000
Total Programmed		**$50,000**	**$615,000**	**$4,247,000**	**-**	**-**	**-**	**$4,912,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project - Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Replace signals at various locations in the urban Southwest District." to "Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St, and Barataria St, on Rte. D at Oak Grove Ave and Ventura Ave in Springfield, and on Rte. 60 at Rte. MM in Republic." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Advance Construction" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $41,200 to $120,600 + Increase funds in FFY 2023 in ROW from $0 to $2,400 + Increase funds in FFY 2024 in ENG from $71,200 to $143,600 + Increase funds in FFY 2024 in CON from $324,600 to $705,800 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $164,800 to $482,400 + Increase funds in FFY 2023 in ROW from $0 to $9,600 + Increase funds in FFY 2024 in ENG from $284,800 to $574,400 + Increase funds in FFY 2024 in CON from $1,298,400 to $2,823,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $2,235,000 to $4,912,000 (119.78%)



MO2210-22 - REPLACE SIGNALS AT VARIOUS LOCATIONS (2026)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Other	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$3,562,000

MoDoT ID	Federal ID	Project From	Project To
J8P3237	S604082	at National Ave., Grant Ave., at Patterson Ave., Cedarbrook Ave., at Rte. M in Battlefield, at Cheyenne Ave. in Christian County	and Broadway Ave., and Sunset Ave. in Springfield,

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, and Broadway Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Bus. 65 at Sunset Ave in Springfield, on Rte. FF at Rte. M in Battlefield, and on Rte. CC at Cheyenne Rd in Christian County.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$2,000	$2,000	$2,000	$83,200	$102,200	-	$191,400
Engineering	MoDOT-AC	$8,000	$8,000	$8,000	$332,800	$408,800	-	$765,600
Total Engineering		$10,000	$10,000	$10,000	$416,000	$511,000	-	$957,000
ROW	MoDOT-AC	-	-	-	$10,400	-	-	$10,400
ROW	MoDOT	-	-	-	$2,600	-	-	$2,600
Total ROW		-	-	-	$13,000	-	-	$13,000
Construction	MoDOT	-	-	-	-	$518,400	-	$518,400
Construction	MoDOT-AC	-	-	-	-	$2,073,600	-	$2,073,600
Total Construction		-	-	-	-	$2,592,000	-	$2,592,000
Total Programmed		**$10,000**	**$10,000**	**$10,000**	**$429,000**	**$3,103,000**	**-**	**$3,562,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to the scope of a project
PROJECT CHANGES	Description changed from "Replace signals at various locations in the urban Southwest District." to "Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, and Broadway Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Bus. 65 at Sunset Ave in Springfield, on Rte. FF at Rte. M in Battlefield, and on Rte. CC at Cheyenne Rd in Christian County." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Advance Construction" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2025 in ENG from $45,200 to $83,200 + Increase funds in FFY 2025 in ROW from $0 to $2,600 + Increase funds in FFY 2026 in ENG from $71,200 to $102,200 + Increase funds in FFY 2026 in CON from $344,400 to $518,400 **MoDOT-AC** + Increase funds in FFY 2025 in ENG from $180,800 to $332,800 + Increase funds in FFY 2025 in ROW from $0 to $10,400 + Increase funds in FFY 2026 in ENG from $284,800 to $408,800 + Increase funds in FFY 2026 in CON from $1,377,600 to $2,073,600
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $2,334,000 to $3,562,000 (52.61%)

MO2212-22 - CONCRETE REPAIRS AT VARIOUS LOCATIONS (2023)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Christian County, Greene County	Ozark, Republic, Rogersville, Springfield	Programmed	$633,000

MoDoT ID	Federal ID	Project From	Project To
J8P3242	S604036	252.238, 36.144, 69.878, 246.461	276.916, 60.831, 94.164, 270.794

Project Considerations

Environmental Justice Area, Advance Construction

Project Description

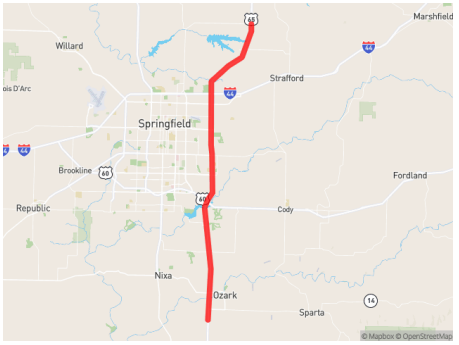
Concrete repairs at various locations from Rtes. A and KK to 0.9 miles south of Rte. F in Ozark and on Rte. 60at various locations from Farm Road 194 near Republic to Rte. 125 in Rogersville.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$1,000	$21,400	-	-	-	-	$22,400
Engineering	MoDOT-AC	$4,000	$85,600	-	-	-	-	$89,600
Total Engineering		$5,000	$107,000	-	-	-	-	$112,000
Construction	MoDOT	-	$104,200	-	-	-	-	$104,200
Construction	MoDOT-AC	-	$416,800	-	-	-	-	$416,800
Total Construction		-	$521,000	-	-	-	-	$521,000
Total Programmed		**$5,000**	**$628,000**	**-**	**-**	**-**	**-**	**$633,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Concrete repairs at various locations in the urban Southwest District." to "Concrete repairs at various locations from Rtes. A and KK to 0.9 miles south of Rte. F in Ozark and on Rte. 60at various locations from Farm Road 194 near Republic to Rte. 125 in Rogersville." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Advance Construction" to "Environmental Justice Area, Advance Construction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $8,000 to $21,400 - Decrease funds in FFY 2023 in CON from $105,000 to $104,200 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $32,000 to $85,600 - Decrease funds in FFY 2023 in CON from $420,000 to $416,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $570,000 to $633,000 (11.05%)



MO2213-22 - JOB ORDER CONTRACTING FOR BRIDGE REPAIRS (2024)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$260,000

MoDoT ID	Federal ID	Project From	Project To
J8P3234	-	-	-

Project Considerations

Advance Construction

Project Description

Job Order Contracting for bridge repairs at various locations in the urban Southwest District.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	-	$40,000	-	-	-	$40,000
Engineering	MoDOT	-	-	$10,000	-	-	-	$10,000
Total Engineering		-	-	$50,000	-	-	-	$50,000
Construction	MoDOT-AC	-	-	$168,000	-	-	-	$168,000
Construction	MoDOT	-	-	$42,000	-	-	-	$42,000
Total Construction		-	-	$210,000	-	-	-	$210,000
Total Programmed		**-**	**-**	**$260,000**	**-**	**-**	**-**	**$260,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000), Annual estimate update due to Bulk Carry-Over from TIP 2022 2023 Annual Estimate update.
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2024 in ENG from $8,000 to $10,000 - Decrease funds in FFY 2024 in CON from $42,400 to $42,000 **MoDOT-AC** + Increase funds in FFY 2024 in ENG from $32,000 to $40,000 - Decrease funds in FFY 2024 in CON from $169,600 to $168,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $252,000 to $260,000 (3.17%)

MO2214-22A3 - ITS SCOPING AT VARIOUS LOCATIONS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$100,000

MoDoT ID	Federal ID	Project From	Project To
JSU0009	-	-	-

Project Considerations

Advance Construction

Project Description

Scoping for Intelligent Transportation System improvements at various locations in the Southwest Urban district.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$40,000	$40,000	-	-	-	-	$80,000
Engineering	MoDOT	$10,000	$10,000	-	-	-	-	$20,000
Total Engineering		$50,000	$50,000	-	-	-	-	$100,000
Total Programmed		**$50,000**	**$50,000**	**-**	**-**	**-**	**-**	**$100,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22A3" to "23Draft" Performance Measure changed from "None" to "System Reliability"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Stays the same $100,000

MO2215-23 - ITS ON CHESTNUT EXPRESSAY FROM WEST BYPASS TO KANSAS EXPRESSWAY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	ITS	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$444,000

MoDoT ID	Federal ID	Project From	Project To
JSU0088	-	West Bypass (Rte. 160)	Kansas Expressway (Rte. 13)

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

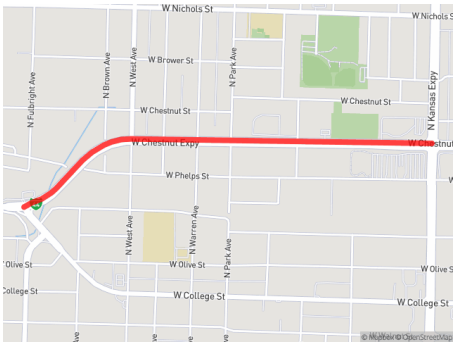
Add ITS equipment and software on Chestnut Expressway (Loop 44) from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$1,000	$2,000	$13,600	-	-	-	$16,600
Engineering	MoDOT-AC	$4,000	$8,000	$54,400	-	-	-	$66,400
Total Engineering		$5,000	$10,000	$68,000	-	-	-	$83,000
Construction	MoDOT	-	-	$72,200	-	-	-	$72,200
Construction	MoDOT-AC	-	-	$288,800	-	-	-	$288,800
Total Construction		-	-	$361,000	-	-	-	$361,000
Total Programmed		**$5,000**	**$10,000**	**$429,000**	**-**	**-**	**-**	**$444,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $444,000 (0%)



MO2302-22 - ON-CALL WORK ZONE ENFORCEMENT (2023)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Safety	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$220,000

MoDoT ID	Federal ID	Project From	Project To
J8I3214	S604087	Various	Various

Project Considerations

-

Project Description

On-call work zone enforcement at various locations in the Ozarks Transportation Organization area.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Payment	SAFETY (FHWA)	-	$198,000	-	-	-	-	$198,000
Payment	MoDOT	-	$22,000	-	-	-	-	$22,000
Total Payment		-	$220,000	-	-	-	-	$220,000
Total Programmed		**-**	**$220,000**	**-**	**-**	**-**	**-**	**$220,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in PMT from $20,100 to $22,000 **SAFETY (FHWA)** + Increase funds in FFY 2023 in PMT from $180,900 to $198,000
FEDERAL PROJECT COST	Increased from $180,900 to $198,000 (9.45%)
TOTAL PROJECT COST	Increased from $201,000 to $220,000 (9.45%)

MO2306-23 - BRIDGE DECK SEALING OVER COUNTY ROAD 197

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic, Springfield	Programmed	$3,166,000

MoDoT ID	Federal ID	Project From	Project To
JSU0046	-	over County Road 197, over James River Freeway, over Rte. 60, over Rte. 360 in Republic	-

Project Considerations

Environmental Justice Area

Project Description

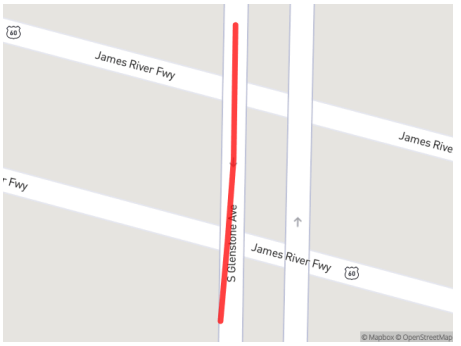
Bridge deck sealing over Farm Rd. 197 and James River Freeway including Bus. 65 (Glenstone Avenue) and National Avenue over James River Freeway in Springfield and Rte. MM over Rte. 360 in Republic. Project involves bridges A3360, A2072, A4175, A4177 and A5907.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$48,000	$316,800	-	-	-	$364,800
Engineering	MoDOT	-	$12,000	$79,200	-	-	-	$91,200
Total Engineering		-	$60,000	$396,000	-	-	-	$456,000
Construction	NHPP (FHWA)	-	-	$2,168,000	-	-	-	$2,168,000
Construction	MoDOT	-	-	$542,000	-	-	-	$542,000
Total Construction		-	-	$2,710,000	-	-	-	$2,710,000
Total Programmed		**-**	**$60,000**	**$3,106,000**	**-**	**-**	**-**	**$3,166,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $2,532,800 (0%)
TOTAL PROJECT COST	Increased from $0 to $3,166,000 (0%)



MO2307-23 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2025)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Other	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$1,395,000

MoDoT ID	Federal ID	Project From	Project To
JSU0072	-	-	-

Project Considerations

Advance Construction

Project Description

Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$3,200	$3,200	$70,400	-	-	$76,800
Engineering	MoDOT	-	$800	$800	$17,600	-	-	$19,200
Total Engineering		-	$4,000	$4,000	$88,000	-	-	$96,000
Construction	MoDOT-AC	-	-	-	$1,039,200	-	-	$1,039,200
Construction	MoDOT	-	-	-	$259,800	-	-	$259,800
Total Construction		-	-	-	$1,299,000	-	-	$1,299,000
Total Programmed		**-**	**$4,000**	**$4,000**	**$1,387,000**	**-**	**-**	**$1,395,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $1,395,000 (0%)

MO2308-23 - JOB ORDER CONTRACTING FOR CONCRETE REPAIRS (2024)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$702,000

MoDoT ID	Federal ID	Project From	Project To
JSU0118	-	-	-

Project Considerations

Advance Construction

Project Description

Job Order Contracting for concrete repairs in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$3,000	$11,400	-	-	-	$14,400
Engineering	MoDOT-AC	-	$12,000	$45,600	-	-	-	$57,600
Total Engineering		-	$15,000	$57,000	-	-	-	$72,000
Construction	MoDOT-AC	-	-	$504,000	-	-	-	$504,000
Construction	MoDOT	-	-	$126,000	-	-	-	$126,000
Total Construction		-	-	$630,000	-	-	-	$630,000
Total Programmed		**-**	**$15,000**	**$687,000**	**-**	**-**	**-**	**$702,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $702,000 (0%)

MO2309-23 - VARIOUS ROUTES PAVEMENT RESURFACING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Christian County, Greene County	Springfield, Strafford	Programmed	$4,139,000

MoDoT ID	Federal ID	Project From	Project To
JSU0058	-	West of Old Orchard Drive, East of West Bypass, At Pheasant Road, South of Thornbrooke Drive	East of Rte. 125, East of National Avenue,

Project Considerations

Environmental Justice Area

Project Description

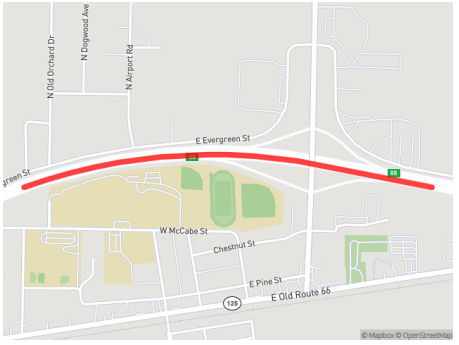
Add high friction surface treatment on westbound lanes in Strafford, Rte. 60 in Springfield, Rtes. NN and 125 in Christian County, and pavement resurfacing on Rte. 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	-	$59,400	$432,900	-	-	-	$492,300
Engineering	MoDOT	-	$6,600	$48,100	-	-	-	$54,700
Total Engineering		-	$66,000	$481,000	-	-	-	$547,000
Construction	SAFETY (FHWA)	-	-	$3,232,800	-	-	-	$3,232,800
Construction	MoDOT	-	-	$359,200	-	-	-	$359,200
Total Construction		-	-	$3,592,000	-	-	-	$3,592,000
Total Programmed		**-**	**$66,000**	**$4,073,000**	**-**	**-**	**-**	**$4,139,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $3,725,100 (0%)
TOTAL PROJECT COST	Increased from $0 to $4,139,000 (0%)



MO2401-22 - JOB ORDER CONTRACTING PAVEMENT REPAIR (2024)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$502,000

MoDoT ID	Federal ID	Project From	Project To
J8I3232	-	-	-

Project Considerations

Advance Construction

Project Description

Job Order Contracting for pavement repair in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP(I/M)

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	-	$9,000	-	-	-	$9,000
Engineering	MoDOT-AC	-	-	$81,000	-	-	-	$81,000
Total Engineering		-	-	$90,000	-	-	-	$90,000
Construction	MoDOT	-	-	$41,200	-	-	-	$41,200
Construction	MoDOT-AC	-	-	$370,800	-	-	-	$370,800
Total Construction		-	-	$412,000	-	-	-	$412,000
Total Programmed		**-**	**-**	**$502,000**	**-**	**-**	**-**	**$502,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Job Order Contracting for pavement repair in the Ozarks Transportation Organization area." to "Job Order Contracting for pavement repair in the urban Southwest District." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2024 in ENG from $3,800 to $9,000 - Decrease funds in FFY 2024 in CON from $42,400 to $41,200 **MoDOT-AC** + Increase funds in FFY 2024 in ENG from $34,200 to $81,000 - Decrease funds in FFY 2024 in CON from $381,600 to $370,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $462,000 to $502,000 (8.66%)

MO2404-22 - ON-CALL WORK ZONE ENFORCEMENT (2024)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Safety	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$220,000

MoDoT ID	Federal ID	Project From	Project To
J8I3230	-	Various	Various

Project Considerations

-

Project Description

On-call work zone enforcement at various locations in the Ozarks Transportation Organization area.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Payment	SAFETY (FHWA)	-	-	$198,000	-	-	-	$198,000
Payment	MoDOT	-	-	$22,000	-	-	-	$22,000
Total Payment		-	-	$220,000	-	-	-	$220,000
Total Programmed		**-**	**-**	**$220,000**	**-**	**-**	**-**	**$220,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2024 in PMT from $20,100 to $22,000 **SAFETY (FHWA)** + Increase funds in FFY 2024 in PMT from $180,900 to $198,000
FEDERAL PROJECT COST	Increased from $180,900 to $198,000 (9.45%)
TOTAL PROJECT COST	Increased from $201,000 to $220,000 (9.45%)

MO2501-23 - ON-CALL WORK ZONE ENFORCEMENT (2025)

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Safety	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$235,000

MoDoT ID	Federal ID	Project From	Project To
JSU0068	-	Various	Various

Project Considerations

-

Project Description

On-call work zone enforcement at various locations in the urban Southwest District.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	-	-	$1,500	-	-	$1,500
Engineering	SAFETY (FHWA)	-	-	-	$13,500	-	-	$13,500
Total Engineering		-	-	-	$15,000	-	-	$15,000
Payment	MoDOT	-	-	-	$22,000	-	-	$22,000
Payment	SAFETY (FHWA)	-	-	-	$198,000	-	-	$198,000
Total Payment		-	-	-	$220,000	-	-	$220,000
Total Programmed		**-**	**-**	**-**	**$235,000**	**-**	**-**	**$235,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $211,500 (0%)
TOTAL PROJECT COST	Increased from $0 to $235,000 (0%)

NX1704 - SCOPING FOR RTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	$18,000

MoDoT ID	Federal ID	Project From	Project To
J8P3033	1601062	Plainview Road	south of South Street

Project Considerations

Environmental Justice Area

Project Description

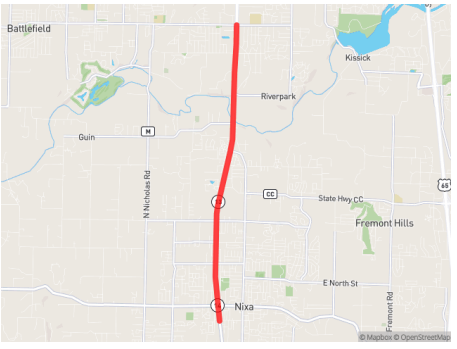
Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$2,400	$400	$400	$400	-	-	$3,600
Engineering	NHPP (FHWA)	$9,600	$1,600	$1,600	$1,600	-	-	$14,400
Total Engineering		$12,000	$2,000	$2,000	$2,000	-	-	$18,000
Total Programmed		**$12,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**-**	**$18,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "System Reliability, Congestion Reduction"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $14,400
TOTAL PROJECT COST	Stays the same $18,000



NX2202-22 - RT CC ROUNDABOUT AT MAIN STREET IN NIXA

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	$2,140,000

MoDoT ID	Federal ID	Project From	Project To
J8S0736F	-	At Main Street	-

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

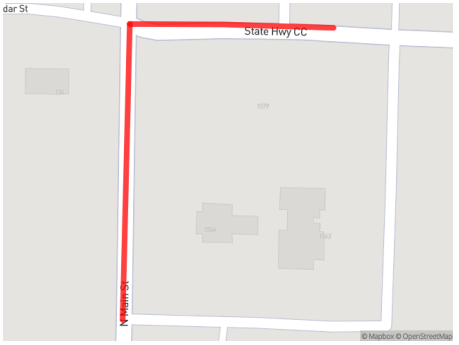
Add roundabout at Main Street in Nixa.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$8,000	$196,000	$232,800	-	-	-	$436,800
Engineering	MoDOT	$2,000	$49,000	$58,200	-	-	-	$109,200
Total Engineering		$10,000	$245,000	$291,000	-	-	-	$546,000
ROW	MoDOT-AC	-	$80,000	-	-	-	-	$80,000
ROW	MoDOT	-	$20,000	-	-	-	-	$20,000
Total ROW		-	$100,000	-	-	-	-	$100,000
Construction	MoDOT	-	-	$298,800	-	-	-	$298,800
Construction	MoDOT-AC	-	-	$1,195,200	-	-	-	$1,195,200
Total Construction		-	-	$1,494,000	-	-	-	$1,494,000
Total Programmed		**$10,000**	**$345,000**	**$1,785,000**	**-**	**-**	**-**	**$2,140,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	Title changed from "RT CC SCOPING AT MAIN STREET IN NIXA" to "RT CC ROUNDABOUT AT MAIN STREET IN NIXA" Description changed from "Scoping for intersection improvements at Main Street in Nixa." to "Add roundabout at Main Street in Nixa." Plan Revision Name changed from "22Adopted" to "23Draft" Project Type changed from "Scoping" to "System Improvement" Performance Measure changed from "None" to "System Reliability, Congestion Reduction"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2025 in ENG from $2,000 to $0 + Increase funds in FFY 2023 in ENG from $2,000 to $49,000 + Increase funds in FFY 2023 in ROW from $0 to $20,000 + Increase funds in FFY 2024 in ENG from $2,000 to $58,200 + Increase funds in FFY 2024 in CON from $0 to $298,800 **MoDOT-AC** - Decrease funds in FFY 2025 in ENG from $8,000 to $0 + Increase funds in FFY 2023 in ENG from $8,000 to $196,000 + Increase funds in FFY 2023 in ROW from $0 to $80,000 + Increase funds in FFY 2024 in ENG from $8,000 to $232,800 + Increase funds in FFY 2024 in CON from $0 to $1,195,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $40,000 to $2,140,000 (5250.0%)



NX2203-22 - RT CC SCOPING US 160 TO MAIN STREET IN NIXA

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	$50,000

MoDoT ID	Federal ID	Project From	Project To
J8S0736G	-	Rte. 160	Main Street

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

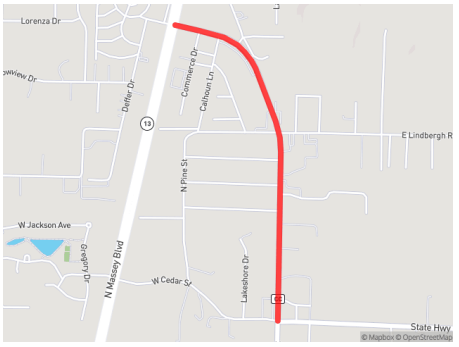
Scoping for capital improvements from Rte. 160 to Main Street in Nixa.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$8,000	$8,000	$8,000	$8,000	$8,000	-	$40,000
Engineering	MoDOT	$2,000	$2,000	$2,000	$2,000	$2,000	-	$10,000
Total Engineering		$10,000	$10,000	$10,000	$10,000	$10,000	-	$50,000
Total Programmed		**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$50,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "System Reliability, Congestion Reduction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $2,000 **MoDOT-AC** + Increase funds in FFY 2026 in ENG from $0 to $8,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $40,000 to $50,000 (25.00%)



OK2002-20A9 - ROUTE 14 ROADWAY IMPROVEMENTS 6TH TO W ON SOUTH

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$8,131,000

MoDoT ID	Federal ID	Project From	Project To
J8P0583	-	6th Avenue	W

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

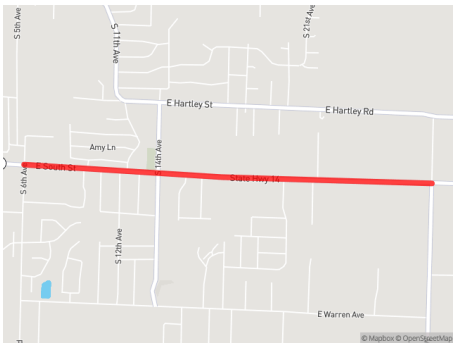
Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$194,400	$40,000	$40,000	-	-	-	$274,400
Engineering	MoDOT	$48,600	$10,000	$10,000	-	-	-	$68,600
Total Engineering		$243,000	$50,000	$50,000	-	-	-	$343,000
Construction	MoDOT	-	-	-	-	-	$7,788,000	$7,788,000
Total Construction		-	-	-	-	-	$7,788,000	$7,788,000
Total Programmed		**$243,000**	**$50,000**	**$50,000**	**-**	**-**	**$7,788,000**	**$8,131,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for roadway improvements on South Street from 6th Avenue to W in Ozark." to "Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, System Reliability"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2035 in CON from $6,655,000 to $7,788,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $6,998,000 to $8,131,000 (16.19%)



OK2102-20A9 - ROUTE CC CAPITAL IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$3,492,000

MoDoT ID	Federal ID	Project From	Project To
J8S0736D	-	Fremont Road	22nd Street

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

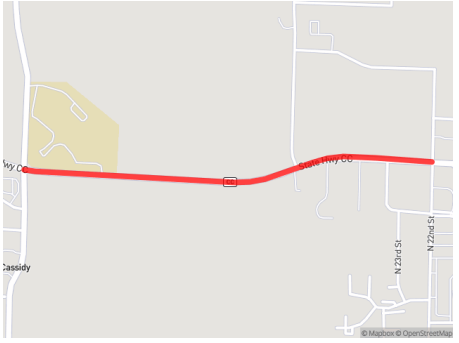
Scoping for capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$20,000	$10,000	$10,000	$10,000	$10,000	-	$60,000
Engineering	MoDOT-AC	$80,000	$40,000	$40,000	$40,000	$40,000	-	$240,000
Total Engineering		$100,000	$50,000	$50,000	$50,000	$50,000	-	$300,000
Construction	MoDOT	-	-	-	-	-	$3,192,000	$3,192,000
Total Construction		-	-	-	-	-	$3,192,000	$3,192,000
Total Programmed		**$100,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$3,192,000**	**$3,492,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "System Reliability, Congestion Reduction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $10,000 **MoDOT-AC** + Increase funds in FFY 2026 in ENG from $0 to $40,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $3,442,000 to $3,492,000 (1.45%)



OK2201-22 - MO 14 ROADWAY IMPROVEMENTS 6TH AVENUE TO 14TH AVENUE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$5,886,000

MoDoT ID	Federal ID	Project From	Project To
J8P0583B	S604083	6th Avenue	14th Avenue

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

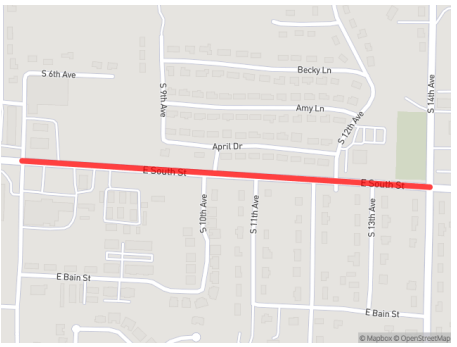
Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$20,000	$20,000	$40,000	$329,600	$312,000	-	$721,600
Engineering	MoDOT	$5,000	$5,000	$10,000	$82,400	$78,000	-	$180,400
Total Engineering		$25,000	$25,000	$50,000	$412,000	$390,000	-	$902,000
ROW	MoDOT	-	-	-	$315,600	-	-	$315,600
ROW	MoDOT-AC	-	-	-	$1,262,400	-	-	$1,262,400
Total ROW		-	-	-	$1,578,000	-	-	$1,578,000
Construction	MoDOT-AC	-	-	-	-	$2,724,800	-	$2,724,800
Construction	MoDOT	-	-	-	-	$681,200	-	$681,200
Total Construction		-	-	-	-	$3,406,000	-	$3,406,000
Total Programmed		**$25,000**	**$25,000**	**$50,000**	**$1,990,000**	**$3,796,000**	**-**	**$5,886,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2025 in ENG from $61,600 to $82,400 + Increase funds in FFY 2025 in ROW from $202,800 to $315,600 + Increase funds in FFY 2026 in ENG from $74,200 to $78,000 + Increase funds in FFY 2026 in CON from $665,000 to $681,200 **MoDOT-AC** + Increase funds in FFY 2025 in ENG from $246,400 to $329,600 + Increase funds in FFY 2025 in ROW from $811,200 to $1,262,400 + Increase funds in FFY 2026 in ENG from $296,800 to $312,000 + Increase funds in FFY 2026 in CON from $2,660,000 to $2,724,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $5,118,000 to $5,886,000 (15.01%)



OK2202-22 - RT CC INTERSECTION IMPROVEMENTS IN OZARK

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$3,442,000

MoDoT ID	Federal ID	Project From	Project To
J8S0736E	S604078	Rte. CC and 22nd Street intersection	-

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

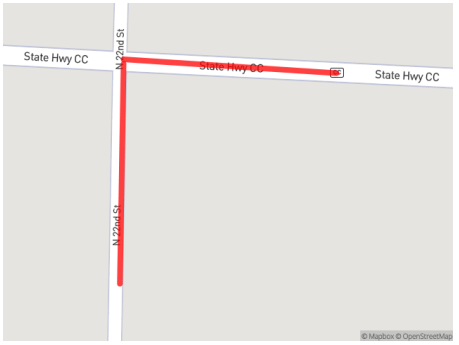
Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$40,000	$80,000	$177,600	$334,400	-	-	$632,000
Engineering	MoDOT	$10,000	$20,000	$44,400	$83,600	-	-	$158,000
Total Engineering		$50,000	$100,000	$222,000	$418,000	-	-	$790,000
ROW	MoDOT-AC	-	-	$248,800	-	-	-	$248,800
ROW	MoDOT	-	-	$62,200	-	-	-	$62,200
Total ROW		-	-	$311,000	-	-	-	$311,000
Construction	MoDOT-AC	-	-	-	$1,872,800	-	-	$1,872,800
Construction	MoDOT	-	-	-	$468,200	-	-	$468,200
Total Construction		-	-	-	$2,341,000	-	-	$2,341,000
Total Programmed		**$50,000**	**$100,000**	**$533,000**	**$2,759,000**	**-**	**-**	**$3,442,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2024 in ENG from $45,400 to $44,400 - Decrease funds in FFY 2024 in ROW from $64,000 to $62,200 + Increase funds in FFY 2025 in ENG from $58,800 to $83,600 + Increase funds in FFY 2025 in CON from $425,800 to $468,200 **MoDOT-AC** - Decrease funds in FFY 2024 in ENG from $181,600 to $177,600 - Decrease funds in FFY 2024 in ROW from $256,000 to $248,800 + Increase funds in FFY 2025 in ENG from $235,200 to $334,400 + Increase funds in FFY 2025 in CON from $1,703,200 to $1,872,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $3,120,000 to $3,442,000 (10.32%)



OK2203-22 - RT J BRIDGE REHABILITATION IN OZARK

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$788,000

MoDoT ID	Federal ID	Project From	Project To
J8S3245	-	At Route 65, Rte. CC and J intersection	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

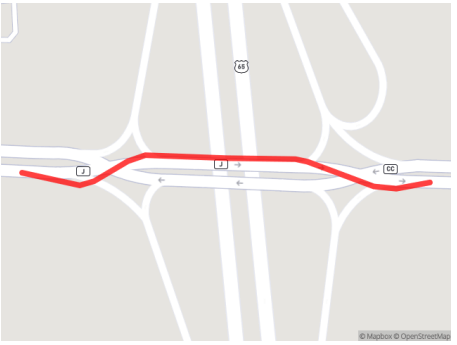
Ramp and intersection improvements at Rtes. CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$400	$400	$10,600	$17,400	-	-	$28,800
Engineering	NHPP (FHWA)	$1,600	$1,600	$42,400	$69,600	-	-	$115,200
Total Engineering		$2,000	$2,000	$53,000	$87,000	-	-	$144,000
Construction	MoDOT	-	-	-	$128,800	-	-	$128,800
Construction	NHPP (FHWA)	-	-	-	$515,200	-	-	$515,200
Total Construction		-	-	-	$644,000	-	-	$644,000
Total Programmed		**$2,000**	**$2,000**	**$53,000**	**$731,000**	**-**	**-**	**$788,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- 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 programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860." to "Ramp and intersection improvements at Rtes. CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $2,600 to $400 - Decrease funds in FFY 2023 in ROW from $400 to $0 - Decrease funds in FFY 2024 in ENG from $14,200 to $10,600 - Decrease funds in FFY 2024 in CON from $107,200 to $0 + Increase funds in FFY 2025 in ENG from $0 to $17,400 + Increase funds in FFY 2025 in CON from $0 to $128,800 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $10,400 to $1,600 - Decrease funds in FFY 2023 in ROW from $1,600 to $0 - Decrease funds in FFY 2024 in ENG from $56,800 to $42,400 - Decrease funds in FFY 2024 in CON from $428,800 to $0 + Increase funds in FFY 2025 in ENG from $0 to $69,600 + Increase funds in FFY 2025 in CON from $0 to $515,200
FEDERAL PROJECT COST	Increased from $499,200 to $630,400 (26.28%)
TOTAL PROJECT COST	Increased from $624,000 to $788,000 (26.28%)



OK2204-22 - MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	$50,000

MoDoT ID	Federal ID	Project From	Project To
J8P3249	-	Third Street	Rte. NN

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$8,000	$8,000	$8,000	$8,000	$8,000	-	$40,000
Engineering	MoDOT	$2,000	$2,000	$2,000	$2,000	$2,000	-	$10,000
Total Engineering		$10,000	$10,000	$10,000	$10,000	$10,000	-	$50,000
Total Programmed		**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$50,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "System Reliability, Congestion Reduction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $2,000 **MoDOT-AC** + Increase funds in FFY 2026 in ENG from $0 to $8,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $40,000 to $50,000 (25.00%)



RG0901-22A3 - INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Rogersville	Programmed	$25,133,216

MoDoT ID	Federal ID	Project From	Project To
J8P0683E	0602093	Farm Road 213	Farm Road 247

Project Considerations

Environmental Justice Area

Project Description

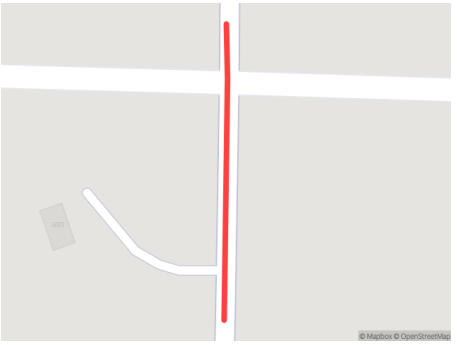
Add interchange at Route 125 in Rogersville.

Funding Source Notes

Federal Revenue Source: Open Container Funds; Non-Federal Funding Source: State Transportation Revenues; $1 million local from Greene County and $1 million from City of Rogersville; FYI: $4,008,000 Open Container Funds; 50% funding from rural Southwest District

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$1,903,700	$1,188,000	-	-	-	-	$3,091,700
Engineering	MoDOT	$362,300	$132,000	-	-	-	-	$494,300
Total Engineering		$2,266,000	$1,320,000	-	-	-	-	$3,586,000
ROW	MoDOT	$120,306	-	-	-	-	-	$120,306
ROW	SAFETY (FHWA)	$1,082,751	-	-	-	-	-	$1,082,751
Total ROW		$1,203,057	-	-	-	-	-	$1,203,057
Construction	SAFETY (FHWA)	-	$18,309,743	-	-	-	-	$18,309,743
Construction	Local	-	$2,000,000	-	-	-	-	$2,000,000
Construction	MoDOT	-	$34,416	-	-	-	-	$34,416
Total Construction		-	$20,344,159	-	-	-	-	$20,344,159
Total Programmed		**$3,469,057**	**$21,664,159**	**-**	**-**	**-**	**-**	**$25,133,216**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update 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), Change in Federal and State breakdown to match STIP due to Bulk Carry-Over from TIP 2022 Annual Update
PROJECT CHANGES	Plan Revision Name changed from "22A3" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $132,994 to $132,000 - Decrease funds in FFY 2023 in CON from $1,834,416 to $34,416 **SAFETY (FHWA)** - Decrease funds in FFY 2023 in ENG from $1,196,945 to $1,188,000 + Increase funds in FFY 2023 in CON from $16,509,743 to $18,309,743
FEDERAL PROJECT COST	Increased from $20,693,139 to $22,484,194 (8.66%)
TOTAL PROJECT COST	Decreased from $25,143,155 to $25,133,216 (-0.04%)



RP1701 - SCOPING FOR ROADWAY IMPROVEMENTS ON ROUTE 60 FROM FR 194 TO WEST

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$90,000

MoDoT ID	Federal ID	Project From	Project To
J8P0865	-	Farm Road 194	West Ave in Republic

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Scoping for roadway improvements from Farm Road 194 to West Avenue in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$44,000	$4,000	$4,000	$4,000	$4,000	-	$60,000
Engineering	MoDOT	$26,000	$1,000	$1,000	$1,000	$1,000	-	$30,000
Total Engineering		$70,000	$5,000	$5,000	$5,000	$5,000	-	$90,000
Total Programmed		**$70,000**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$90,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for roadway improvements on Rte. 60 from Farm Road 194 to West Ave. in Republic." to "Scoping for roadway improvements from Farm Road 194 to West Avenue in Republic." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area" to "Environmental Justice Area, Bike/Ped Plan" Performance Measure changed from "None" to "System Reliability, Freight Movement and Economic Vitality, Congestion Reduction"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2007 in ENG from $5,000 to $0 + Increase funds in FFY 2013 in ENG from $0 to $5,000 - Decrease funds in FFY 2008 in ENG from $5,000 to $0 + Increase funds in FFY 2014 in ENG from $0 to $5,000 - Decrease funds in FFY 2012 in ENG from $5,000 to $0 + Increase funds in FFY 2015 in ENG from $0 to $5,000 + Increase funds in FFY 2026 in ENG from $0 to $1,000 **NHPP (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $4,000
FEDERAL PROJECT COST	Increased from $56,000 to $60,000 (7.14%)
TOTAL PROJECT COST	Increased from $85,000 to $90,000 (5.88%)



RP1704-20A9 - RT MM ROAD RELOCATION, RAILROAD GRADE SEPARATION, AND CORRIDOR SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$37,011,000

MoDoT ID	Federal ID	Project From	Project To
J8S0836, J8S0836D	S602092	Farm Road 160	Route 60

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

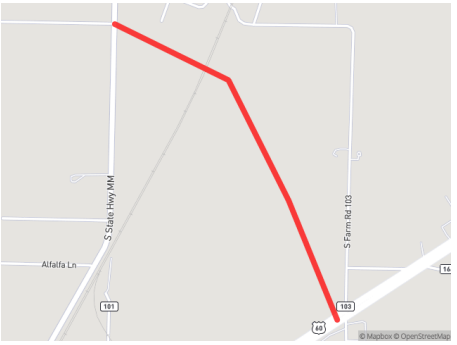
Relocate Brookline Avenue, add railroad grade separation and sidewalks from Farm Road 160 to Rte. 60 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG. $564,000 Open Container and $374,000 Statewide Transportation Alternatives.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$1,283,200	$1,760,000	$1,098,400	$1,663,200	$160,000	-	$5,964,800
Engineering	STP (FHWA)	$1,600	-	-	-	-	-	$1,600
Engineering	MoDOT	$759,000	$440,000	$274,600	$415,800	$40,000	-	$1,929,400
Engineering	STBG (FHWA)	$3,200	-	-	-	-	-	$3,200
Total Engineering		$2,047,000	$2,200,000	$1,373,000	$2,079,000	$200,000	-	$7,899,000
ROW	MoDOT-AC	-	-	$2,356,000	-	-	-	$2,356,000
ROW	MoDOT	-	-	$589,000	-	-	-	$589,000
Total ROW		-	-	$2,945,000	-	-	-	$2,945,000
Construction	MoDOT-AC	-	-	-	$19,995,400	-	-	$19,995,400
Construction	SAFETY (FHWA)	-	-	-	$564,000	-	-	$564,000
Construction	MoDOT	-	-	-	$5,233,600	-	-	$5,233,600
Construction	TAP (FHWA)	-	-	-	$374,000	-	-	$374,000
Total Construction		-	-	-	$26,167,000	-	-	$26,167,000
Total Programmed		**$2,047,000**	**$2,200,000**	**$4,318,000**	**$28,246,000**	**$200,000**	**-**	**$37,011,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to funding sources between federal funding categories or between state and local sources, Annual update changes due to Bulk Carry-Over from TIP 2022 2023 Annual Estimate Update
PROJECT CHANGES	Title changed from "RT MM ROAD RELOCATION AND RAILROAD GRADE SEPARATION" to "RT MM ROAD RELOCATION, RAILROAD GRADE SEPARATION, AND CORRIDOR SCOPING" Description changed from "Relocate roadway and add railroad grade separation from County Road 160 to Rte. 60 in Republic." to "Relocate Brookline Avenue, add railroad grade separation and sidewalks from Farm Road 160 to Rte. 60 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area, Advance Construction" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG. $564,000 Open Container and $374,000 Statewide Transportation Alternatives."
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $120,000 to $440,000 + Increase funds in FFY 2024 in ENG from $62,200 to $274,600 - Decrease funds in FFY 2024 in ROW from $794,000 to $589,000 + Increase funds in FFY 2025 in ENG from $163,400 to $415,800 + Increase funds in FFY 2025 in CON from $4,782,800 to $5,233,600 + Increase funds in FFY 2026 in ENG from $0 to $40,000 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $480,000 to $1,760,000 + Increase funds in FFY 2024 in ENG from $24,800 to $1,098,400 - Decrease funds in FFY 2024 in ROW from $3,176,000 to $2,356,000 + Increase funds in FFY 2025 in ENG from $653,600 to $1,663,200 + Increase funds in FFY 2025 in CON from $19,131,200 to $19,995,400 + Increase funds in FFY 2026 in ENG from $0 to $160,000 **SAFETY (FHWA)** + Increase funds in FFY 2025 in CON from $0 to $564,000 **TAP (FHWA)** + Increase funds in FFY 2025 in CON from $0 to $374,000
FEDERAL PROJECT COST	Increased from $4,800 to $942,800 (19541.67%)
TOTAL PROJECT COST	Increased from $31,435,000 to $37,011,000 (17.74%)



RP2201-22 - RT MM RAMP INTERSECTION IMPROVEMENTS AT I-44

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$1,253,000

MoDoT ID	Federal ID	Project From	Project To
J8S3239	S604043	Rte. MM and I-44 intersection	-

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

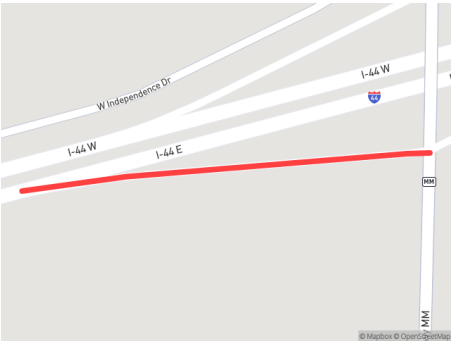
Ramp intersection improvements at I-44.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$10,000	$6,000	$17,600	-	-	-	$33,600
Engineering	MoDOT-AC	$40,000	$24,000	$70,400	-	-	-	$134,400
Total Engineering		$50,000	$30,000	$88,000	-	-	-	$168,000
ROW	MoDOT	-	$134,800	-	-	-	-	$134,800
ROW	MoDOT-AC	-	$539,200	-	-	-	-	$539,200
Total ROW		-	$674,000	-	-	-	-	$674,000
Construction	MoDOT	-	-	$82,200	-	-	-	$82,200
Construction	MoDOT-AC	-	-	$328,800	-	-	-	$328,800
Total Construction		-	-	$411,000	-	-	-	$411,000
Total Programmed		**$50,000**	**$704,000**	**$499,000**	**-**	**-**	**-**	**$1,253,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - 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, Annual Update. due to Bulk Carry-Over from TIP 2022 Annual Estimate Update. Also, funds moved to let with 8S0836B.
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $14,000 to $6,000 + Increase funds in FFY 2023 in ROW from $0 to $134,800 - Decrease funds in FFY 2023 in CON from $84,000 to $0 + Increase funds in FFY 2024 in ENG from $0 to $17,600 + Increase funds in FFY 2024 in CON from $0 to $82,200 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $56,000 to $24,000 + Increase funds in FFY 2023 in ROW from $0 to $539,200 - Decrease funds in FFY 2023 in CON from $336,000 to $0 + Increase funds in FFY 2024 in ENG from $0 to $70,400 + Increase funds in FFY 2024 in CON from $0 to $328,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $540,000 to $1,253,000 (132.04%)



RP2202-22 - US 60 PAVEMENT RESURFACING FR 194 TO ILLINOIS STREET IN REPUBLIC

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$245,000

MoDoT ID	Federal ID	Project From	Project To
J8P3198	0602120	County Road 194	0.7 mile west of Illinois Street

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Pavement resurfacing from Farm Road 194 to 0.2 miles west of Illinois Street in Republic.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$6,400	$18,400	-	-	-	-	$24,800
Engineering	MoDOT	$1,600	$4,600	-	-	-	-	$6,200
Total Engineering		$8,000	$23,000	-	-	-	-	$31,000
Construction	MoDOT-AC	-	$171,200	-	-	-	-	$171,200
Construction	MoDOT	-	$42,800	-	-	-	-	$42,800
Total Construction		-	$214,000	-	-	-	-	$214,000
Total Programmed		**$8,000**	**$237,000**	**-**	**-**	**-**	**-**	**$245,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing from County Road 194 to 0.7 mile west of Illinois Street in Republic." to "Pavement resurfacing from Farm Road 194 to 0.7 miles west of Illinois Street in Republic." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area, Advance Construction" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $5,000 to $4,600 - Decrease funds in FFY 2023 in CON from $48,400 to $42,800 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $20,000 to $18,400 - Decrease funds in FFY 2023 in CON from $193,600 to $171,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $275,000 to $245,000 (-10.91%)



RP2203-22 - RT P PAVEMENT RESURFACING US 60 TO FARM ROAD 194

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$198,000

MoDoT ID	Federal ID	Project From	Project To
J8S3199	S604037	Rte. 60	County Road 194

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

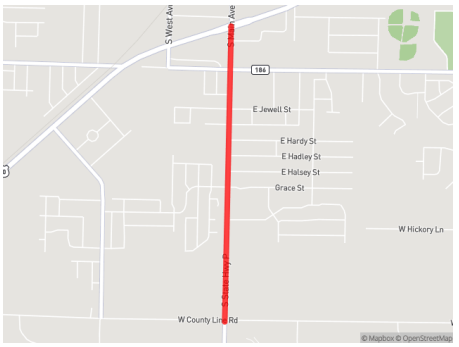
Pavement resurfacing from Rte. 60 to Farm Road 194 in Republic.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$6,400	$15,200	-	-	-	-	$21,600
Engineering	MoDOT	$1,600	$3,800	-	-	-	-	$5,400
Total Engineering		$8,000	$19,000	-	-	-	-	$27,000
Construction	MoDOT-AC	-	$136,800	-	-	-	-	$136,800
Construction	MoDOT	-	$34,200	-	-	-	-	$34,200
Total Construction		-	$171,000	-	-	-	-	$171,000
Total Programmed		**$8,000**	**$190,000**	**-**	**-**	**-**	**-**	**$198,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Rte. P from Rte. 60 to County Road 194 in Republic." to "Pavement resurfacing from Rte. 60 to Farm Road 194 in Republic." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $4,400 to $3,800 - Decrease funds in FFY 2023 in CON from $42,000 to $34,200 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $17,600 to $15,200 - Decrease funds in FFY 2023 in CON from $168,000 to $136,800
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $240,000 to $198,000 (-17.50%)



RP2301-23 - RT MM INTERCHANGE SCOPING AT I-44

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$900,000

MoDoT ID	Federal ID	Project From	Project To
JSU0043	-	At I-44	-

Project Considerations

-

Project Description

Scoping for interchange and ramp improvements on Rte. MM at I-44 near Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	-	$400,000	$160,000	$160,000	-	-	$720,000
Engineering	MoDOT	-	$100,000	$40,000	$40,000	-	-	$180,000
Total Engineering		-	$500,000	$200,000	$200,000	-	-	$900,000
Total Programmed		**-**	**$500,000**	**$200,000**	**$200,000**	**-**	**-**	**$900,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $720,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $900,000 (0%)



RP2302-23 - RT MM CAPACITY IMPROVEMENTS SCOPING FROM JAMES RIVER FREEWAY TO FARM ROAD 160

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$350,000

MoDoT ID	Federal ID	Project From	Project To
JSU0126	-	James River Freeway (Rte. 360)	County Road 160

Project Considerations

Advance Construction

Project Description

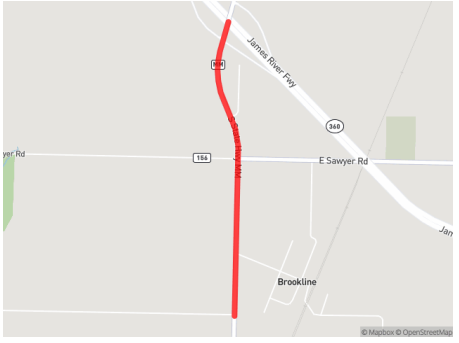
Scoping for capacity improvements from James River Freeway (Rte. 360) to Farm Road 160 in Republic.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$80,000	$80,000	$40,000	$40,000	$40,000	$280,000
Engineering	MoDOT	-	$20,000	$20,000	$10,000	$10,000	$10,000	$70,000
Total Engineering		-	$100,000	$100,000	$50,000	$50,000	$50,000	$350,000
Total Programmed		**-**	**$100,000**	**$100,000**	**$50,000**	**$50,000**	**$50,000**	**$350,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $350,000 (0%)



RP2303-23 - CAPITAL IMPROVEMENT ON US 60 IN REPUBLIC

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$6,628,000

MoDoT ID	Federal ID	Project From	Project To
JSU0078	-	west of County Road 103	Rte. 360 in Republic

Project Considerations

-

Project Description

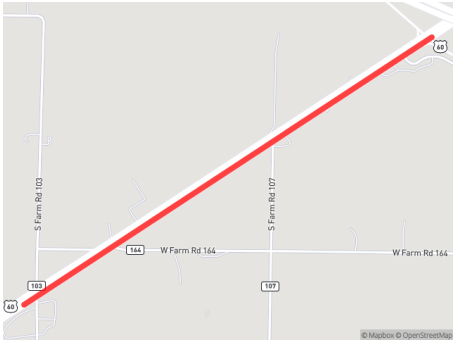
Capital improvement from west of Farm Road 103 to Rte. 360 (James River Freeway) in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$10,000	$10,000	$20,000	$44,600	$68,600	$153,200
Engineering	NHPP (FHWA)	-	$40,000	$40,000	$80,000	$178,400	$274,400	$612,800
Total Engineering		-	$50,000	$50,000	$100,000	$223,000	$343,000	$766,000
ROW	NHPP (FHWA)	-	-	-	-	$878,400	-	$878,400
ROW	MoDOT	-	-	-	-	$219,600	-	$219,600
Total ROW		-	-	-	-	$1,098,000	-	$1,098,000
Construction	NHPP (FHWA)	-	-	-	-	-	$3,811,200	$3,811,200
Construction	MoDOT	-	-	-	-	-	$952,800	$952,800
Total Construction		-	-	-	-	-	$4,764,000	$4,764,000
Total Programmed		**-**	**$50,000**	**$50,000**	**$100,000**	**$1,321,000**	**$5,107,000**	**$6,628,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $5,302,400 (0%)
TOTAL PROJECT COST	Increased from $0 to $6,628,000 (0%)



RP2304-23 - WILSON'S CREEK BOULEVARD EXTENSION SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$80,000

MoDoT ID	Federal ID	Project From	Project To
J8S0836C	-	Republic Road (Rte. M)	Rte. 60

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

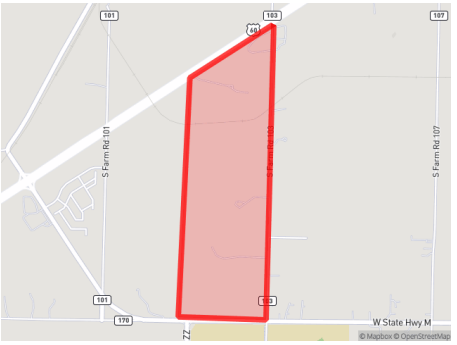
Scoping to extend Wilson's Creek Boulevard (Rte. ZZ) from Republic Road (Rte. M) to Rte. 60.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$16,000	$16,000	$16,000	$16,000	-	$64,000
Engineering	MoDOT	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Total Engineering		-	$20,000	$20,000	$20,000	$20,000	-	$80,000
Total Programmed		**-**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$80,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $80,000 (0%)



RP2305-23 - ROUTE MM ROADWAY IMPROVEMENTS SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Republic	Programmed	$300,000

MoDoT ID	Federal ID	Project From	Project To
J8S0836E	-	Rte 360	County Rd 160

Project Considerations

-

Project Description

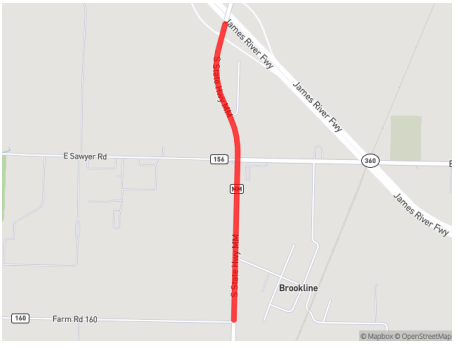
Scoping for roadway improvements from Rte. 360 to Farm Road 160 in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$20,000	$40,000	-	-	-	$60,000
Engineering	STBG (FHWA)	-	$80,000	$160,000	-	-	-	$240,000
Total Engineering		-	$100,000	$200,000	-	-	-	$300,000
Total Programmed		**-**	**$100,000**	**$200,000**	**-**	**-**	**-**	**$300,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $240,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $300,000 (0%)



SP1405-18A1 - SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$512,000

MoDoT ID	Federal ID	Project From	Project To
J8P3032	0602095	Rte. 13	Rte. 13

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

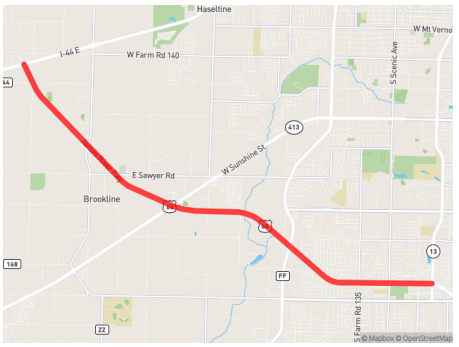
Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$288,000	$40,000	$40,000	$40,000	-	-	$408,000
Engineering	MoDOT	$74,000	$10,000	$10,000	$10,000	-	-	$104,000
Total Engineering		$362,000	$50,000	$50,000	$50,000	-	-	$512,000
Total Programmed		**$362,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**-**	**$512,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to the scope of a project
PROJECT CHANGES	Description changed from "Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 65 in Springfield." to "Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area" to "Environmental Justice Area, Advance Construction" Performance Measure changed from "None" to "Safety, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT-AC** - Decrease funds in FFY 2015 in ENG from $1,600 to $0 - Decrease funds in FFY 2016 in ENG from $1,600 to $0 **NHPP (FHWA)** + Increase funds in FFY 2015 in ENG from $0 to $1,600 + Increase funds in FFY 2016 in ENG from $0 to $1,600
FEDERAL PROJECT COST	Increased from $404,800 to $408,000 (0.79%)
TOTAL PROJECT COST	Stays the same $512,000



SP1413-19 - SUNSHINE STREET ADA IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Bicycle and Pedestrian	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,587,000

MoDoT ID	Federal ID	Project From	Project To
J8S3024, J8S3153	0652084, S603067	Glenstone Avenue (Bus. 65)	Blackman Road

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

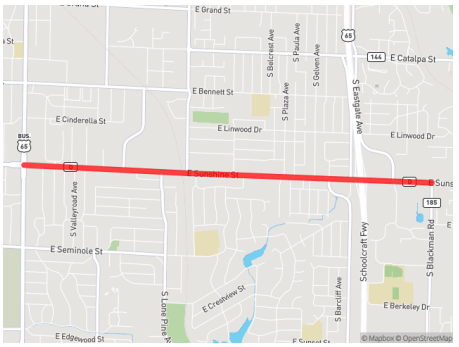
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. $252,000 Transportation Alternatives.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	STBG (FHWA)	$32,000	-	-	-	-	-	$32,000
Engineering	MoDOT	$51,600	$18,400	$40,400	-	-	-	$110,400
Engineering	MoDOT-AC	$174,400	$73,600	$161,600	-	-	-	$409,600
Total Engineering		$258,000	$92,000	$202,000	-	-	-	$552,000
ROW	MoDOT-AC	-	$42,400	-	-	-	-	$42,400
ROW	MoDOT	-	$10,600	-	-	-	-	$10,600
Total ROW		-	$53,000	-	-	-	-	$53,000
Construction	STAP (FHWA)	-	-	$252,000	-	-	-	$252,000
Construction	MoDOT-AC	-	-	$584,000	-	-	-	$584,000
Construction	MoDOT	-	-	$146,000	-	-	-	$146,000
Total Construction		-	-	$982,000	-	-	-	$982,000
Total Programmed		**$258,000**	**$145,000**	**$1,184,000**	**-**	**-**	**-**	**$1,587,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Description changed from "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Glenstone Avenue (Bus. 65) to Blackman Road in Springfield." to "Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. $252,000 Transportation Alternatives." Plan Revision Name changed from "22Adopted" to "23Draft" Status changed from "Construction Obligated" to "Programmed"
FUNDING CHANGES	**Local** - Decrease funds in FFY 2014 in CON from $349,000 to $0 **MoDOT** - Decrease funds in FFY 2014 in ENG from $62,000 to $0 - Decrease funds in FFY 2014 in CON from $349,000 to $0 - Decrease funds in FFY 2015 in ENG from $49,600 to $0 - Decrease funds in FFY 2015 in CON from $279,200 to $0 - Decrease funds in FFY 2022 in ROW from $10,600 to $0 - Decrease funds in FFY 2023 in ENG from $26,800 to $18,400 + Increase funds in FFY 2023 in ROW from $0 to $10,600 - Decrease funds in FFY 2023 in CON from $132,200 to $0 + Increase funds in FFY 2024 in ENG from $0 to $40,400 + Increase funds in FFY 2024 in CON from $0 to $146,000 **NHS (FHWA)** - Decrease funds in FFY 2015 in ENG from $49,600 to $0 - Decrease funds in FFY 2015 in CON from $279,200 to $0 **MoDOT-AC** - Decrease funds in FFY 2022 in ROW from $42,400 to $0 - Decrease funds in FFY 2023 in ENG from $107,200 to $73,600 + Increase funds in FFY 2023 in ROW from $0 to $42,400 - Decrease funds in FFY 2023 in CON from $528,800 to $0 + Increase funds in FFY 2024 in ENG from $0 to $161,600 + Increase funds in FFY 2024 in CON from $0 to $584,000 **STAP (FHWA)** + Increase funds in FFY 2024 in CON from $0 to $252,000
FEDERAL PROJECT COST	Decreased from $360,800 to $284,000 (-21.29%)
TOTAL PROJECT COST	Decreased from $2,523,600 to $1,587,000 (-37.11%)



SP1419-18A1 - SCOPING FOR I-44 ROADWAY IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$890,000

MoDoT ID	Federal ID	Project From	Project To
J8I3044	0442305	Rte. 360	Rte. 125

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

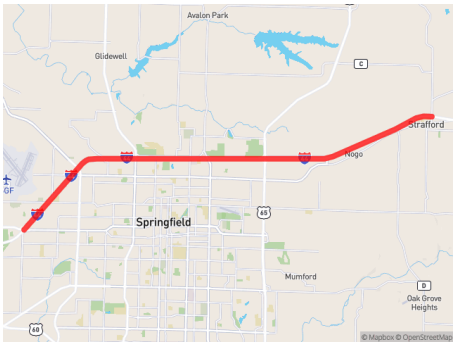
Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	I/M (FHWA)	$335,000	$90,000	$90,000	$135,000	$135,000	-	$785,000
Engineering	MoDOT	$55,000	$10,000	$10,000	$15,000	$15,000	-	$105,000
Total Engineering		$390,000	$100,000	$100,000	$150,000	$150,000	-	$890,000
Total Programmed		**$390,000**	**$100,000**	**$100,000**	**$150,000**	**$150,000**	**-**	**$890,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for roadway improvements on I-44 from Rte. 360 north of Republic to Rte. 125 in Strafford." to "Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $15,000 **I/M (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $135,000
FEDERAL PROJECT COST	Increased from $650,000 to $785,000 (20.77%)
TOTAL PROJECT COST	Increased from $740,000 to $890,000 (20.27%)



SP1708 - KEARNEY PAVEMENT RESURFACING KANSAS TO GLENSTONE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$795,000

MoDoT ID	Federal ID	Project From	Project To
J8P3050C	-	Kansas Expressway	Glenstone Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

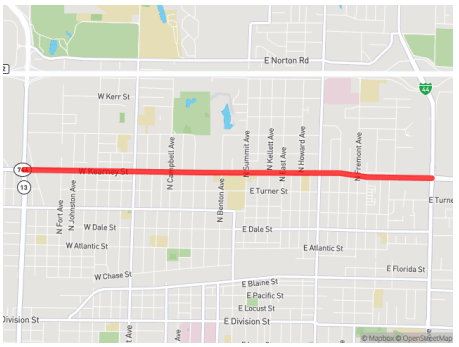
Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$3,400	$14,600	-	-	-	-	$18,000
Engineering	NHPP (FHWA)	$13,600	$58,400	-	-	-	-	$72,000
Total Engineering		$17,000	$73,000	-	-	-	-	$90,000
Construction	MoDOT	-	$141,000	-	-	-	-	$141,000
Construction	NHPP (FHWA)	-	$564,000	-	-	-	-	$564,000
Total Construction		-	$705,000	-	-	-	-	$705,000
Total Programmed		**$17,000**	**$778,000**	**-**	**-**	**-**	**-**	**$795,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Kearney Street from Kansas Expressway (Rte. 13) to Glenstone Avenue (Loop 44)." to "Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue)." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $19,400 to $14,600 - Decrease funds in FFY 2023 in CON from $180,600 to $141,000 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $77,600 to $58,400 - Decrease funds in FFY 2023 in CON from $722,400 to $564,000
FEDERAL PROJECT COST	Decreased from $813,600 to $636,000 (-21.83%)
TOTAL PROJECT COST	Decreased from $1,017,000 to $795,000 (-21.83%)



SP1709 - SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$120,000

MoDoT ID	Federal ID	Project From	Project To
J8P3103	-	-	-

Project Considerations

Environmental Justice Area

Project Description

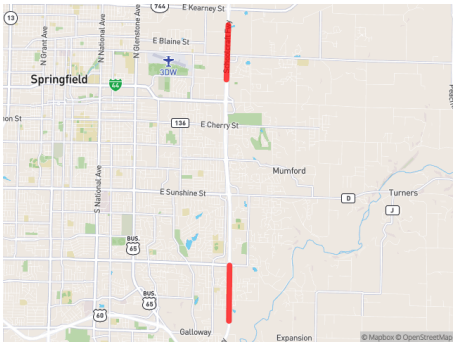
Scoping for potential interstate designation on Rtes. 60, 65, and 360 in the Springfield region.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$83,200	$3,200	$3,200	$3,200	$3,200	-	$96,000
Engineering	MoDOT	$20,800	$800	$800	$800	$800	-	$24,000
Total Engineering		$104,000	$4,000	$4,000	$4,000	$4,000	-	$120,000
Total Programmed		**$104,000**	**$4,000**	**$4,000**	**$4,000**	**$4,000**	**-**	**$120,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $800 **NHPP (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $3,200
FEDERAL PROJECT COST	Increased from $92,800 to $96,000 (3.45%)
TOTAL PROJECT COST	Increased from $116,000 to $120,000 (3.45%)



SP1710 - GLENSTONE AVENUE PAVEMENT IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,212,000

MoDoT ID	Federal ID	Project From	Project To
J8P3050B	-	Evergreen Street, north of Stoneridge Street	BNSF Railroad, McClernon Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

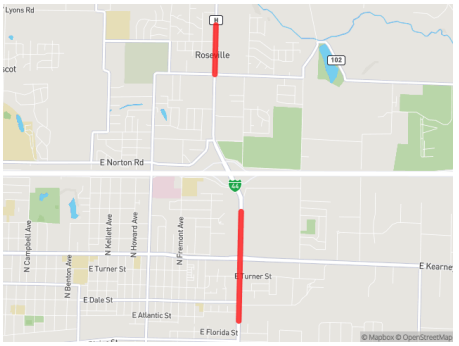
Pavement resurfacing on Glenstone Avenue from Evergreen Street to BNSF Railway and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$8,400	$21,200	-	-	-	-	$29,600
Engineering	NHPP (FHWA)	$33,600	$84,800	-	-	-	-	$118,400
Total Engineering		$42,000	$106,000	-	-	-	-	$148,000
Construction	NHPP (FHWA)	-	$851,200	-	-	-	-	$851,200
Construction	MoDOT	-	$212,800	-	-	-	-	$212,800
Total Construction		-	$1,064,000	-	-	-	-	$1,064,000
Total Programmed		**$42,000**	**$1,170,000**	**-**	**-**	**-**	**-**	**$1,212,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - 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
PROJECT CHANGES	Description changed from "Pavement resurfacing on Glenstone Avenue from Evergreen Street to bridge over BNSF Railroad and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield." to "Pavement resurfacing on Glenstone Avenue from Evergreen Street to BNSF Railway and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $21,800 to $1,000 - Decrease funds in FFY 2022 in CON from $212,800 to $0 + Increase funds in FFY 2023 in ENG from $0 to $21,200 + Increase funds in FFY 2023 in CON from $0 to $212,800 **NHPP (FHWA)** - Decrease funds in FFY 2022 in ENG from $87,200 to $4,000 - Decrease funds in FFY 2022 in CON from $851,200 to $0 + Increase funds in FFY 2023 in ENG from $0 to $84,800 + Increase funds in FFY 2023 in CON from $0 to $851,200
FEDERAL PROJECT COST	Increased from $968,000 to $969,600 (0.17%)
TOTAL PROJECT COST	Increased from $1,210,000 to $1,212,000 (0.17%)



SP1802-22A4 - SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$3,838,000

MoDoT ID	Federal ID	Project From	Project To
J8S3133	S604067	Glenstone Ave.	Bedford Ave.

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

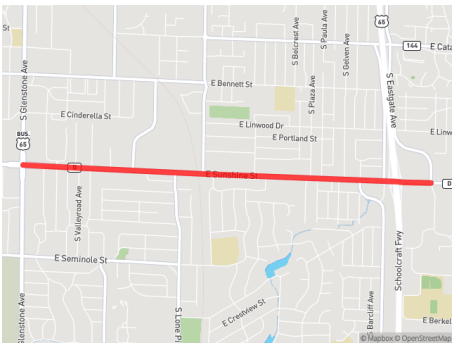
Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 miles east of Farm Road 199.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$46,400	$268,000	$493,600	-	-	-	$808,000
Engineering	MoDOT	$11,600	$67,000	$123,400	-	-	-	$202,000
Total Engineering		$58,000	$335,000	$617,000	-	-	-	$1,010,000
ROW	NHPP (FHWA)	-	$120,000	-	-	-	-	$120,000
ROW	MoDOT	-	$30,000	-	-	-	-	$30,000
Total ROW		-	$150,000	-	-	-	-	$150,000
Construction	MoDOT	-	-	$535,600	-	-	-	$535,600
Construction	NHPP (FHWA)	-	-	$2,142,400	-	-	-	$2,142,400
Total Construction		-	-	$2,678,000	-	-	-	$2,678,000
Total Programmed		**$58,000**	**$485,000**	**$3,295,000**	**-**	**-**	**-**	**$3,838,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project - Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000) - Moving a project into or out of the first four Federal Fiscal Years of a TIP
PROJECT CHANGES	Title changed from "SCOPING FOR SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET" to "SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET" Description changed from "Scoping for safety and operational improvements on Sunshine St. from Glenstone Ave. (Bus. 65) to Farm Road 199." to "Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 miles east of Farm Road 199." Plan Revision Name changed from "22A4" to "23Draft" Project Type changed from "Scoping" to "System Improvement"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $400 to $67,000 + Increase funds in FFY 2023 in ROW from $0 to $30,000 + Increase funds in FFY 2024 in ENG from $400 to $123,400 + Increase funds in FFY 2024 in CON from $0 to $535,600 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $1,600 to $268,000 + Increase funds in FFY 2023 in ROW from $0 to $120,000 + Increase funds in FFY 2024 in ENG from $1,600 to $493,600 + Increase funds in FFY 2024 in CON from $0 to $2,142,400
FEDERAL PROJECT COST	Increased from $49,600 to $3,070,400 (6090.32%)
TOTAL PROJECT COST	Increased from $62,000 to $3,838,000 (6090.32%)



SP1811-18 - KEARNEY STREET SAFETY SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$136,000

MoDoT ID	Federal ID	Project From	Project To
J8S3145	7441021	SGF Airport	Le Compete Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

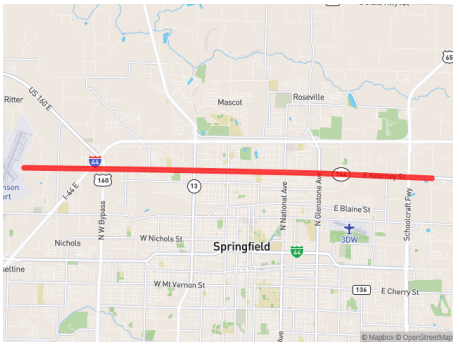
Scoping for safety improvements on Kearney Street (Route 744) from Springfield-Branson National Airport to Le Compte Ave.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$87,000	$9,000	$9,000	$9,000	$9,000	-	$123,000
Engineering	MoDOT	$9,000	$1,000	$1,000	$1,000	$1,000	-	$13,000
Total Engineering		$96,000	$10,000	$10,000	$10,000	$10,000	-	$136,000
Total Programmed		**$96,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$136,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Bike/Ped"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $1,000 **SAFETY (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $9,000
FEDERAL PROJECT COST	Increased from $114,000 to $123,000 (7.89%)
TOTAL PROJECT COST	Increased from $126,000 to $136,000 (7.94%)



SP1812-22A4 - CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS

Plan Revision
23Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,779,000

MoDoT ID
J8P3144

Federal ID
S604066

Project From
I-44

Project To
US 65

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

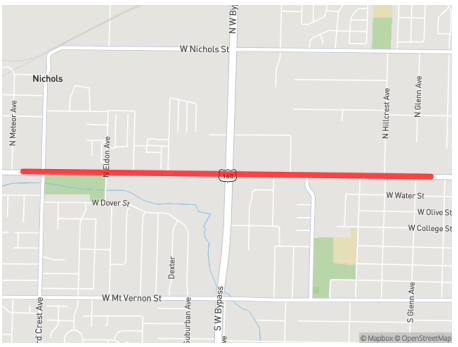
Safety improvements on Chestnut Expressway (Loop 44) from I-44 to Glenstone Avenue (Bus. 65).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$79,800	$292,500	$144,000	-	-	-	$516,300
Engineering	MoDOT	$8,200	$32,500	$16,000	-	-	-	$56,700
Total Engineering		$88,000	$325,000	$160,000	-	-	-	$573,000
ROW	MoDOT	-	$15,000	-	-	-	-	$15,000
ROW	SAFETY (FHWA)	-	$135,000	-	-	-	-	$135,000
Total ROW		-	$150,000	-	-	-	-	$150,000
Construction	MoDOT	-	-	$105,600	-	-	-	$105,600
Construction	SAFETY (FHWA)	-	-	$950,400	-	-	-	$950,400
Total Construction		-	-	$1,056,000	-	-	-	$1,056,000
Total Programmed		**$88,000**	**$475,000**	**$1,216,000**	**-**	**-**	**-**	**$1,779,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	Title changed from "CHESTNUT EXPRESSWAY SAFETY SCOPING" to "CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS" Description changed from "Scoping for safety improvements on Chestnut Expressway (Loop 44) from I-44 to Glenstone Avenue." to "Safety improvements on Chestnut Expressway (Loop 44) from I-44 to Glenstone Avenue (Bus. 65)." Plan Revision Name changed from "22A4" to "23Draft" Project Type changed from "Scoping" to "Safety"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2025 in ENG from $200 to $0 + Increase funds in FFY 2023 in ENG from $200 to $32,500 + Increase funds in FFY 2023 in ROW from $0 to $15,000 + Increase funds in FFY 2024 in ENG from $200 to $16,000 + Increase funds in FFY 2024 in CON from $0 to $105,600 **SAFETY (FHWA)** - Decrease funds in FFY 2025 in ENG from $1,800 to $0 + Increase funds in FFY 2023 in ENG from $1,800 to $292,500 + Increase funds in FFY 2023 in ROW from $0 to $135,000 + Increase funds in FFY 2024 in ENG from $1,800 to $144,000 + Increase funds in FFY 2024 in CON from $0 to $950,400
FEDERAL PROJECT COST	Increased from $85,200 to $1,601,700 (1779.93%)
TOTAL PROJECT COST	Increased from $94,000 to $1,779,000 (1792.55%)



SP1903-19 - GLENSTONE PAVEMENT RESURFACING BATTLEFIELD TO 60

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$888,000

MoDoT ID	Federal ID	Project From	Project To
J8S3112	0652108	Battlefield Road, Reed Avenue	James River Freeway (Rte. 60),

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

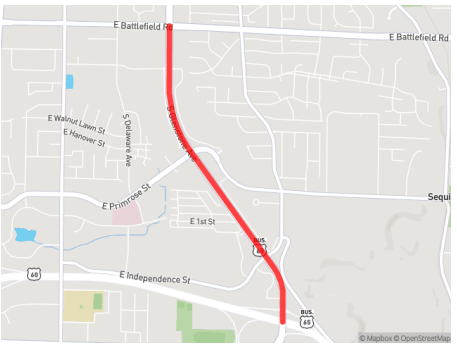
Pavement resurfacing on Glenstone Avenue from Battlefield Road to James River Freeway (Rte. 60) and on Nature Center Way at Reed Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$5,800	$15,600	-	-	-	-	$21,400
Engineering	NHPP (FHWA)	$23,200	$62,400	-	-	-	-	$85,600
Total Engineering		$29,000	$78,000	-	-	-	-	$107,000
Construction	MoDOT	-	$156,200	-	-	-	-	$156,200
Construction	NHPP (FHWA)	-	$624,800	-	-	-	-	$624,800
Total Construction		-	$781,000	-	-	-	-	$781,000
Total Programmed		**$29,000**	**$859,000**	**-**	**-**	**-**	**-**	**$888,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project into or out of the first four Federal Fiscal Years of a TIP
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $18,200 to $3,000 - Decrease funds in FFY 2022 in CON from $156,200 to $0 + Increase funds in FFY 2023 in ENG from $0 to $15,600 + Increase funds in FFY 2023 in CON from $0 to $156,200 **NHPP (FHWA)** - Decrease funds in FFY 2022 in ENG from $72,800 to $12,000 - Decrease funds in FFY 2022 in CON from $624,800 to $0 + Increase funds in FFY 2023 in ENG from $0 to $62,400 + Increase funds in FFY 2023 in CON from $0 to $624,800
FEDERAL PROJECT COST	Increased from $708,800 to $710,400 (0.23%)
TOTAL PROJECT COST	Increased from $886,000 to $888,000 (0.23%)



SP1904-19 - GLENSTONE PAVEMENT RESURFACING RR S. OF CHESTNUT TO BATTLEFIELD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,493,000

MoDoT ID	Federal ID	Project From	Project To
J8S3117	0652107	BNSF Railway south of Chestnut Expressway	Battlefield Road

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

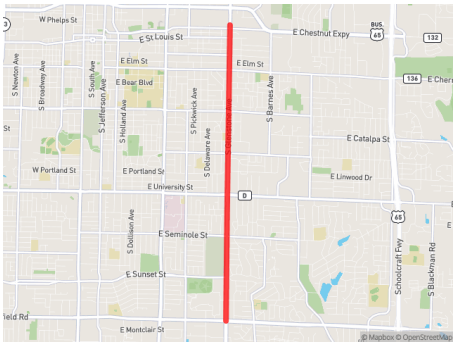
Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway (Loop 44) to Battlefield Road in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$40,800	$104,000	-	-	-	-	$144,800
Engineering	MoDOT	$10,200	$26,000	-	-	-	-	$36,200
Total Engineering		$51,000	$130,000	-	-	-	-	$181,000
Construction	MoDOT	-	$262,400	-	-	-	-	$262,400
Construction	NHPP (FHWA)	-	$1,049,600	-	-	-	-	$1,049,600
Total Construction		-	$1,312,000	-	-	-	-	$1,312,000
Total Programmed		**$51,000**	**$1,442,000**	**-**	**-**	**-**	**-**	**$1,493,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- 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
PROJECT CHANGES	Description changed from "Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway to Battlefield Road in Springfield." to "Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway (Loop 44) to Battlefield Road in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $31,400 to $5,800 - Decrease funds in FFY 2022 in CON from $262,400 to $0 + Increase funds in FFY 2023 in ENG from $0 to $26,000 + Increase funds in FFY 2023 in CON from $0 to $262,400 **NHPP (FHWA)** - Decrease funds in FFY 2022 in ENG from $125,600 to $23,200 - Decrease funds in FFY 2022 in CON from $1,049,600 to $0 + Increase funds in FFY 2023 in ENG from $0 to $104,000 + Increase funds in FFY 2023 in CON from $0 to $1,049,600
FEDERAL PROJECT COST	Increased from $1,192,800 to $1,194,400 (0.13%)
TOTAL PROJECT COST	Increased from $1,491,000 to $1,493,000 (0.13%)



SP1906-19 - RTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,378,000

MoDoT ID	Federal ID	Project From	Project To
J8S0745	S602071	Glenstone Avenue	Blackman Road

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

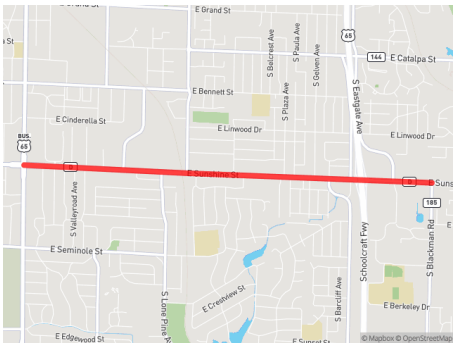
Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$10,000	$4,000	$22,800	-	-	-	$36,800
Engineering	MoDOT-AC	$40,000	$16,000	$91,200	-	-	-	$147,200
Total Engineering		$50,000	$20,000	$114,000	-	-	-	$184,000
Construction	MoDOT-AC	-	-	$955,200	-	-	-	$955,200
Construction	MoDOT	-	-	$238,800	-	-	-	$238,800
Total Construction		-	-	$1,194,000	-	-	-	$1,194,000
Total Programmed		**$50,000**	**$20,000**	**$1,308,000**	**-**	**-**	**-**	**$1,378,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Description changed from "Pavement resurfacing on Sunshine Street (Rte. D) from Glenstone Avenue to Blackman Road in Springfield." to "Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2012 in ENG from $6,000 to $0 + Increase funds in FFY 2013 in ENG from $0 to $6,000 - Decrease funds in FFY 2023 in ENG from $22,400 to $4,000 - Decrease funds in FFY 2023 in CON from $238,000 to $0 + Increase funds in FFY 2024 in ENG from $0 to $22,800 + Increase funds in FFY 2024 in CON from $0 to $238,800 **MoDOT-AC** - Decrease funds in FFY 2012 in ENG from $24,000 to $0 + Increase funds in FFY 2013 in ENG from $0 to $24,000 - Decrease funds in FFY 2023 in ENG from $89,600 to $16,000 - Decrease funds in FFY 2023 in CON from $952,000 to $0 + Increase funds in FFY 2024 in ENG from $0 to $91,200 + Increase funds in FFY 2024 in CON from $0 to $955,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $1,352,000 to $1,378,000 (1.92%)



SP1908-19A2 - SUNSHINE STREET BRIDGE OVER MNA RAILROAD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$5,888,000

MoDoT ID	Federal ID	Project From	Project To
J8S3157	4131009	0.1 miles east of Scenic Ave	Kansas Expy (Rte. 13)

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

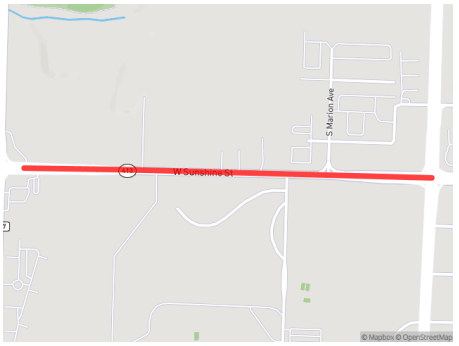
Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 miles east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$586,400	$487,200	-	-	-	-	$1,073,600
Engineering	MoDOT	$146,600	$121,800	-	-	-	-	$268,400
Total Engineering		$733,000	$609,000	-	-	-	-	$1,342,000
ROW	NHPP (FHWA)	$270,400	-	-	-	-	-	$270,400
ROW	MoDOT	$67,600	-	-	-	-	-	$67,600
Total ROW		$338,000	-	-	-	-	-	$338,000
Construction	NHPP (FHWA)	-	$3,366,400	-	-	-	-	$3,366,400
Construction	MoDOT	-	$841,600	-	-	-	-	$841,600
Total Construction		-	$4,208,000	-	-	-	-	$4,208,000
Total Programmed		**$1,071,000**	**$4,817,000**	**-**	**-**	**-**	**-**	**$5,888,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000), Annual Estimate Update due to Bulk Carry-Over from TIP 2022 Annual Estimate update FY23 STIP
PROJECT CHANGES	Description changed from "Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 mile east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945." to "Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 miles east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $159,200 to $121,800 + Increase funds in FFY 2023 in CON from $779,000 to $841,600 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $636,800 to $487,200 + Increase funds in FFY 2023 in CON from $3,116,000 to $3,366,400
FEDERAL PROJECT COST	Increased from $4,609,600 to $4,710,400 (2.19%)
TOTAL PROJECT COST	Increased from $5,762,000 to $5,888,000 (2.19%)



SP1909-19A2 - WEST SUNSHINE/RTE. 60 CORRIDOR

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$552,000

MoDoT ID	Federal ID	Project From	Project To
J8S3159	4131008	James River Freeway (Rte. 360)	Rte. 174

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Scoping for roadway and operational improvements on West Sunshine Street (Rte. 413) from James River Freeway (Rte. 360) in Springfield to Rte. 174 in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$70,400	$10,000	$10,000	$10,000	$10,000	-	$110,400
Engineering	NHPP (FHWA)	$281,600	$40,000	$40,000	$40,000	$40,000	-	$441,600
Total Engineering		$352,000	$50,000	$50,000	$50,000	$50,000	-	$552,000
Total Programmed		**$352,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$552,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for roadway and operational improvements on West Sunshine/Route 60 from West Bypass (Rte. 160) in Springfield to Main Street (Rte. P) in Republic." to "Scoping for roadway and operational improvements on West Sunshine Street (Rte. 413) from James River Freeway (Rte. 360) in Springfield to Rte. 174 in Republic." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "System Reliability, Freight Movement and Economic Vitality, Congestion Reduction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $10,000 **NHPP (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $40,000
FEDERAL PROJECT COST	Increased from $401,600 to $441,600 (9.96%)
TOTAL PROJECT COST	Increased from $502,000 to $552,000 (9.96%)



SP1910-19A2 - EASTGATE BRIDGE OVER BNSF

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,865,000

MoDoT ID	Federal ID	Project From	Project To
J8S3158	0652118	SB log mile 0.85500	0.879

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

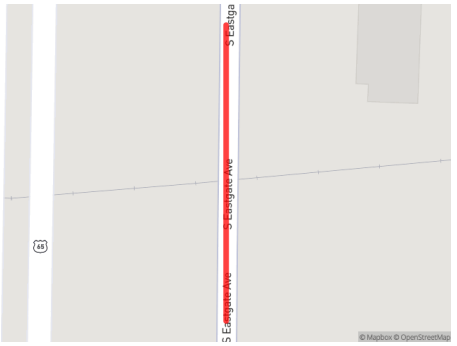
Eastgate Avenue bridge improvements over Burlington Northern Santa Fe Railroad in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$93,600	$127,200	$210,400	-	-	-	$431,200
Engineering	MoDOT	$23,400	$31,800	$52,600	-	-	-	$107,800
Total Engineering		$117,000	$159,000	$263,000	-	-	-	$539,000
ROW	NHPP (FHWA)	-	$164,800	-	-	-	-	$164,800
ROW	MoDOT	-	$41,200	-	-	-	-	$41,200
Total ROW		-	$206,000	-	-	-	-	$206,000
Construction	NHPP (FHWA)	-	-	$1,696,000	-	-	-	$1,696,000
Construction	MoDOT	-	-	$424,000	-	-	-	$424,000
Total Construction		-	-	$2,120,000	-	-	-	$2,120,000
Total Programmed		**$117,000**	**$365,000**	**$2,383,000**	**-**	**-**	**-**	**$2,865,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $31,400 to $31,800 - Decrease funds in FFY 2023 in ROW from $42,400 to $41,200 + Increase funds in FFY 2024 in ENG from $52,200 to $52,600 - Decrease funds in FFY 2024 in CON from $433,600 to $424,000 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $125,600 to $127,200 - Decrease funds in FFY 2023 in ROW from $169,600 to $164,800 + Increase funds in FFY 2024 in ENG from $208,800 to $210,400 - Decrease funds in FFY 2024 in CON from $1,734,400 to $1,696,000
FEDERAL PROJECT COST	Decreased from $2,332,000 to $2,292,000 (-1.72%)
TOTAL PROJECT COST	Decreased from $2,915,000 to $2,865,000 (-1.72%)



SP1911-19A2 - MELVILLE ROAD BRIDGE OVER I-44

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$3,708,000

MoDoT ID	Federal ID	Project From	Project To
J8S3156	S604089	EB log mile 2.043	EB log mile 2.112

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

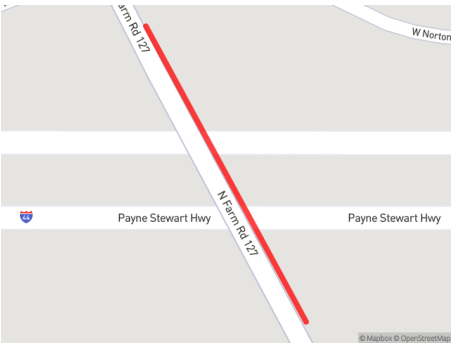
Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$22,800	$30,000	$28,000	$73,400	-	-	$154,200
Engineering	NHPP (FHWA)	$91,200	$120,000	$112,000	$293,600	-	-	$616,800
Total Engineering		$114,000	$150,000	$140,000	$367,000	-	-	$771,000
ROW	NHPP (FHWA)	-	-	$36,800	-	-	-	$36,800
ROW	MoDOT	-	-	$9,200	-	-	-	$9,200
Total ROW		-	-	$46,000	-	-	-	$46,000
Construction	NHPP (FHWA)	-	-	-	$2,312,800	-	-	$2,312,800
Construction	MoDOT	-	-	-	$578,200	-	-	$578,200
Total Construction		-	-	-	$2,891,000	-	-	$2,891,000
Total Programmed		**$114,000**	**$150,000**	**$186,000**	**$3,258,000**	**-**	**-**	**$3,708,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $43,000 to $30,000 - Decrease funds in FFY 2023 in ROW from $6,400 to $0 - Decrease funds in FFY 2024 in ENG from $62,000 to $28,000 + Increase funds in FFY 2024 in ROW from $0 to $9,200 - Decrease funds in FFY 2024 in CON from $489,000 to $0 + Increase funds in FFY 2025 in ENG from $0 to $73,400 + Increase funds in FFY 2025 in CON from $0 to $578,200 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $172,000 to $120,000 - Decrease funds in FFY 2023 in ROW from $25,600 to $0 - Decrease funds in FFY 2024 in ENG from $248,000 to $112,000 + Increase funds in FFY 2024 in ROW from $0 to $36,800 - Decrease funds in FFY 2024 in CON from $1,956,000 to $0 + Increase funds in FFY 2025 in ENG from $0 to $293,600 + Increase funds in FFY 2025 in CON from $0 to $2,312,800
FEDERAL PROJECT COST	Increased from $2,492,800 to $2,966,400 (19.00%)
TOTAL PROJECT COST	Increased from $3,116,000 to $3,708,000 (19.00%)



SP2002-20 - PAVEMENT RESURFACING ON CHESTNUT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,316,000

MoDoT ID	Federal ID	Project From	Project To
J8S3167	0442324	0.1 mile west of Glenstone Avenue (Bus. 65)	0.1 mile east of Eastgate Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

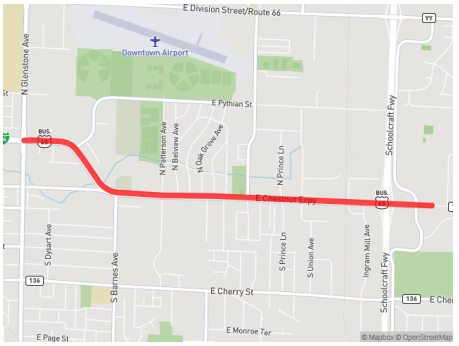
Pavement resurfacing on Chestnut Expressway from 0.1 miles west of Glenstone Avenue (Bus. 65) to 0.1 miles east of Eastgate Avenue and on Eastgate Avenue from 0.1 mile north of Cherry Street to 0.3 mile north of Chestnut Expressway in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$2,600	$3,600	$22,400	-	-	-	$28,600
Engineering	NHPP (FHWA)	$10,400	$14,400	$89,600	-	-	-	$114,400
Total Engineering		$13,000	$18,000	$112,000	-	-	-	$143,000
Construction	MoDOT	-	-	$234,600	-	-	-	$234,600
Construction	NHPP (FHWA)	-	-	$938,400	-	-	-	$938,400
Total Construction		-	-	$1,173,000	-	-	-	$1,173,000
Total Programmed		**$13,000**	**$18,000**	**$1,285,000**	**-**	**-**	**-**	**$1,316,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile) - Minor changes to the scope of a project
PROJECT CHANGES	Title changed from "PAVEMENT RESURFACING ON GLENSTONE AND CHESTNUT" to "PAVEMENT RESURFACING ON CHESTNUT" Description changed from "Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Glenstone Avenue (Bus. 65) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Chestnut Expressway (Bus. 65)." to "Pavement resurfacing on Chestnut Expressway from 0.1 miles west of Glenstone Avenue (Bus. 65) to 0.1 miles east of Eastgate Avenue and on Eastgate Avenue from 0.1 mile north of Cherry Street to 0.3 mile north of Chestnut Expressway in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $1,400 to $3,600 + Increase funds in FFY 2024 in ENG from $22,000 to $22,400 - Decrease funds in FFY 2024 in CON from $235,000 to $234,600 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $5,600 to $14,400 + Increase funds in FFY 2024 in ENG from $88,000 to $89,600 - Decrease funds in FFY 2024 in CON from $940,000 to $938,400
FEDERAL PROJECT COST	Increased from $1,044,000 to $1,052,800 (0.84%)
TOTAL PROJECT COST	Increased from $1,305,000 to $1,316,000 (0.84%)



SP2003-20A7 - OPERATIONAL, SAFETY, AND ADA IMPROVEMENTS ON GLENSTONE ST. LOUIS TO 60

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$9,054,300

MoDoT ID	Federal ID	Project From	Project To
J8S3160	0652112	Valley Water Mill Road	James River Freeway (Rte. 60)

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

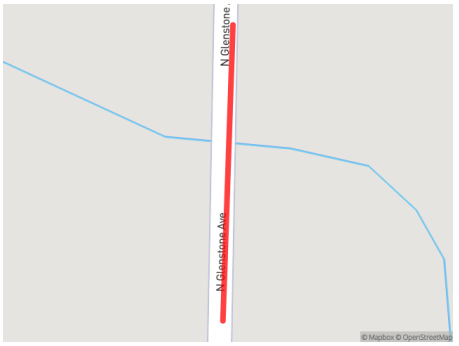
Modify access, signals, ADA Transition Plan improvements and replace bus stop pads from Valley Water Mill Rd. to James River Freeway (Rte. 60) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: $677,000 Open Container, $315,000 Statewide Transportation Alternatives Program funds, $315,434 STBG-Urban, $78,859 Springfield and $67,500 CU Transit funds.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$375,600	$250,200	-	-	-	-	$625,800
Engineering	STBG (FHWA)	$1,502,400	$1,000,800	-	-	-	-	$2,503,200
Total Engineering		$1,878,000	$1,251,000	-	-	-	-	$3,129,000
ROW	MoDOT	$44,200	-	-	-	-	-	$44,200
ROW	STBG (FHWA)	$176,800	-	-	-	-	-	$176,800
Total ROW		$221,000	-	-	-	-	-	$221,000
Construction	MoDOT	-	$845,641	-	-	-	-	$845,641
Construction	STBG (FHWA)	-	$3,337,566	-	-	-	-	$3,337,566
Construction	STBG-U (FHWA)	-	$315,434	-	-	-	-	$315,434
Construction	SAFETY (FHWA)	-	$744,300	-	-	-	-	$744,300
Construction	Local	-	$146,359	-	-	-	-	$146,359
Construction	STAP (FHWA)	-	$315,000	-	-	-	-	$315,000
Total Construction		-	$5,704,300	-	-	-	-	$5,704,300
Total Programmed		**$2,099,000**	**$6,955,300**	**-**	**-**	**-**	**-**	**$9,054,300**

CURRENT CHANGE REASON	Schedule / Funding / Scope- 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
PROJECT CHANGES	Description changed from "Modify access, signals, comply with ADA Transition Plan, and replace bus stop pads on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield." to "Modify access, signals, ADA Transition Plan improvements and replace bus stop pads from Valley Water Mill Rd. to James River Freeway (Rte. 60) in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: $677,000 Open Container funds, $315,000 Statewide Trans. Alt. and $67,500 City Utilities Transit funds." to "Non-Federal Funding Source: State Transportation Revenues; FYI: $677,000 Open Container, $315,000 Statewide Transportation Alternatives Program funds, $315,434 STBG-Urban, $78,859 Springfield and $67,500 CU Transit funds."
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $494,200 to $244,400 - Decrease funds in FFY 2022 in CON from $1,089,900 to $0 + Increase funds in FFY 2023 in ENG from $0 to $250,200 + Increase funds in FFY 2023 in CON from $0 to $845,641 **STBG (FHWA)** - Decrease funds in FFY 2022 in ENG from $1,976,800 to $977,600 - Decrease funds in FFY 2022 in CON from $3,637,600 to $0 + Increase funds in FFY 2023 in ENG from $0 to $1,000,800 + Increase funds in FFY 2023 in CON from $0 to $3,337,566 **Local** - Decrease funds in FFY 2022 in CON from $67,500 to $0 + Increase funds in FFY 2023 in CON from $0 to $146,359 **STBG-U (FHWA)** + Increase funds in FFY 2023 in CON from $0 to $315,434 **SAFETY (FHWA)** - Decrease funds in FFY 2022 in CON from $677,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $744,300 **STAP (FHWA)** - Decrease funds in FFY 2022 in CON from $315,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $315,000
FEDERAL PROJECT COST	Increased from $7,308,000 to $7,392,300 (1.15%)
TOTAL PROJECT COST	Decreased from $9,135,000 to $9,054,300 (-0.88%)



SP2006-20 - KEARNEY RESURFACING FROM AIRPORT TO KANSAS EXPY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$908,000

MoDoT ID	Federal ID	Project From	Project To
J8S3169	S603057	Springfield Airport Entrance	west of Kansas Expressway (Rte. 13)

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

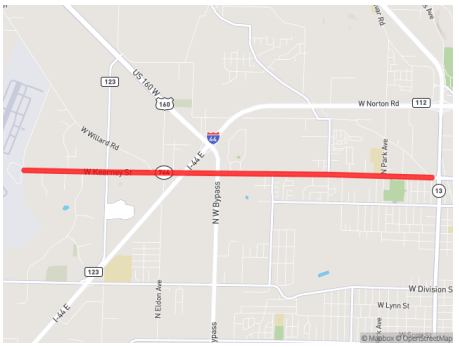
Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$18,400	$64,800	-	-	-	-	$83,200
Engineering	MoDOT	$4,600	$16,200	-	-	-	-	$20,800
Total Engineering		$23,000	$81,000	-	-	-	-	$104,000
Construction	MoDOT	-	$160,800	-	-	-	-	$160,800
Construction	MoDOT-AC	-	$643,200	-	-	-	-	$643,200
Total Construction		-	$804,000	-	-	-	-	$804,000
Total Programmed		**$23,000**	**$885,000**	**-**	**-**	**-**	**-**	**$908,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Kearney Street from the Springfield Airport Entrance to west of Kansas Expressway (Rte. 13)." to "Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $25,400 to $16,200 - Decrease funds in FFY 2023 in CON from $261,800 to $160,800 **MoDOT-AC** - Decrease funds in FFY 2023 in ENG from $101,600 to $64,800 - Decrease funds in FFY 2023 in CON from $1,047,200 to $643,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $1,459,000 to $908,000 (-37.77%)



SP2013-20 - CHESTNUT PAVEMENT RESURFACING COLLEGE TO KANSAS EXPY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$519,000

MoDoT ID	Federal ID	Project From	Project To
J8S3166	-	Scenic Avenue	West of Kansas Expressway (Rte. 13)

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

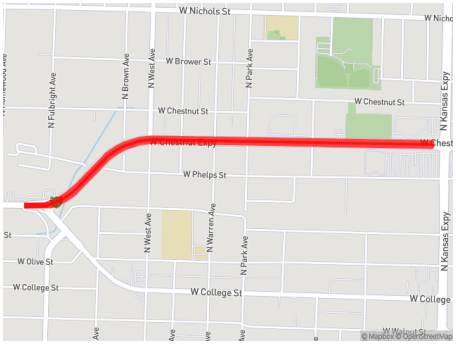
Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Kansas Expressway (Rte. 13).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$4,800	$4,000	$36,800	-	-	-	$45,600
Engineering	MoDOT	$1,200	$1,000	$9,200	-	-	-	$11,400
Total Engineering		$6,000	$5,000	$46,000	-	-	-	$57,000
Construction	NHPP (FHWA)	-	-	$369,600	-	-	-	$369,600
Construction	MoDOT	-	-	$92,400	-	-	-	$92,400
Total Construction		-	-	$462,000	-	-	-	$462,000
Total Programmed		**$6,000**	**$5,000**	**$508,000**	**-**	**-**	**-**	**$519,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Chestnut Expressway from College Street to Kansas Expressway (Rte. 13)." to "Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Kansas Expressway (Rte. 13)." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $400 to $1,000 + Increase funds in FFY 2024 in ENG from $7,600 to $9,200 + Increase funds in FFY 2024 in CON from $78,000 to $92,400 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $1,600 to $4,000 + Increase funds in FFY 2024 in ENG from $30,400 to $36,800 + Increase funds in FFY 2024 in CON from $312,000 to $369,600
FEDERAL PROJECT COST	Increased from $348,800 to $415,200 (19.04%)
TOTAL PROJECT COST	Increased from $436,000 to $519,000 (19.04%)



SP2201-20 - RR AND INTERSECTION IMPROVEMENTS AT NATIONAL AND DIVISION

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Rail	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,000,000

MoDoT ID	Federal ID	Project From	Project To
J664172S	-	BNSF	BNSF

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

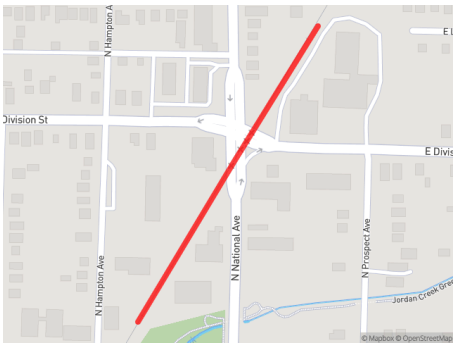
Install new lights, cantilevers, & intersection improvments at public BNSF crossing.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	130 (FHWA)	-	$800,000	-	-	-	-	$800,000
Construction	MoDOT-GCSA	-	$200,000	-	-	-	-	$200,000
Total Construction		-	$1,000,000	-	-	-	-	$1,000,000
Total Programmed		**-**	**$1,000,000**	**-**	**-**	**-**	**-**	**$1,000,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- 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
PROJECT CHANGES	Description changed from "Install new lights, cantilevers, & intersection improvments at public BNSF crossing" to "Install new lights, cantilevers, & intersection improvments at public BNSF crossing." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT-GCSA** - Decrease funds in FFY 2022 in CON from $200,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $200,000 **130 (FHWA)** - Decrease funds in FFY 2022 in CON from $800,000 to $0 + Increase funds in FFY 2023 in CON from $0 to $800,000
FEDERAL PROJECT COST	Stays the same $800,000
TOTAL PROJECT COST	Stays the same $1,000,000



SP2203-22 - I-44 ROADWAY IMPROVEMENTS GLENSTONE TO US 65 IN SPRINGFIELD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$11,123,000

MoDoT ID	Federal ID	Project From	Project To
J8I3044C	0442337	Glenstone Avenue (Rte. H)	Rte. 65

Project Considerations

Environmental Justice Area

Project Description

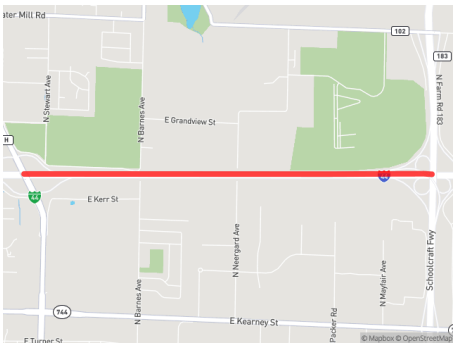
Roadway improvements on I-44 from Glenstone Avenue (Rte. H) to Rte. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$80,800	$10,000	$6,400	$58,800	-	-	$156,000
Engineering	NHPP (FHWA)	$323,200	$90,000	$57,600	$529,200	-	-	$1,000,000
Total Engineering		$404,000	$100,000	$64,000	$588,000	-	-	$1,156,000
Construction	MoDOT	-	-	-	$996,700	-	-	$996,700
Construction	NHPP (FHWA)	-	-	-	$8,970,300	-	-	$8,970,300
Total Construction		-	-	-	$9,967,000	-	-	$9,967,000
Total Programmed		**$404,000**	**$100,000**	**$64,000**	**$10,555,000**	**-**	**-**	**$11,123,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Description changed from "Roadway improvements on I-44 from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield." to "Roadway improvements on I-44 from Glenstone Avenue (Rte. H) to Rte. 65 in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2023 in ENG from $41,200 to $10,000 - Decrease funds in FFY 2024 in ENG from $124,000 to $6,400 - Decrease funds in FFY 2024 in CON from $2,105,000 to $0 + Increase funds in FFY 2025 in ENG from $0 to $58,800 + Increase funds in FFY 2025 in CON from $0 to $996,700 **NHPP (FHWA)** - Decrease funds in FFY 2023 in ENG from $164,800 to $90,000 - Decrease funds in FFY 2024 in ENG from $496,000 to $57,600 - Decrease funds in FFY 2024 in CON from $8,420,000 to $0 + Increase funds in FFY 2025 in ENG from $0 to $529,200 + Increase funds in FFY 2025 in CON from $0 to $8,970,300
FEDERAL PROJECT COST	Increased from $9,404,000 to $9,970,300 (6.02%)
TOTAL PROJECT COST	Decreased from $11,755,000 to $11,123,000 (-5.38%)



SP2206-22 - CHESTNUT EXPRESSWAY PAVEMENT RESURFACING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,103,000

MoDoT ID	Federal ID	Project From	Project To
J8S3224	S604069	Lullwood Street, east of Rte. 13	Scenic Avenue, .1 miles east of Delaware Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

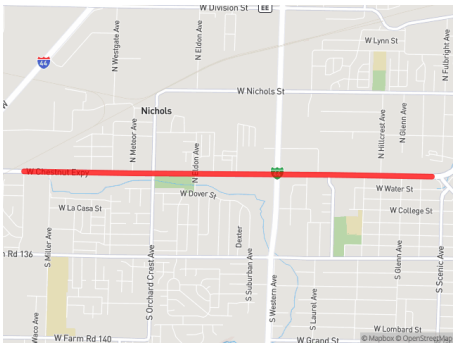
Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from east of Kansas Expressway (Rte. 13) to 0.1 miles east of Delaware Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$1,000	$9,200	$35,600	-	-	-	$45,800
Engineering	NHPP (FHWA)	$4,000	$36,800	$142,400	-	-	-	$183,200
Total Engineering		$5,000	$46,000	$178,000	-	-	-	$229,000
Construction	MoDOT	-	-	$374,800	-	-	-	$374,800
Construction	NHPP (FHWA)	-	-	$1,499,200	-	-	-	$1,499,200
Total Construction		-	-	$1,874,000	-	-	-	$1,874,000
Total Programmed		**$5,000**	**$46,000**	**$2,052,000**	**-**	**-**	**-**	**$2,103,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile)
PROJECT CHANGES	Description changed from "Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from west of Kansas Expressway (Rte. 13) to 0.1 mile east of Delaware Avenue in Springfield." to "Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from east of Kansas Expressway (Rte. 13) to 0.1 miles east of Delaware Avenue in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $6,000 to $9,200 - Decrease funds in FFY 2024 in ENG from $37,800 to $35,600 - Decrease funds in FFY 2024 in CON from $405,200 to $374,800 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $24,000 to $36,800 - Decrease funds in FFY 2024 in ENG from $151,200 to $142,400 - Decrease funds in FFY 2024 in CON from $1,620,800 to $1,499,200
FEDERAL PROJECT COST	Decreased from $1,800,000 to $1,682,400 (-6.53%)
TOTAL PROJECT COST	Decreased from $2,250,000 to $2,103,000 (-6.53%)



SP2208-22 - US 65 PAVEMENT RESURFACING AT SUNSHINE INTERCHANGE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$405,000

MoDoT ID	Federal ID	Project From	Project To
J8P3043	0652116	Sunshine Street	-

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

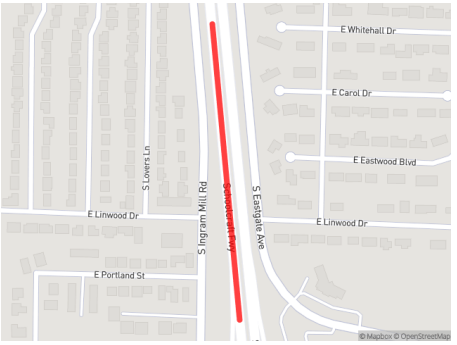
Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	$6,400	$30,400	-	-	-	-	$36,800
Engineering	MoDOT	$1,600	$7,600	-	-	-	-	$9,200
Total Engineering		$8,000	$38,000	-	-	-	-	$46,000
Construction	MoDOT	-	$71,800	-	-	-	-	$71,800
Construction	MoDOT-AC	-	$287,200	-	-	-	-	$287,200
Total Construction		-	$359,000	-	-	-	-	$359,000
Total Programmed		**$8,000**	**$397,000**	**-**	**-**	**-**	**-**	**$405,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $7,400 to $7,600 - Decrease funds in FFY 2023 in CON from $72,600 to $71,800 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $29,600 to $30,400 - Decrease funds in FFY 2023 in CON from $290,400 to $287,200
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Decreased from $408,000 to $405,000 (-0.74%)



SP2209-22 - BATTLEFIELD ROAD RESURFACING AT US 65 IN SPRINGFIELD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$768,000

MoDoT ID	Federal ID	Project From	Project To
J8S3212	S604040	Moulder Avenue	Ruskin Way

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

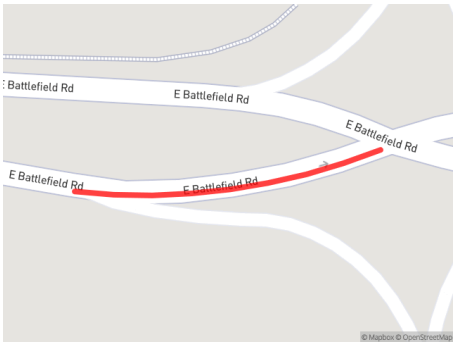
Pavement resurfacing from Moulder Avenue to Ruskin Way in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; $416,098 Springfield

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	Local	$4,000	$116,700	-	-	-	-	$120,700
Engineering	NHPP (FHWA)	$4,000	$105,300	-	-	-	-	$109,300
Total Engineering		$8,000	$222,000	-	-	-	-	$230,000
Construction	NHPP (FHWA)	-	$247,602	-	-	-	-	$247,602
Construction	Local	-	$290,398	-	-	-	-	$290,398
Total Construction		-	$538,000	-	-	-	-	$538,000
Total Programmed		**$8,000**	**$760,000**	**-**	**-**	**-**	**-**	**$768,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project (if no other funding, scoping, or temnini changes occuring) - Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	Description changed from "Pavement resurfacing at Rte. 65 in Springfield." to "Pavement resurfacing from Moulder Avenue to Ruskin Way in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP" to "Non-Federal Funding Source: State Transportation Revenues; $416,098 Springfield"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $1,600 to $0 - Decrease funds in FFY 2023 in ENG from $4,800 to $0 - Decrease funds in FFY 2023 in CON from $46,000 to $0 **MoDOT-AC** - Decrease funds in FFY 2022 in ENG from $6,400 to $0 - Decrease funds in FFY 2023 in ENG from $19,200 to $0 - Decrease funds in FFY 2023 in CON from $184,000 to $0 **Local** + Increase funds in FFY 2022 in ENG from $0 to $4,000 + Increase funds in FFY 2023 in ENG from $0 to $116,700 + Increase funds in FFY 2023 in CON from $0 to $290,398 **NHPP (FHWA)** + Increase funds in FFY 2022 in ENG from $0 to $4,000 + Increase funds in FFY 2023 in ENG from $0 to $105,300 + Increase funds in FFY 2023 in CON from $0 to $247,602
FEDERAL PROJECT COST	Increased from $0 to $356,902 (0%)
TOTAL PROJECT COST	Increased from $262,000 to $768,000 (193.13%)



SP2210-22 - CHERRY STREET BRIDGE REHABILITATION OVER US 65

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$269,000

MoDoT ID	Federal ID	Project From	Project To
J8S3221	-	Ingram Mill Avenue	Eastgate Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

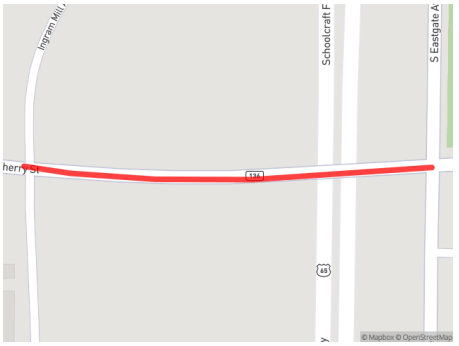
Pavement resurfacing, ADA Transition Plan improvements, and bridge rehabilitation over Rte. 65 from Ingram Mill Avenue to Eastgate Avenue in Springfield. Project involves bridge A1652.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$800	$9,000	-	-	-	-	$9,800
Engineering	NHPP (FHWA)	$3,200	$36,000	-	-	-	-	$39,200
Total Engineering		$4,000	$45,000	-	-	-	-	$49,000
ROW	NHPP (FHWA)	$1,600	-	-	-	-	-	$1,600
ROW	MoDOT	$400	-	-	-	-	-	$400
Total ROW		$2,000	-	-	-	-	-	$2,000
Construction	MoDOT	-	$43,600	-	-	-	-	$43,600
Construction	NHPP (FHWA)	-	$174,400	-	-	-	-	$174,400
Total Construction		-	$218,000	-	-	-	-	$218,000
Total Programmed		**$6,000**	**$263,000**	**-**	**-**	**-**	**-**	**$269,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Minor changes to the scope of a project
PROJECT CHANGES	Description changed from "Bridge rehabilitation over Rte. 65. Project involves bridge A1652." to "Pavement resurfacing, ADA Transition Plan improvements, and bridge rehabilitation over Rte. 65 from Ingram Mill Avenue to Eastgate Avenue in Springfield. Project involves bridge A1652." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $4,600 to $9,000 + Increase funds in FFY 2023 in CON from $31,400 to $43,600 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $18,400 to $36,000 + Increase funds in FFY 2023 in CON from $125,600 to $174,400
FEDERAL PROJECT COST	Increased from $148,800 to $215,200 (44.62%)
TOTAL PROJECT COST	Increased from $186,000 to $269,000 (44.62%)



SP2211-22 - REPUBLIC STREET BRIDGE REHABILITATION OVER JAMES RIVER FREEWAY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,709,000

MoDoT ID	Federal ID	Project From	Project To
J8S3240	S604085	.5 miles east of Rte. 13 over Rte. 60	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

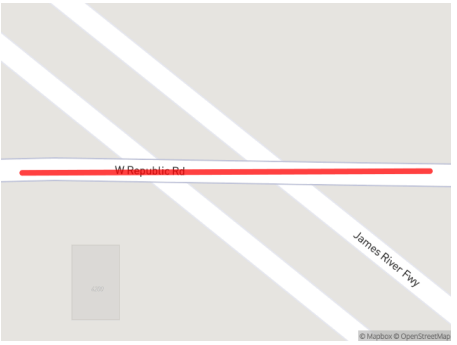
Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 miles east of Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge A4184.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$800	$22,800	$37,600	-	-	-	$61,200
Engineering	NHPP (FHWA)	$3,200	$91,200	$150,400	-	-	-	$244,800
Total Engineering		$4,000	$114,000	$188,000	-	-	-	$306,000
ROW	MoDOT	-	$400	-	-	-	-	$400
ROW	NHPP (FHWA)	-	$1,600	-	-	-	-	$1,600
Total ROW		-	$2,000	-	-	-	-	$2,000
Construction	MoDOT	-	-	$280,200	-	-	-	$280,200
Construction	NHPP (FHWA)	-	-	$1,120,800	-	-	-	$1,120,800
Total Construction		-	-	$1,401,000	-	-	-	$1,401,000
Total Programmed		**$4,000**	**$116,000**	**$1,589,000**	**-**	**-**	**-**	**$1,709,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Description changed from "Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 mile east of Kansas Expressway in Springfield. Project involves bridge A4184." to "Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 miles east of Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge A4184." Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $6,400 to $22,800 + Increase funds in FFY 2024 in ENG from $34,400 to $37,600 + Increase funds in FFY 2024 in CON from $263,200 to $280,200 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $25,600 to $91,200 + Increase funds in FFY 2024 in ENG from $137,600 to $150,400 + Increase funds in FFY 2024 in CON from $1,052,800 to $1,120,800
FEDERAL PROJECT COST	Increased from $1,220,800 to $1,367,200 (11.99%)
TOTAL PROJECT COST	Increased from $1,526,000 to $1,709,000 (11.99%)



SP2212-22 - MO 13 SCOPING FOR CAPITAL IMPROVEMENTS BENNETT TO JAMES RIVER FREEWAY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$850,000

MoDoT ID	Federal ID	Project From	Project To
J8S3195	0132094	Bennett Street	James River Freeway (Rte. 13)

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

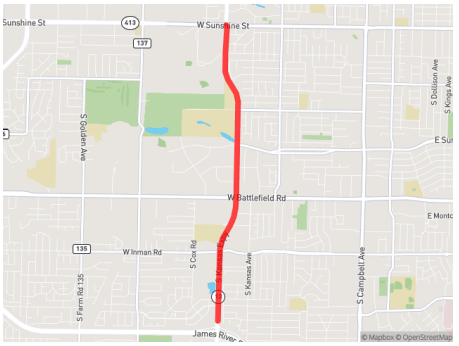
Scoping for capital improvements on Kansas Expressway (Rte. 13) from Bennett Street to James River Freeway (Rte. 60) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$80,000	$120,000	$120,000	$120,000	$120,000	$120,000	$680,000
Engineering	MoDOT	$20,000	$30,000	$30,000	$30,000	$30,000	$30,000	$170,000
Total Engineering		$100,000	$150,000	$150,000	$150,000	$150,000	$150,000	$850,000
Total Programmed		**$100,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$850,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for capital improvements on Kansas Expressway from Bennett Street to James River Freeway (Rte. 60) in Springfield." to "Scoping for capital improvements on Kansas Expressway (Rte. 13) from Bennett Street to James River Freeway (Rte. 60) in Springfield." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Bike/Ped, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $10,000 to $30,000 + Increase funds in FFY 2024 in ENG from $10,000 to $30,000 + Increase funds in FFY 2025 in ENG from $10,000 to $30,000 + Increase funds in FFY 2026 in ENG from $0 to $30,000 + Increase funds in FFY 2027 in ENG from $0 to $30,000 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $40,000 to $120,000 + Increase funds in FFY 2024 in ENG from $40,000 to $120,000 + Increase funds in FFY 2025 in ENG from $40,000 to $120,000 + Increase funds in FFY 2026 in ENG from $0 to $120,000 + Increase funds in FFY 2027 in ENG from $0 to $120,000
FEDERAL PROJECT COST	Increased from $200,000 to $680,000 (240.0%)
TOTAL PROJECT COST	Increased from $250,000 to $850,000 (240.0%)



SP2213-22 - US 160 SCOPING FOR BRIDGE PREVENTIVE MAINTENANCE OVER JAMES RIVER OVERFLOW

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$166,000

MoDoT ID	Federal ID	Project From	Project To
JSU0020	-	James River Overflow	-

Project Considerations

Environmental Justice Area

Project Description

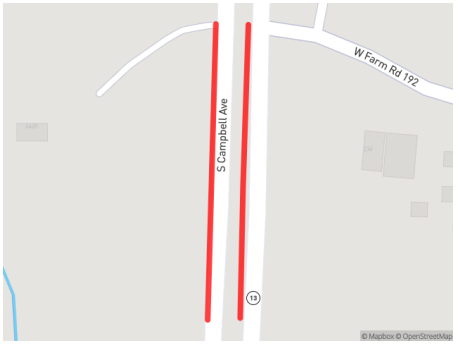
Bridge deck sealing on northbound bridge over James River Overflow south of Springfield. Project involves bridge A1199.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$24,000	-	-	-	-	$24,000
Engineering	MoDOT	-	$6,000	-	-	-	-	$6,000
Total Engineering		-	$30,000	-	-	-	-	$30,000
Construction	NHPP (FHWA)	-	$108,800	-	-	-	-	$108,800
Construction	MoDOT	-	$27,200	-	-	-	-	$27,200
Total Construction		-	$136,000	-	-	-	-	$136,000
Total Programmed		**-**	**$166,000**	**-**	**-**	**-**	**-**	**$166,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - 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
PROJECT CHANGES	Description changed from "Scoping for bridge preventive maintenance over James River Overflow south of Springfield. Project involves bridge A1199." to "Bridge deck sealing on northbound bridge over James River Overflow south of Springfield. Project involves bridge A1199." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Infrastructure Condition"
FUNDING CHANGES	**MoDOT** - Decrease funds in FFY 2022 in ENG from $400 to $0 + Increase funds in FFY 2023 in ENG from $400 to $6,000 + Increase funds in FFY 2023 in CON from $0 to $27,200 **NHPP (FHWA)** - Decrease funds in FFY 2022 in ENG from $1,600 to $0 + Increase funds in FFY 2023 in ENG from $1,600 to $24,000 + Increase funds in FFY 2023 in CON from $0 to $108,800
FEDERAL PROJECT COST	Increased from $3,200 to $132,800 (4050.0%)
TOTAL PROJECT COST	Increased from $4,000 to $166,000 (4050.0%)



SP2214-22 - US 65 SCOPING FOR INTERCHANGE AND BRIDGE IMPROVEMENTS AT KEARNEY STREET

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$100,000

MoDoT ID	Federal ID	Project From	Project To
J8P3220	-	Kearney Street	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Scoping for interchange and bridge improvements at Rte. 744 (Kearney Street) in Springfield. Project involves twin bridges A1648.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$4,000	$4,000	$4,000	$4,000	$4,000	-	$20,000
Engineering	NHPP (FHWA)	$16,000	$16,000	$16,000	$16,000	$16,000	-	$80,000
Total Engineering		$20,000	$20,000	$20,000	$20,000	$20,000	-	$100,000
Total Programmed		**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$100,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2026 in ENG from $0 to $4,000 **NHPP (FHWA)** + Increase funds in FFY 2026 in ENG from $0 to $16,000
FEDERAL PROJECT COST	Increased from $64,000 to $80,000 (25.00%)
TOTAL PROJECT COST	Increased from $80,000 to $100,000 (25.00%)



SP2215-22 - I-44 AND KANSAS EXPRESSWAY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$150,000

MoDoT ID	Federal ID	Project From	Project To
J8P3252	-	Radio Lane	I-44

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

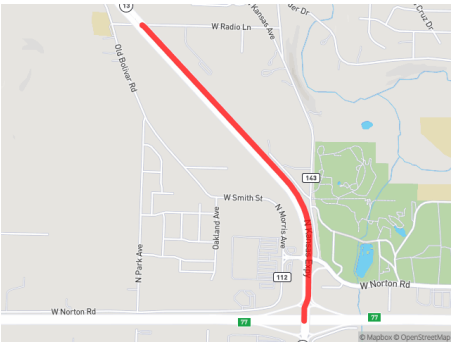
Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$40,000	$40,000	$40,000	-	-	-	$120,000
Engineering	MoDOT	$10,000	$10,000	$10,000	-	-	-	$30,000
Total Engineering		$50,000	$50,000	$50,000	-	-	-	$150,000
Total Programmed		**$50,000**	**$50,000**	**$50,000**	**-**	**-**	**-**	**$150,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to the scope of a project
PROJECT CHANGES	Description changed from "Scoping for interchange improvements on Kansas Expressway at I-44." to "Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Environmental Justice Area" to "Environmental Justice Area, Bike/Ped Plan" Performance Measure changed from "None" to "Safety, Bike/Ped, System Reliability, Freight Movement and Economic Vitality"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $120,000
TOTAL PROJECT COST	Stays the same $150,000



SP2217-22A1 - KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$850,000

MoDoT ID	Federal ID	Project From	Project To
J8S3253	0132095	south of Evergreen Street	Bennett Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

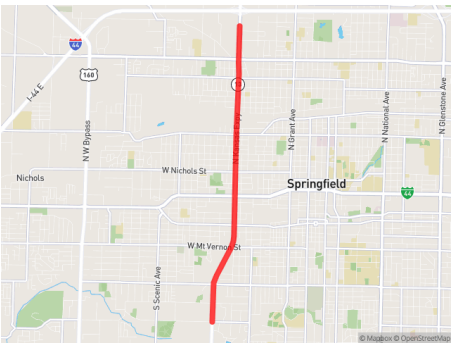
Scoping for safety and operational improvements on Kansas Expressway (Rte. 13) from south of Evergreen Street to Bennett Street.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$80,000	$120,000	$120,000	$120,000	$120,000	$120,000	$680,000
Engineering	MoDOT	$20,000	$30,000	$30,000	$30,000	$30,000	$30,000	$170,000
Total Engineering		$100,000	$150,000	$150,000	$150,000	$150,000	$150,000	$850,000
Total Programmed		**$100,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$850,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000)
PROJECT CHANGES	Description changed from "Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Bennett Street." to "Scoping for safety and operational improvements on Kansas Expressway (Rte. 13) from south of Evergreen Street to Bennett Street." Plan Revision Name changed from "22A1" to "23Draft" Performance Measure changed from "None" to "Safety, Bike/Ped, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $20,000 to $30,000 + Increase funds in FFY 2024 in ENG from $20,000 to $30,000 + Increase funds in FFY 2025 in ENG from $0 to $30,000 + Increase funds in FFY 2026 in ENG from $0 to $30,000 + Increase funds in FFY 2027 in ENG from $0 to $30,000 **NHPP (FHWA)** + Increase funds in FFY 2023 in ENG from $80,000 to $120,000 + Increase funds in FFY 2024 in ENG from $80,000 to $120,000 + Increase funds in FFY 2025 in ENG from $0 to $120,000 + Increase funds in FFY 2026 in ENG from $0 to $120,000 + Increase funds in FFY 2027 in ENG from $0 to $120,000
FEDERAL PROJECT COST	Increased from $240,000 to $680,000 (183.33%)
TOTAL PROJECT COST	Increased from $300,000 to $850,000 (183.33%)



SP2218-22A3 - GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$4,923,000

MoDoT ID	Federal ID	Project From	Project To
JSU0003	-	Valley Water Mill Road	James River Freeway (Rte. 60)

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

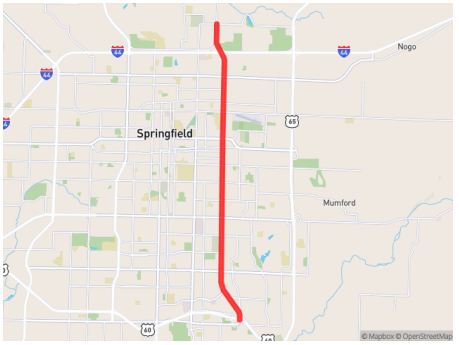
Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$9,000	-	-	-	-	-	$9,000
Engineering	MoDOT-AC	-	$773,600	$664,000	-	-	-	$1,437,600
Engineering	MoDOT	$1,000	$193,400	$166,000	-	-	-	$360,400
Total Engineering		$10,000	$967,000	$830,000	-	-	-	$1,807,000
ROW	MoDOT-AC	-	$3,200	-	-	-	-	$3,200
ROW	MoDOT	-	$800	-	-	-	-	$800
Total ROW		-	$4,000	-	-	-	-	$4,000
Construction	MoDOT	-	-	$622,400	-	-	-	$622,400
Construction	MoDOT-AC	-	-	$2,489,600	-	-	-	$2,489,600
Total Construction		-	-	$3,112,000	-	-	-	$3,112,000
Total Programmed		**$10,000**	**$971,000**	**$3,942,000**	**-**	**-**	**-**	**$4,923,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	Title changed from "GLENSTONE SAFETY IMPROVEMENTS SCOPING" to "GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS" Description changed from "Scoping for safety improvements on Glenstone Avenue from McClernon Street to Republic Court in Springfield." to "Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield." Plan Revision Name changed from "22A3" to "23Draft" Project Type changed from "Scoping" to "System Improvement" Project Considerations changed from "Environmental Justice Area, Bike/Ped Plan" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction" Performance Measure changed from "None" to "Safety, Bike/Ped, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $1,000 to $193,400 + Increase funds in FFY 2023 in ROW from $0 to $800 + Increase funds in FFY 2024 in ENG from $0 to $166,000 + Increase funds in FFY 2024 in CON from $0 to $622,400 **SAFETY (FHWA)** - Decrease funds in FFY 2023 in ENG from $9,000 to $0 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $0 to $773,600 + Increase funds in FFY 2023 in ROW from $0 to $3,200 + Increase funds in FFY 2024 in ENG from $0 to $664,000 + Increase funds in FFY 2024 in CON from $0 to $2,489,600
FEDERAL PROJECT COST	Decreased from $18,000 to $9,000 (-50.0%)
TOTAL PROJECT COST	Increased from $20,000 to $4,923,000 (24515.00%)



SP2219-22A3 - JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$150,000

MoDoT ID	Federal ID	Project From	Project To
JSU0005	-	-	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Scoping for interchange improvements at Kansas Expressway (Route 13) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$10,000	$10,000	$10,000	-	-	-	$30,000
Engineering	NHPP (FHWA)	$40,000	$40,000	$40,000	-	-	-	$120,000
Total Engineering		$50,000	$50,000	$50,000	-	-	-	$150,000
Total Programmed		**$50,000**	**$50,000**	**$50,000**	**-**	**-**	**-**	**$150,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22A3" to "23Draft" Performance Measure changed from "None" to "Safety, Bike/Ped, System Reliability"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $120,000
TOTAL PROJECT COST	Stays the same $150,000



SP2220-22A3 - US 60 & US 65 INTERCHANGE IMPROVEMENTS SCOPING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Scoping	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$150,000

MoDoT ID	Federal ID	Project From	Project To
JSU0006	-	At James River Freeway (Rte. 60)	-

Project Considerations

-

Project Description

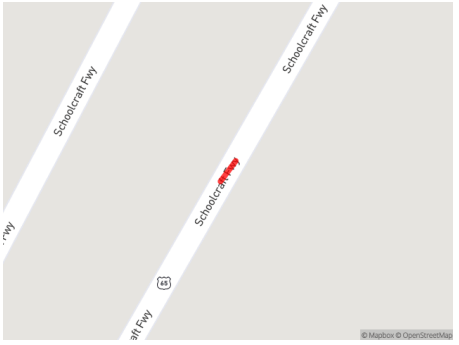
Scoping for interchange operational improvements at James River Freeway (Rte. 60) and Rte. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$10,000	$10,000	$10,000	-	-	-	$30,000
Engineering	NHPP (FHWA)	$40,000	$40,000	$40,000	-	-	-	$120,000
Total Engineering		$50,000	$50,000	$50,000	-	-	-	$150,000
Total Programmed		**$50,000**	**$50,000**	**$50,000**	**-**	**-**	**-**	**$150,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Description changed from "Scoping for interchange operational improvements at Route 60 (James River Freeway) and Route 65 in Springfield." to "Scoping for interchange operational improvements at James River Freeway (Rte. 60) and Rte. 65 in Springfield." Plan Revision Name changed from "22A3" to "23Draft" Performance Measure changed from "None" to "Safety, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $120,000
TOTAL PROJECT COST	Stays the same $150,000



SP2301-23 - I-44 AND KANSAS INTERCHANGE IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$30,053,000

MoDoT ID	Federal ID	Project From	Project To
JSU0079	-	At I-44	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

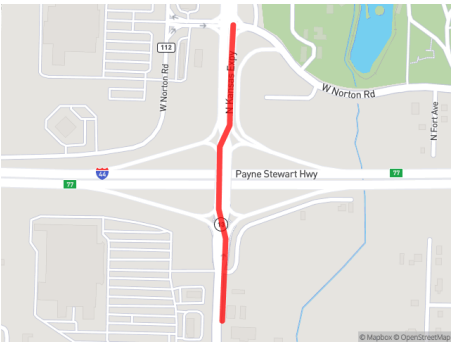
Interchange improvements on Rte. 13 at I-44 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$100,000	$100,000	$168,000	$547,600	-	$915,600
Engineering	NHPP (FHWA)	-	$400,000	$400,000	$672,000	$2,190,400	-	$3,662,400
Total Engineering		-	$500,000	$500,000	$840,000	$2,738,000	-	$4,578,000
ROW	MoDOT	-	-	-	$997,200	-	-	$997,200
ROW	NHPP (FHWA)	-	-	-	$3,988,800	-	-	$3,988,800
Total ROW		-	-	-	$4,986,000	-	-	$4,986,000
Construction	MoDOT	-	-	-	-	$4,097,800	-	$4,097,800
Construction	NHPP (FHWA)	-	-	-	-	$16,391,200	-	$16,391,200
Total Construction		-	-	-	-	$20,489,000	-	$20,489,000
Total Programmed		**-**	**$500,000**	**$500,000**	**$5,826,000**	**$23,227,000**	**-**	**$30,053,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $24,042,400 (0%)
TOTAL PROJECT COST	Increased from $0 to $30,053,000 (0%)



SP2302-23 - KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$9,851,000

MoDoT ID	Federal ID	Project From	Project To
JSU0093	-	Sunshine Street (Rte. 413)	Grand Street

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

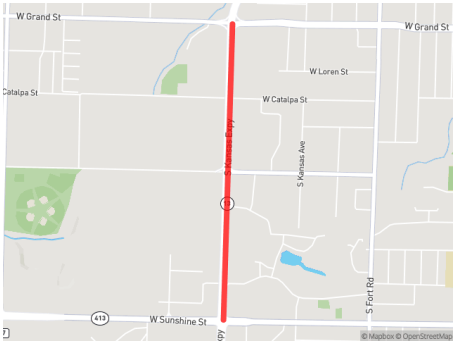
Capital improvement on Kansas Expressway (Rte. 13) from Sunshine Street (Rte. 413) to Grand Street in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$32,000	$32,000	$240,000	$480,000	$844,000	$1,628,000
Engineering	MoDOT	-	$8,000	$8,000	$60,000	$120,000	$211,000	$407,000
Total Engineering		-	$40,000	$40,000	$300,000	$600,000	$1,055,000	$2,035,000
ROW	NHPP (FHWA)	-	-	-	$25,600	-	-	$25,600
ROW	MoDOT	-	-	-	$6,400	-	-	$6,400
Total ROW		-	-	-	$32,000	-	-	$32,000
Construction	MoDOT	-	-	-	-	-	$1,556,800	$1,556,800
Construction	NHPP (FHWA)	-	-	-	-	-	$6,227,200	$6,227,200
Total Construction		-	-	-	-	-	$7,784,000	$7,784,000
Total Programmed		**-**	**$40,000**	**$40,000**	**$332,000**	**$600,000**	**$8,839,000**	**$9,851,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $7,880,800 (0%)
TOTAL PROJECT COST	Increased from $0 to $9,851,000 (0%)



SP2303-23 - I-44 SOUND ABATEMENT FROM KANSAS TO US 65

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$6,758,000

MoDoT ID	Federal ID	Project From	Project To
JSU0114	-	Kansas Expressway (Rte. 13)	Rte. 65

Project Considerations

Environmental Justice Area,
Advance Construction

Project Description

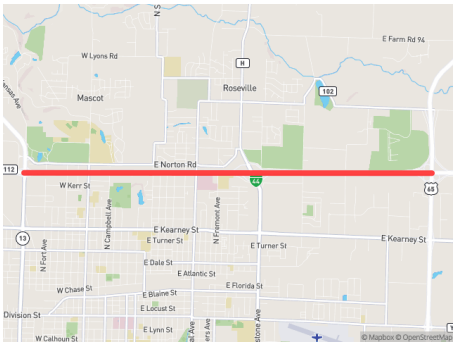
Sound abatement at various locations on I-44 from Kansas Expressway (Rte. 13) to Rte. 65 in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$120,000	$40,000	$40,000	$160,000	$408,000	$768,000
Engineering	MoDOT	-	$30,000	$10,000	$10,000	$40,000	$102,000	$192,000
Total Engineering		-	$150,000	$50,000	$50,000	$200,000	$510,000	$960,000
ROW	MoDOT-AC	-	-	-	-	$1,600	-	$1,600
ROW	MoDOT	-	-	-	-	$400	-	$400
Total ROW		-	-	-	-	$2,000	-	$2,000
Construction	MoDOT-AC	-	-	-	-	-	$4,636,800	$4,636,800
Construction	MoDOT	-	-	-	-	-	$1,159,200	$1,159,200
Total Construction		-	-	-	-	-	$5,796,000	$5,796,000
Total Programmed		**-**	**$150,000**	**$50,000**	**$50,000**	**$202,000**	**$6,306,000**	**$6,758,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $6,758,000 (0%)



SP2304-23 - BRIDGE PAINTING ON US 160, ROUTES 266 AND FF AND REPUBLIC STREET

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,546,000

MoDoT ID	Federal ID	Project From	Project To
JSU0051	-	over James River Freeway, over I-44	-

Project Considerations

Environmental Justice Area

Project Description

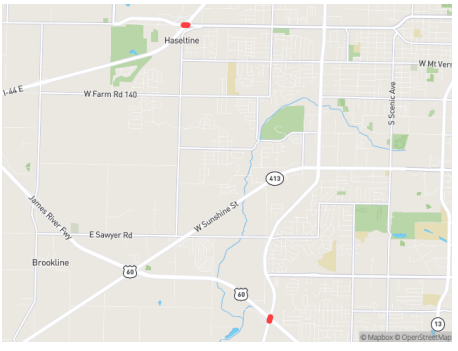
Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60 and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$2,000	$4,800	$8,000	$33,600	-	$48,400
Engineering	NHPP (FHWA)	-	$8,000	$19,200	$32,000	$134,400	-	$193,600
Total Engineering		-	$10,000	$24,000	$40,000	$168,000	-	$242,000
Construction	NHPP (FHWA)	-	-	-	-	$1,043,200	-	$1,043,200
Construction	MoDOT	-	-	-	-	$260,800	-	$260,800
Total Construction		-	-	-	-	$1,304,000	-	$1,304,000
Total Programmed		**-**	**$10,000**	**$24,000**	**$40,000**	**$1,472,000**	**-**	**$1,546,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $1,236,800 (0%)
TOTAL PROJECT COST	Increased from $0 to $1,546,000 (0%)



SP2305-23 - BRIDGE IMPROVEMENT OVER I-44

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Bridge	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,104,000

MoDoT ID	Federal ID	Project From	Project To
JSU0066	-	over I-44	-

Project Considerations

Bike/Ped Plan

Project Description

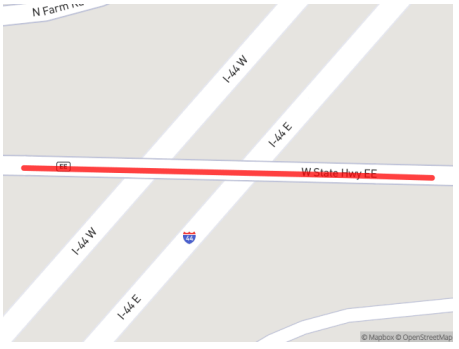
Bridge improvement on Route EE over I-44 in Springfield. Project involves bridge A0713.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$24,000	$26,400	$99,200	-	-	$149,600
Engineering	MoDOT	-	$6,000	$6,600	$24,800	-	-	$37,400
Total Engineering		-	$30,000	$33,000	$124,000	-	-	$187,000
Construction	NHPP (FHWA)	-	-	-	$733,600	-	-	$733,600
Construction	MoDOT	-	-	-	$183,400	-	-	$183,400
Total Construction		-	-	-	$917,000	-	-	$917,000
Total Programmed		**-**	**$30,000**	**$33,000**	**$1,041,000**	**-**	**-**	**$1,104,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $883,200 (0%)
TOTAL PROJECT COST	Increased from $0 to $1,104,000 (0%)



SP2306-23 - ROUNDABOUT ON RTE. 266

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$5,339,000

MoDoT ID	Federal ID	Project From	Project To
JSU0080	-	at Rte. Ab, at Rte. B west of Springfield	-

Project Considerations

-

Project Description

Add roundabout at Rte. AB and at Rte. B west of Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$60,000	$90,000	-	-	-	$150,000
Engineering	MoDOT-AC	-	$240,000	$360,000	-	-	-	$600,000
Total Engineering		-	$300,000	$450,000	-	-	-	$750,000
ROW	MoDOT-AC	-	$400,000	-	-	-	-	$400,000
ROW	MoDOT	-	$100,000	-	-	-	-	$100,000
Total ROW		-	$500,000	-	-	-	-	$500,000
Construction	MoDOT	-	-	$817,800	-	-	-	$817,800
Construction	MoDOT-AC	-	-	$3,271,200	-	-	-	$3,271,200
Total Construction		-	-	$4,089,000	-	-	-	$4,089,000
Total Programmed		**-**	**$800,000**	**$4,539,000**	**-**	**-**	**-**	**$5,339,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $0 to $5,339,000 (0%)



SP2307-23 - SYSTEM IMPROVEMENTS ON KEARNEY FROM AIRPORT TO LECOMPTE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$2,272,000

MoDoT ID	Federal ID	Project From	Project To
JSU0085	-	Springfield-Branson National Airport	LeCompte Avenue

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

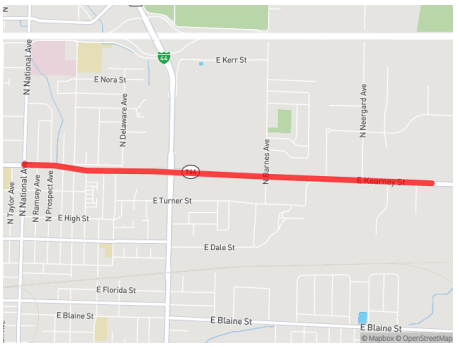
Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$568,000	-	-	-	-	$568,000
Engineering	MoDOT	-	$142,000	-	-	-	-	$142,000
Total Engineering		-	$710,000	-	-	-	-	$710,000
ROW	NHPP (FHWA)	-	$1,600	-	-	-	-	$1,600
ROW	MoDOT	-	$400	-	-	-	-	$400
Total ROW		-	$2,000	-	-	-	-	$2,000
Construction	NHPP (FHWA)	-	$1,248,000	-	-	-	-	$1,248,000
Construction	MoDOT	-	$312,000	-	-	-	-	$312,000
Total Construction		-	$1,560,000	-	-	-	-	$1,560,000
Total Programmed		**-**	**$2,272,000**	**-**	**-**	**-**	**-**	**$2,272,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $1,817,600 (0%)
TOTAL PROJECT COST	Increased from $0 to $2,272,000 (0%)



SP2308-23 - J-TURNS ON US 65 AT BLUEGRASS ROAD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Safety	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,772,000

MoDoT ID	Federal ID	Project From	Project To
JSU0101	-	at Bluegrass Road (County Road 94)	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

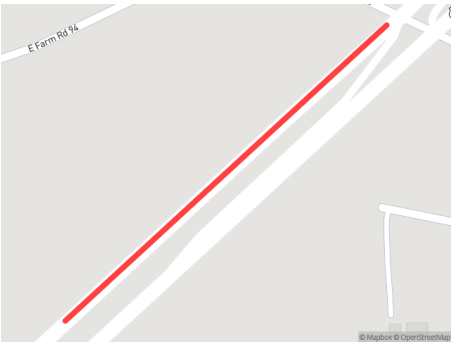
Add J-turn at Bluegrass Road (Farm Road 94).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; $840,000 Open Container Funds

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	-	$90,000	$272,700	-	-	-	$362,700
Engineering	MoDOT	-	$10,000	$30,300	-	-	-	$40,300
Total Engineering		-	$100,000	$303,000	-	-	-	$403,000
Construction	SAFETY (FHWA)	-	-	$1,232,100	-	-	-	$1,232,100
Construction	MoDOT	-	-	$136,900	-	-	-	$136,900
Total Construction		-	-	$1,369,000	-	-	-	$1,369,000
Total Programmed		**-**	**$100,000**	**$1,672,000**	**-**	**-**	**-**	**$1,772,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $1,594,800 (0%)
TOTAL PROJECT COST	Increased from $0 to $1,772,000 (0%)



SP2309-23 - JAMES RIVER FREEWAY PAVEMENT RESURFACING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$652,000

MoDoT ID	Federal ID	Project From	Project To
JSU0014	-	I-44	Rte. 60

Project Considerations

-

Project Description

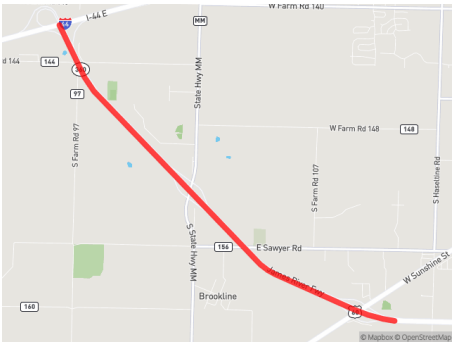
Pavement resurfacing from I-44 to Rte. 60 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$1,800	$11,800	-	-	-	$13,600
Engineering	NHPP (FHWA)	-	$7,200	$47,200	-	-	-	$54,400
Total Engineering		-	$9,000	$59,000	-	-	-	$68,000
Construction	MoDOT	-	-	$116,800	-	-	-	$116,800
Construction	NHPP (FHWA)	-	-	$467,200	-	-	-	$467,200
Total Construction		-	-	$584,000	-	-	-	$584,000
Total Programmed		**-**	**$9,000**	**$643,000**	**-**	**-**	**-**	**$652,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $521,600 (0%)
TOTAL PROJECT COST	Increased from $0 to $652,000 (0%)



SP2310-23 - I-44 ADD LANES AND REPLACE BRIDGES FROM KANSAS TO GLENSTONE IN SPRINGFIELD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$27,859,000

MoDoT ID	Federal ID	Project From	Project To
JSU0076	-	Kansas Expressway (Rte. 13), Kansas Expy	Glenstone Avenue (Rte. H), Glenstone Ave

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

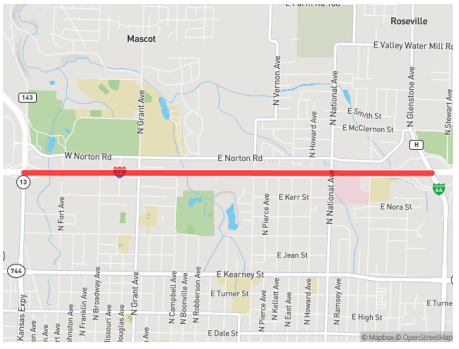
Add lanes and replace bridges on I-44 from Kansas Expressway (Rte. 13) to Glenstone Avenue (Rte. H) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$80,000	$80,000	$280,000	-	-	$440,000
Engineering	NHPP (FHWA)	-	$720,000	$720,000	$2,520,000	-	-	$3,960,000
Total Engineering		-	$800,000	$800,000	$2,800,000	-	-	$4,400,000
Construction	NHPP (FHWA)	-	-	-	$21,113,100	-	-	$21,113,100
Construction	MoDOT	-	-	-	$2,345,900	-	-	$2,345,900
Total Construction		-	-	-	$23,459,000	-	-	$23,459,000
Total Programmed		**-**	**$800,000**	**$800,000**	**$26,259,000**	**-**	**-**	**$27,859,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $25,073,100 (0%)
TOTAL PROJECT COST	Increased from $0 to $27,859,000 (0%)



ST2201-22 - MO 125 INTERSECTION IMPROVEMENTS IN STRAFFORD

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	System Improvement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Strafford	Programmed	$5,055,000

MoDoT ID	Federal ID	Project From	Project To
J8S3238	S604064	0.2 mile north of Evergreen Street	0.1 mile west of Washington Avenue

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

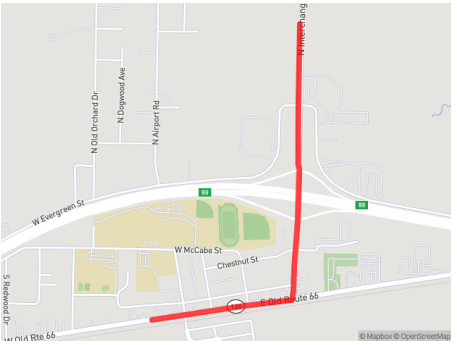
Intersection improvements at various locations from 0.2 miles north of Evergreen Street to 0.1 miles west of Washington Avenue in Strafford.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	$24,000	$106,000	$107,400	-	-	-	$237,400
Engineering	MoDOT-AC	$96,000	$424,000	$429,600	-	-	-	$949,600
Total Engineering		$120,000	$530,000	$537,000	-	-	-	$1,187,000
ROW	MoDOT	-	$31,000	-	-	-	-	$31,000
ROW	MoDOT-AC	-	$124,000	-	-	-	-	$124,000
Total ROW		-	$155,000	-	-	-	-	$155,000
Construction	MoDOT	-	-	$742,600	-	-	-	$742,600
Construction	MoDOT-AC	-	-	$2,970,400	-	-	-	$2,970,400
Total Construction		-	-	$3,713,000	-	-	-	$3,713,000
Total Programmed		**$120,000**	**$685,000**	**$4,250,000**	**-**	**-**	**-**	**$5,055,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000)
PROJECT CHANGES	Description changed from "Intersection improvements at various locations in Strafford." to "Intersection improvements at various locations from 0.2 miles north of Evergreen Street to 0.1 miles west of Washington Avenue in Strafford." Plan Revision Name changed from "22Adopted" to "23Draft" Project Considerations changed from "Bike/Ped Plan, Advance Construction" to "Environmental Justice Area, Bike/Ped Plan, Advance Construction"
FUNDING CHANGES	**MoDOT** + Increase funds in FFY 2023 in ENG from $26,000 to $106,000 + Increase funds in FFY 2023 in ROW from $2,000 to $31,000 + Increase funds in FFY 2024 in ENG from $72,000 to $107,400 + Increase funds in FFY 2024 in CON from $322,600 to $742,600 **MoDOT-AC** + Increase funds in FFY 2023 in ENG from $104,000 to $424,000 + Increase funds in FFY 2023 in ROW from $8,000 to $124,000 + Increase funds in FFY 2024 in ENG from $288,000 to $429,600 + Increase funds in FFY 2024 in CON from $1,290,400 to $2,970,400
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $2,233,000 to $5,055,000 (126.38%)



ST2301-23 - I-44 PAVEMENT RESURFACING FROM MO 125 TO WEBSTER COUNTY LINE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Sponsored by MoDOT	Asset Management - Pavement	MoDOT

County	Municipality	Status	Total Cost
Greene County	Strafford	Programmed	$450,000

MoDoT ID	Federal ID	Project From	Project To
JSU0013	-	0.5 mile east of Rte. 125	Webster County Line (OTO Boundary)

Project Considerations

Environmental Justice Area

Project Description

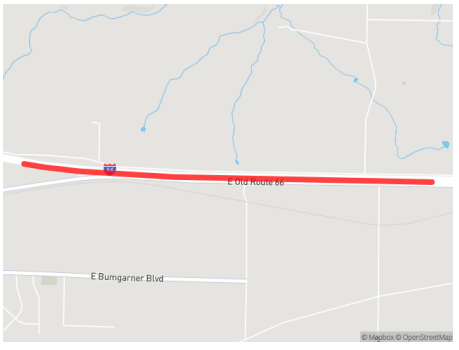
Pavement resurfacing on I-44 from 0.5 miles east of Rte. 125 in Strafford to the Webster County line.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT	-	$200	$600	$4,000	-	-	$4,800
Engineering	NHPP (FHWA)	-	$1,800	$5,400	$36,000	-	-	$43,200
Total Engineering		-	$2,000	$6,000	$40,000	-	-	$48,000
Construction	NHPP (FHWA)	-	-	-	$361,800	-	-	$361,800
Construction	MoDOT	-	-	-	$40,200	-	-	$40,200
Total Construction		-	-	-	$402,000	-	-	$402,000
Total Programmed		**-**	**$2,000**	**$6,000**	**$442,000**	**-**	**-**	**$450,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $405,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $450,000 (0%)



PROJECTS

SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

CU – CITY UTILITIES

MO – MISSOURI DEPARTMENT OF TRANSPORTATION

PROVIDERS

CITY UTILITIES

City Utilities is the primary fixed-route transit operator in the OTO region, and as such, is the designated recipient for Federal Transit Administration Funding. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition. CU Transit operates both day and night routes, as well as on weekends and holidays. Routes and schedules may be found at http://www.cityutilities.net/transit/transit.htm.

Beyond operating the transit system, City Utilities has partnered with the City of Springfield to build sidewalks along bus routes and to construct ADA accessible bus stops. Using their Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and formerly New Freedom funding, this partnership has allowed for improved access along several major routes and near critical facilities.

MISSOURI STATE UNIVERSITY

Missouri State University contracts with a private provider for regular shuttle service in and around the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session. MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion.

HUMAN SERVICE TRANSPORTATION PROVIDERS

Numerous agencies provide additional human-service transportation throughout the region. Some serve only their specific clients, and others, like OATS, Inc., provide demand-response service for the disabled and elderly in Springfield, and the general public in Christian and Greene Counties.

INTERCITY SURFACE TRANSPORTATION

The OTO region is currently served by two inter-city bus companies, Greyhound Lines, Inc., which serves over 2,400 destinations in North America and Jefferson Lines, which has stops in fourteen states and twenty stops in Missouri, including Springfield. There are 31 cities with Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Hollister, near Branson, is also served by Greyhound. The Greyhound bus station in Springfield is moving to the western edge of Springfield. Greyhound's service to Jefferson City, Kansas City, and St. Louis provides a connection to Amtrak service. Jefferson Lines uses the Greyhound station in Springfield as a stop. Southwest Missouri is not served by passenger train service.

PROJECT PRIORITIZATION

The Transit section of the Transportation Improvement Program is intended to be a program of all federally- and state-funded transit projects.

REVENUE SOURCES

A detailed discussion of the federal, state, and local revenue sources and amounts of available funding may be found in Section G: Fiscal Constraint of this document.

5307 URBANIZED AREA FORMULA PROGRAM

The purpose of the Urbanized Area Funding Program is to make Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated by the U.S. Department of Commerce, Bureau of the Census.

PROJECT SELECTION PROCEDURE

As the designated recipient for FTA Section 5307 funding, City Utilities Transit's responsibilities include allocating the relevant apportionment among recipients in the urbanized area, in coordination with OTO, and identifying and selecting the projects that OTO will include in this TIP.

If another public entity that is legally eligible under federal transit laws desires to use Section 5307 funding, OTO must be contacted to start the process of cooperatively determining funding eligibility. This can be done at any time by calling the OTO Executive Director at (417) 865-3042, extension 102. Until another entity is determined to be eligible for this funding, an application process is not required for City Utilities to select the projects that will use this funding.

DIRECT RECIPIENT AND SUB-RECIPIENT ELIGIBILITY

FTA Circular 9030.1E, Chapter II, Section 8 defines direct recipient and sub-recipient eligibility, as well as outlines requirements that must be followed for Section 5307 funding to be used by an entity other than the designated recipient.

Essentially, the designated recipient may authorize a direct recipient to receive grants directly from FTA. The designated recipient must inform FTA of the arrangement in a "split letter," which establishes the allocation of Section 5307 funds in an urbanized area over 200,000 population. A public agency other than the designated recipient may apply for some or all of the 5307 apportionment if (1) the designated recipient authorizes the public agency to do so, (2) the public agency submits an independent grant application, and (3) the designated recipient and the public agency execute a supplemental agreement releasing the designated recipient of any liability. The amount of funds available to direct recipients is determined cooperatively by public transit providers, the OTO, and the designated recipient.

A section 5307 recipient, whether a designated or direct recipient, may choose to pass its grant funds to another entity or sub-recipient. A sub-recipient arrangement does not relieve the original recipient of its responsibilities to carry out the terms and conditions of the grant agreement. Eligible sub-recipients (1) are public entities otherwise eligible to become direct recipients or (2) may be private non-profit operators for purposes of carrying out eligible job access and reverse commute projects.

Official guidance on the Urbanized Area Formula Program can be found on the FTA website - https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program provides grant funds to urbanized areas for public transportation and allows for investments in vehicles, capital projects, and operating assistance provided said investments are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities.

FTA 5310 guidance requires a minimum of 55 percent of the apportionment to be allocated to capital purchases for human service agencies. OTO has decided to allocate 35 percent for capital and operations expenses and projects which go beyond the ADA, with the remaining 10 percent held for administration.

PROJECT SELECTION PROCEDURE

Two documents govern the prioritization of Section 5310 projects. One is the Program Management Plan (PMP) and the other is the Transit Coordination Plan (TCP). The Transit Coordination Plan fulfills the requirement for a coordinated public transit human service transportation plan. This Plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, while providing strategies for meeting these needs and prioritizing transportation services for funding and implementation.

The Program Management Plan describes the process by which projects identified in the Transit Coordination Plan are selected for 5310 funding. The PMP addresses the program goals and objectives; roles and responsibilities of the OTO, City Utilities Transit, and MoDOT; the coordination of these activities; eligible sub-recipients; local share and local funding requirements; project selection criteria and the method for distributing funds; the development and approval of the annual program of projects; and other items related to the administration of Section 5310 funding.

The most recent Transit Coordination Plan was adopted by the OTO Board of Directors in June 2017. The Program Management Plan was most recently updated in February 2018. These documents do an excellent job of identifying projects and defining how they are prioritized.

To learn more, the PMP and TCP are both available on the OTO website at http://www.ozarkstransportation.org.

5339 BUS AND BUS FACILITIES

The Bus and Bus Facility (5339) program provides grant funds to urbanized areas for public transportation and allows investments in capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. OTO is supportive of local applications for the federal competitive grant program.

PROJECT SELECTION PROCEDURE

If another public entity that is legally eligible under federal transit laws desires to use Section 5339 funding, OTO must be contacted to start the process of cooperatively determining funding eligibility. This can be done at any time by calling the OTO Executive Director at (417) 865-3042, extension 102. Until another entity is determined to be eligible for this funding, an application process is not required for City Utilities to select the projects that will use this funding.

DIRECT RECIPIENT AND SUB-RECIPIENT ELIGIBILITY

Per the FTA website, "eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311." Also per the FTA website, a subrecipient is "an eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation."

Project Overview

25 Projects Listed

CU2008-20A6 - 2020 CARES ACT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Operations	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$7,633,199

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

In response to the COVID-19 pandemic, FTA allocated CU Transit $7,633,199 with no required match, to support capital, operating, and other expenses eligible under Section 5307.

Funding Source Notes

Non-Federal Funding Source: N/A; 100% Federally Funded

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5307-CARES (FTA)	$6,000,000	$1,633,199	-	-	-	-	$7,633,199
Total Capital		$6,000,000	$1,633,199	-	-	-	-	$7,633,199
Total Programmed		**$6,000,000**	**$1,633,199**	**-**	**-**	**-**	**-**	**$7,633,199**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same $7,633,199
TOTAL PROJECT COST	Stays the same $7,633,199

CU2204-19 - FY 2022 PURCHASE 2 PARATRANSIT BUSES

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$366,772

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Capital replacement of two, new paratransit buses to replace 2014 paratransit buses.

Funding Source Notes

Federal Funding Source: FTA Section 5339 FY 2020; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5339 (FTA)	-	$311,756	-	-	-	-	$311,756
Capital	Local	-	$55,016	-	-	-	-	$55,016
Total Capital		-	$366,772	-	-	-	-	$366,772
Total Programmed		**-**	**$366,772**	**-**	**-**	**-**	**-**	**$366,772**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5339 (FTA)** - Decrease funds in FFY 2022 in CAP from $311,756 to $0 + Increase funds in FFY 2023 in CAP from $0 to $311,756 **Local** - Decrease funds in FFY 2022 in CAP from $55,016 to $0 + Increase funds in FFY 2023 in CAP from $0 to $55,016
FEDERAL PROJECT COST	Stays the same $311,756
TOTAL PROJECT COST	Stays the same $366,772

CU2205-22 - FY 2022 ADA PROJECT

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$150,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Project will improve mobility for seniors and individuals with disabilities by removing barriers to transportation services.

Funding Source Notes

Federal Funding Source: FTA Section 5310 FY 2021 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers; FYI: Pending approval from the Local Coordinating Board for Transit

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	Local	-	$30,000	-	-	-	-	$30,000
Capital	5310-Capital (FTA)	-	$120,000	-	-	-	-	$120,000
Total Capital		-	$150,000	-	-	-	-	$150,000
Total Programmed		**-**	**$150,000**	**-**	**-**	**-**	**-**	**$150,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5310-Capital (FTA)** - Decrease funds in FFY 2022 in CAP from $120,000 to $0 + Increase funds in FFY 2023 in CAP from $0 to $120,000 **Local** - Decrease funds in FFY 2022 in CAP from $30,000 to $0 + Increase funds in FFY 2023 in CAP from $0 to $30,000
FEDERAL PROJECT COST	Stays the same $120,000
TOTAL PROJECT COST	Stays the same $150,000

CU2300-20 - FY 2023 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Operations	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$7,830,598

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Operating assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Operations	MoDOT	-	$43,500	-	-	-	-	$43,500
Operations	5307-Operating (FTA)	-	$2,515,406	-	-	-	-	$2,515,406
Operations	Local	-	$5,271,692	-	-	-	-	$5,271,692
Total Operations		-	$7,830,598	-	-	-	-	$7,830,598
Total Programmed		**-**	**$7,830,598**	**-**	**-**	**-**	**-**	**$7,830,598**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5307-Operating (FTA)** + Increase funds in FFY 2023 in OPER from $1,854,074 to $2,515,406 **Local** - Decrease funds in FFY 2023 in OPER from $5,991,692 to $5,271,692
FEDERAL PROJECT COST	Increased from $1,854,074 to $2,515,406 (35.67%)
TOTAL PROJECT COST	Decreased from $7,889,266 to $7,830,598 (-0.74%)

CU2301-20 - FY 2023 PREVENTATIVE MAINTENANCE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Maintenance	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$950,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Subsidy of preventive maintenance expenses for existing public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Maintenance	Local	-	$190,000	-	-	-	-	$190,000
Maintenance	5307-Preventative Maintenance (FTA)	-	$760,000	-	-	-	-	$760,000
Total Maintenance		-	$950,000	-	-	-	-	$950,000
Total Programmed		**-**	**$950,000**	**-**	**-**	**-**	**-**	**$950,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5307-Operating (FTA)** - Decrease funds in FFY 2023 in MAINT from $760,000 to $0 **5307-Preventative Maintenance (FTA)** + Increase funds in FFY 2023 in MAINT from $0 to $760,000
FEDERAL PROJECT COST	Stays the same $760,000
TOTAL PROJECT COST	Stays the same $950,000

CU2302-20 - FY 2023 TRANSIT PLANNING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Planning	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$210,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	$168,000	-	-	-	-	$168,000
Planning	Local	-	$42,000	-	-	-	-	$42,000
Total Planning		-	$210,000	-	-	-	-	$210,000
Total Programmed		**-**	**$210,000**	**-**	**-**	**-**	**-**	**$210,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5307-Planning (FTA)** - Decrease funds in FFY 2023 in PLN from $168,001 to $168,000
FEDERAL PROJECT COST	Decreased from $168,001 to $168,000 (0.00%)
TOTAL PROJECT COST	Decreased from $210,001 to $210,000 (0.00%)

CU2303-20 - FY 2023 TRANSIT SECURITY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Safety and Security	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$43,480

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	Local	-	$8,698	-	-	-	-	$8,698
Capital	5307-Security (FTA)	-	$34,782	-	-	-	-	$34,782
Total Capital		-	$43,480	-	-	-	-	$43,480
Total Programmed		**-**	**$43,480**	**-**	**-**	**-**	**-**	**$43,480**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5307-Security (FTA)** + Increase funds in FFY 2023 in CAP from $28,102 to $34,782 **Local** + Increase funds in FFY 2023 in CAP from $7,200 to $8,698
FEDERAL PROJECT COST	Increased from $28,102 to $34,782 (23.77%)
TOTAL PROJECT COST	Increased from $35,302 to $43,480 (23.17%)

CU2401-22 - FY 2024 PURCHASE PARATRANSIT BUSES

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$847,100

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Capital replacement of 4 new paratransit buses to replace 2016 paratransit buses.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; Federal Funding Source: FTA FY 2021 5339 and FY 2020 State (MoDOT)

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5339 (FTA)	-	-	$720,000	-	-	-	$720,000
Capital	Local	-	-	$127,100	-	-	-	$127,100
Total Capital		-	-	$847,100	-	-	-	$847,100
Total Programmed		**-**	**-**	**$847,100**	**-**	**-**	**-**	**$847,100**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5339 (FTA)** + Increase funds in FFY 2024 in CAP from $470,000 to $720,000 **Local** + Increase funds in FFY 2024 in CAP from $113,824 to $127,100
FEDERAL PROJECT COST	Increased from $470,000 to $720,000 (53.19%)
TOTAL PROJECT COST	Increased from $583,824 to $847,100 (45.10%)

CU2402-22 - FY 2024 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Operations	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$7,830,598

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Operating assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Operations	MoDOT	-	-	$43,500	-	-	-	$43,500
Operations	Local	-	-	$5,271,692	-	-	-	$5,271,692
Operations	5307-Operating (FTA)	-	-	$2,515,406	-	-	-	$2,515,406
Total Operations		-	-	$7,830,598	-	-	-	$7,830,598
Total Programmed		**-**	**-**	**$7,830,598**	**-**	**-**	**-**	**$7,830,598**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5307-Operating (FTA)** + Increase funds in FFY 2024 in OPER from $1,909,820 to $2,515,406 **Local** - Decrease funds in FFY 2024 in OPER from $5,991,692 to $5,271,692
FEDERAL PROJECT COST	Increased from $1,909,820 to $2,515,406 (31.71%)
TOTAL PROJECT COST	Decreased from $7,945,012 to $7,830,598 (-1.44%)

CU2403-22 - FY 2024 PREVENTATIVE MAINTENANCE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Maintenance	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$950,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Subsidy of preventative maintenance expenses for existing public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU will be requesting Preventative Maintenance funding for FY 2024 on Section 5307 Application

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	-	$760,000	-	-	-	$760,000
Maintenance	Local	-	-	$190,000	-	-	-	$190,000
Total Maintenance		-	-	$950,000	-	-	-	$950,000
Total Programmed		**-**	**-**	**$950,000**	**-**	**-**	**-**	**$950,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5307-Operating (FTA)** - Decrease funds in FFY 2024 in MAINT from $760,000 to $0 **5307-Preventative Maintenance (FTA)** + Increase funds in FFY 2024 in MAINT from $0 to $760,000
FEDERAL PROJECT COST	Stays the same $760,000
TOTAL PROJECT COST	Stays the same $950,000

CU2404-22 - FY 2024 TRANSIT PLANNING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Planning	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$210,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Planning	Local	-	-	$42,000	-	-	-	$42,000
Planning	5307-Planning (FTA)	-	-	$168,000	-	-	-	$168,000
Total Planning		-	-	$210,000	-	-	-	$210,000
Total Programmed		**-**	**-**	**$210,000**	**-**	**-**	**-**	**$210,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5307-Planning (FTA)** - Decrease funds in FFY 2024 in PLN from $168,001 to $168,000
FEDERAL PROJECT COST	Decreased from $168,001 to $168,000 (0.00%)
TOTAL PROJECT COST	Decreased from $210,001 to $210,000 (0.00%)

CU2405-22 - FY 2024 TRANSIT SECURITY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Safety and Security	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$43,480

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for FTA Section 5307 funding.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	-	$34,782	-	-	-	$34,782
Capital	Local	-	-	$8,698	-	-	-	$8,698
Total Capital		-	-	$43,480	-	-	-	$43,480
Total Programmed		**-**	**-**	**$43,480**	**-**	**-**	**-**	**$43,480**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5307-Security (FTA)** + Increase funds in FFY 2024 in CAP from $28,665 to $34,782 **Local** + Increase funds in FFY 2024 in CAP from $7,000 to $8,698
FEDERAL PROJECT COST	Increased from $28,665 to $34,782 (21.34%)
TOTAL PROJECT COST	Increased from $35,665 to $43,480 (21.91%)

CU2501-22 - FY 2025 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Operations	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$7,830,598

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Operating assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Operations	Local	-	-	-	$5,271,692	-	-	$5,271,692
Operations	MoDOT	-	-	-	$43,500	-	-	$43,500
Operations	5307-Operating (FTA)	-	-	-	$2,515,406	-	-	$2,515,406
Total Operations		-	-	-	$7,830,598	-	-	$7,830,598
Total Programmed		**-**	**-**	**-**	**$7,830,598**	**-**	**-**	**$7,830,598**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5307-Operating (FTA)** + Increase funds in FFY 2025 in OPER from $1,966,577 to $2,515,406 **Local** - Decrease funds in FFY 2025 in OPER from $5,991,692 to $5,271,692
FEDERAL PROJECT COST	Increased from $1,966,577 to $2,515,406 (27.91%)
TOTAL PROJECT COST	Decreased from $8,001,769 to $7,830,598 (-2.14%)

CU2502-22 - FY 2025 PREVENTATIVE MAINTENANCE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Maintenance	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$950,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Subsidy of preventative maintenance expenses for existing public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Maintenance	Local	-	-	-	$190,000	-	-	$190,000
Maintenance	5307-Preventative Maintenance (FTA)	-	-	-	$760,000	-	-	$760,000
Total Maintenance		-	-	-	$950,000	-	-	$950,000
Total Programmed		**-**	**-**	**-**	**$950,000**	**-**	**-**	**$950,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5307-Operating (FTA)** - Decrease funds in FFY 2025 in MAINT from $760,000 to $0 **5307-Preventative Maintenance (FTA)** + Increase funds in FFY 2025 in MAINT from $0 to $760,000
FEDERAL PROJECT COST	Stays the same $760,000
TOTAL PROJECT COST	Stays the same $950,000

CU2503-22 - FY 2025 TRANSIT PLANNING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Planning	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$210,000

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	-	$168,000	-	-	$168,000
Planning	Local	-	-	-	$42,000	-	-	$42,000
Total Planning		-	-	-	$210,000	-	-	$210,000
Total Programmed		**-**	**-**	**-**	**$210,000**	**-**	**-**	**$210,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5307-Operating (FTA)** - Decrease funds in FFY 2025 in OPER from $168,001 to $0 **5307-Planning (FTA)** + Increase funds in FFY 2025 in PLN from $0 to $168,000 **Local** + Increase funds in FFY 2025 in PLN from $0 to $42,000 - Decrease funds in FFY 2025 in OPER from $42,000 to $0
FEDERAL PROJECT COST	Decreased from $168,001 to $168,000 (0.00%)
TOTAL PROJECT COST	Decreased from $210,001 to $210,000 (0.00%)

CU2504-22 - FY 2025 TRANSIT SECURITY

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Safety and Security	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$43,480

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	-	-	$34,782	-	-	$34,782
Capital	Local	-	-	-	$8,698	-	-	$8,698
Total Capital		-	-	-	$43,480	-	-	$43,480
Total Programmed		**-**	**-**	**-**	**$43,480**	**-**	**-**	**$43,480**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Plan Revision Name changed from "22Adopted" to "23Draft"
FUNDING CHANGES	**5307-Security (FTA)** + Increase funds in FFY 2025 in CAP from $29,238 to $34,782 **Local** - Decrease funds in FFY 2025 in OPER from $7,000 to $0 + Increase funds in FFY 2025 in CAP from $0 to $8,698
FEDERAL PROJECT COST	Increased from $29,238 to $34,782 (18.96%)
TOTAL PROJECT COST	Increased from $36,238 to $43,480 (19.98%)

CU2505-23 - FY25 PURCHASE OF (2) FIXED ROUTE BUSES

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$1,100,000

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

Project Considerations

Bike/Ped Plan

Project Description

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

Funding Source Notes

The 80% federal match will be funded from FY22, FY23 and FY24 Section 5339 discretionary funds. The 20% local share will be funded by CU Farebox, Advertising, and Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	Local	-	-	-	$220,000	-	-	$220,000
Capital	5339 (FTA)	-	-	-	$880,000	-	-	$880,000
Total Capital		-	-	-	$1,100,000	-	-	$1,100,000
Total Programmed		**-**	**-**	**-**	**$1,100,000**	**-**	**-**	**$1,100,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $880,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $1,100,000 (0%)

CU2601-23 - FY 2026 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Operations	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$7,830,598

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Bike/Ped Plan

Project Description

Operating Assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	-	-	$2,515,406	-	$2,515,406
Operations	MoDOT	-	-	-	-	$43,500	-	$43,500
Operations	Local	-	-	-	-	$5,271,692	-	$5,271,692
Total Operations		-	-	-	-	$7,830,598	-	$7,830,598
Total Programmed		**-**	**-**	**-**	**-**	**$7,830,598**	**-**	**$7,830,598**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $2,515,406 (0%)
TOTAL PROJECT COST	Increased from $0 to $7,830,598 (0%)

CU2602-23 - FY 2026 PREVENTATIVE MAINTENANCE

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Maintenance	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$950,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Bike/Ped Plan

Project Description

Subsidy of preventive maintenance expenses for existing public transit service.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	-	-	-	$760,000	-	$760,000
Maintenance	Local	-	-	-	-	$190,000	-	$190,000
Total Maintenance		-	-	-	-	$950,000	-	$950,000
Total Programmed		**-**	**-**	**-**	**-**	**$950,000**	**-**	**$950,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $760,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $950,000 (0%)

CU2603-23 - FY 2026 TRANSIT PLANNING

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Planning	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$210,000

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Bike/Ped Plan

Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	-	-	$168,000	-	$168,000
Planning	Local	-	-	-	-	$42,000	-	$42,000
Total Planning		-	-	-	-	$210,000	-	$210,000
Total Programmed		**-**	**-**	**-**	**-**	**$210,000**	**-**	**$210,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $168,000 (0%)
TOTAL PROJECT COST	Increased from $0 to $210,000 (0%)

CU2604-23 - FY 2026 TRANSIT SECURITY - FTA 5307

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Safety and Security	City Utilities

County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	$43,480

MoDoT ID	Federal ID	Project From	Project To
-	-	N/A	N/A

Project Considerations

Bike/Ped Plan

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Funding Source Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	-	-	-	$34,782	-	$34,782
Capital	Local	-	-	-	-	$8,698	-	$8,698
Total Capital		-	-	-	-	$43,480	-	$43,480
Total Programmed		**-**	**-**	**-**	**-**	**$43,480**	**-**	**$43,480**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from $0 to $34,782 (0%)
TOTAL PROJECT COST	Increased from $0 to $43,480 (0%)

MO1729-19A4 - 5310-TRADITIONAL PROJECTS RESERVE 2021-2023

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$800,841

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

Project Considerations

Environmental Justice Area

Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2021-2023.

Funding Source Notes

Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	$640,673	-	-	-	-	$640,673
Capital	Local	-	$160,168	-	-	-	-	$160,168
Total Capital		-	$800,841	-	-	-	-	$800,841
Total Programmed		**-**	**$800,841**	**-**	**-**	**-**	**-**	**$800,841**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Title changed from "5310-TRADITIONAL PROJECTS RESERVE 2020-2022" to "5310-TRADITIONAL PROJECTS RESERVE 2021-2023" Description changed from "Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2020-2022." to "Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2021-2023." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5310-Capital (FTA)** - Decrease funds in FFY 2022 in CAP from $352,413 to $0 + Increase funds in FFY 2023 in CAP from $0 to $640,673 **Local** - Decrease funds in FFY 2022 in CAP from $88,102 to $0 + Increase funds in FFY 2023 in CAP from $0 to $160,168
FEDERAL PROJECT COST	Increased from $352,413 to $640,673 (81.80%)
TOTAL PROJECT COST	Increased from $440,515 to $800,841 (81.80%)

MO1901-17A5 - 5310-MODOT ADMIN 2019-2023

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$106,221

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

Project Considerations

Environmental Justice Area

Project Description

MoDOT Administration portion of FY 2019 through FY 2023 FTA 5310 funding.

Funding Source Notes

Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: No Local Match Required; FYI: Administered by MoDOT

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Administration	5310-Admin (FTA)	$17,147	$89,074	-	-	-	-	$106,221
Total Administration		$17,147	$89,074	-	-	-	-	$106,221
Total Programmed		**$17,147**	**$89,074**	**-**	**-**	**-**	**-**	**$106,221**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Title changed from "5310-MODOT ADMIN 2019-2022" to "5310-MODOT ADMIN 2019-2023" Description changed from "MoDOT Administration portion of FY 2019 through FY 2022 FTA 5310 funding." to "MoDOT Administration portion of FY 2019 through FY 2023 FTA 5310 funding." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5310-Admin (FTA)** - Decrease funds in FFY 2022 in ADMIN from $55,146 to $0 + Increase funds in FFY 2023 in ADMIN from $0 to $89,074
FEDERAL PROJECT COST	Increased from $72,293 to $106,221 (46.93%)
TOTAL PROJECT COST	Increased from $72,293 to $106,221 (46.93%)

MO2304-22 - 5310-MODOT/OTO ADMIN 2024-2026

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$83,135

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

Project Considerations

Environmental Justice Area

Project Description

MoDOT and OTO Administration portion of FY 2024 through FY 2026 FTA 5310 funding.

Funding Source Notes

Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: No Local Match Required; FYI: $10,000 each year for OTO

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Administration	5310-Admin (FTA)	-	-	$27,165	$27,708	$28,262	-	$83,135
Total Administration		-	-	$27,165	$27,708	$28,262	-	$83,135
Total Programmed		**-**	**-**	**$27,165**	**$27,708**	**$28,262**	**-**	**$83,135**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Title changed from "5310-MODOT/OTO ADMIN 2023-2025" to "5310-MODOT/OTO ADMIN 2024-2026" Description changed from "MoDOT and OTO Administration portion of FY 2023 through FY 2025 FTA 5310 funding." to "MoDOT and OTO Administration portion of FY 2024 through FY 2026 FTA 5310 funding." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5310-Admin (FTA)** - Decrease funds in FFY 2023 in ADMIN from $23,075 to $0 + Increase funds in FFY 2024 in ADMIN from $0 to $27,165 - Decrease funds in FFY 2024 in ADMIN from $23,459 to $0 + Increase funds in FFY 2025 in ADMIN from $0 to $27,708 - Decrease funds in FFY 2025 in ADMIN from $23,850 to $0 + Increase funds in FFY 2026 in ADMIN from $0 to $28,262
FEDERAL PROJECT COST	Increased from $70,384 to $83,135 (18.12%)
TOTAL PROJECT COST	Increased from $70,384 to $83,135 (18.12%)

MO2305-22 - 5310-TRADITIONAL PROJECTS RESERVE 2024-2026

Plan Revision	Section	Project Type	Lead Agency
23Draft	Transit	Transit Capital	MoDOT

County	Municipality	Status	Total Cost
Area Wide	Area Wide	Programmed	$877,115

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

Project Considerations

Environmental Justice Area

Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2024-2026.

Funding Source Notes

Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	-	$197,959	$249,373	$254,360	-	$701,692
Capital	Local	-	-	$49,490	$62,343	$63,590	-	$175,423
Total Capital		-	-	$247,449	$311,716	$317,950	-	$877,115
Total Programmed		**-**	**-**	**$247,449**	**$311,716**	**$317,950**	**-**	**$877,115**

CURRENT CHANGE REASON	Schedule / Funding / Scope
PROJECT CHANGES	Title changed from "5310-TRADITIONAL PROJECTS RESERVE 2023-2025" to "5310-TRADITIONAL PROJECTS RESERVE 2024-2026" Description changed from "Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2023-2025." to "Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2024-2026." Plan Revision Name changed from "22Adopted" to "23Draft" Performance Measure changed from "None" to "Environmental Sustainability"
FUNDING CHANGES	**5310-Capital (FTA)** - Decrease funds in FFY 2023 in CAP from $172,700 to $0 + Increase funds in FFY 2024 in CAP from $176,154 to $197,959 + Increase funds in FFY 2025 in CAP from $179,677 to $249,373 + Increase funds in FFY 2026 in CAP from $0 to $254,360 **Local** - Decrease funds in FFY 2023 in CAP from $43,175 to $0 + Increase funds in FFY 2024 in CAP from $44,039 to $49,490 + Increase funds in FFY 2025 in CAP from $44,919 to $62,343 + Increase funds in FFY 2026 in CAP from $0 to $63,590
FEDERAL PROJECT COST	Increased from $528,531 to $701,692 (32.76%)
TOTAL PROJECT COST	Increased from $660,664 to $877,115 (32.76%)

FISCAL CONSTRAINT

SECTION G

EXPLANATION OF FISCAL CONSTRAINT

OPERATIONS AND MAINTENANCE

DEMONSTRATION OF FISCAL CONSTRAINT

FINANCIAL SUMMARIES

REVENUE

STATE AND FEDERAL SOURCES

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), which authorizes the federal surface transportation program for highways, highway safety, transit, freight, ports and rail through 2026. According to the MoDOT Statewide Transportation Improvement Program, it is estimated that the IIJA Act will provide 26 percent more federal funds to Missouri, annually.

MODOT

MoDOT combines Federal Highway and Transit Administrations funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

About 73 percent of every dollar MoDOT receives comes from fuel taxes. The federal motor fuel tax has not changed since 1993. The state motor fuel tax was increased from 17 cents to 19.5 cents per gallon on October 1, 2021. The last increase was in 1996. The Governor and General Assembly passed Senate Bill 262, which raises Missouri's motor fuel tax an additional 2.5 cents per year for the next five years, when it will be 29.5 cents per gallon and is estimated to generate an additional $500 million in annual revenue.

In the past 10 years, MoDOT has completed 4,300 projects, worth $10.9 billion, at 6.4 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2022-2026 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately $1.5 billion, with nearly 74 percent aimed at meeting asset management goals.

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

Federal Fuel Tax

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants, as well as COVID-19 Relief Fund allocations. Approximately 44 percent of Missouri's transportation revenue comes from the federal government.

State Fuel Tax

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 19.5 cent per gallon tax on gasoline and diesel fuels which must

be spent on highways and bridges. These tax revenues provide approximately 27 percent of transportation revenues.

Motor Vehicle Fees

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 13 percent of transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

Vehicle and Driver Licensing Fees

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 10 percent of transportation revenues MoDOT's transportation revenue. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

Interest

The interest earned on invested funds and other miscellaneous collections provides approximately 4 percent of transportation revenues. Cash balances in all funds for roads and bridges are declining. The cash balance of all funds for roads and bridges is expected to decline from $1,233 million at the beginning of fiscal year 2023 to approximately $520 million by the end of fiscal year 2027. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

State General Revenue Fund

The State General Revenue Fund for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments, and multimodal programs provides about 2 percent of transportation revenue.

FEDERAL-STATEWIDE

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program (STBG)

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Infrastructure Program (HIP)
The Highway Infrastructure Program may annually provide funding through the appropriations process, which is suballocated to the OTO region. Eligible projects have varied slightly from year to year, but are generally limited to construction of highways, bridges, and tunnels. For FY 2019, the elimination of hazards and the installation of protective devices at railway-highway crossing was also an eligible activity.

Highway Safety Improvement Program
The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Penalty Transfer
The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

Funding from this program has allowed Missouri to reduce cross-median fatalities on many of the interstates with the installation of median guard cable and other safety improvements. This funding source will continue to be used on safety initiatives that are focused on reducing problem crash types that are identified in Missouri's Blueprint for Safety.

Statewide Transportation Alternatives Program (STAP)
This is the statewide allocation of the STBG set-aside program for transportation alternatives. MoDOT has committed half of this funding to addressing ADA transition plan compliance.

FEDERAL – SPECIAL PROGRAMS

The FAST Act established, replaced, or continued several "special programs" that are unique compared to traditional federal funding. Several COVID-19 Relief bills have also provided funding to MoDOT and Missouri MPOs.

Disadvantaged Business Enterprise Program
The FAST Act provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately $300,000 annually for this program.

On the Job Training Program
The FAST Act provides funding for On the Job Training activities. Missouri receives approximately $200,000 annually for this program.

Non-State System Bridge Inspection Program
Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately $1 million of Surface Transportation Block Grant funds annually for non-state system bridge inspections.

State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately $3 million in performance of these inspections on the state system.

Preventive Maintenance Program

Missouri continues to work with the Federal Highway Administration (FHWA) to expand federal funding of preventive maintenance efforts for qualifying work. These efforts will include both contract and in-house efforts which are deemed preventive maintenance or have other specific approval by FHWA. Missouri typically spends between $100 to $150 million per year on preventive maintenance activities. Activities currently pursued include: striping, Intelligent Transportation Systems (ITS) maintenance, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, bridge maintenance, and drainage maintenance. MoDOT is also working on future activities to include: sign maintenance, signal maintenance, and highway lighting.

Eligible Operating Costs Program

Missouri is working with FHWA to expand federal reimbursement to eligible operating expenses of the state's transportation system. Certain components of the system require ongoing operating costs to provide continuous operation. Missouri typically spends between $5 and $10 million per year on operating costs related to traffic signals, highway lighting, and ITS. Operating costs include utilities, labor, administrative costs, and system maintenance costs.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. FAST created a new federal funding category, the National Highway Freight Program, for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri Freight Plan Appendix G.

Better Utilizing Investments to Leverage Development (BUILD) Grant

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER Discretionary Grants, Congress has dedicated nearly $8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and

local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)
On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which includes $900 billion in supplemental appropriations for COVID-19 relief, was signed into law. This funding includes $50 million nationally for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants). In Missouri, MoDOT will fully administer the Federal Transit Administration (FTA) Section 5310 program in rural areas (populations less than 50,000) and in small urbanized areas (Columbia, St. Joseph, Joplin, Jefferson City, Cape Girardeau, and Lee's Summit). CRRSAA Section 5310 funding is available for operating assistance at 100% federal share for agencies serving older adults and persons with disabilities. The CRRSAA Section 5310 apportionment for Missouri small urbanized areas is $141,054 and for Missouri rural areas is $307,545. St. Louis and Springfield FTA Section 5310 funds are $352,003 and $50,792, respectively. The Kansas City Section 5310 allocation of $231,773 will not be administered by MoDOT.

HIP-CRRSAA funds are eligible to be used for activities eligible under 23 U.S.C. 133(b) (Surface Transportation Block Grant Program (STBG)) and costs related to to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. The distribution for Missouri is $234.8 million with $206.3 million for any area of the state and $28.5 million for urbanized areas with a population over 200,000.

American Rescue Plan Act of 2021
The $1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill includes $30.5 billion for the transit industry. This bill delivers $50,792 in Section 5310 for the Springfield Urbanized Area.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
The PROTECT Program provides dedicated, formula, and discretionary federal funding to invest in planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Charging and Fueling Infrastructure Program
The Charging and Fueling Infrastructure Program provides dedicated, discretionary federal funds to invest in deploying electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors an in communities.

National Electric Vehicle Program
The National Electric Vehicle Program provides dedicated, formula, and discretionary funds to invest in deploying electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

Reconnecting Communities Pilot Program
The Reconnecting Communities Pilot Program provides dedicated, discretionary federal funds to invest in restoring community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including mobility, access, or economic development.

FEDERAL– REGIONAL SUBALLOCATED

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated Federal Aid Highway Program (FAHP) funding since 2003. OTO has accumulated a balance of previously allocated, but unprogrammed, FAHP funding, referred to as "Carryover Balance" in Table H.2. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

STBG-Urban

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

Highway Infrastructure Program

Funding for the Highway Infrastructure Program has been provided in the FY 2018, FY 2019, FY 2020, and FY 2021 Appropriations bills. A portion of this funding is suballocated to urbanized areas over 200,000 population and is specifically for those projects defined in Section 133 (b)(1)(A) of Title 23, U.S.C., such as the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.

Bridge Formula Program

The BFP, created in IIJA, funds the replacement, rehabilitation, preservation, protection and construction of bridges on public roads. This bill requires 15 percent of funding be spent on off-system structures with the focus being on structures that are in poor condition.

STBG-Set Aside (formerly TAP)

The STBG-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Throughout OTO planning documents, this funding is still referred to as TAP funding.

Carbon Reduction Program

This program funds projects that reduce transportation emissions. Eligible projects include the establishment and operation of traffic monitoring, management and control facilities or programs, advanced transportation and congestion management technologies, deployment of infrastructure-based intelligent transportation systems capital improvements.

LOCAL SOURCES

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

Sales Tax

The Cities of Battlefield, Nixa, Ozark, Republic, and Springfield all have voter-approved transportation sales taxes. Battlefield, Nixa, and Republic each have a 1/2-cent transportation sales tax and Springfield's tax is 1/8-cent. In April 2017, the City of Ozark adopted a 3/8 of one-cent transportation sales tax. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

Neighborhood Improvement District (or Community Improvement District)

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County.

County Funding Sources

The majority of funding for Christian and Greene County projects which appear in the TIP is sourced from STBG-U and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

Greene County levies just over eleven cents per $100 assessed valuation for both real and personal property for the road and bridge fund.

TRANSIT SOURCES

Section 5307 Urbanized Area Formula Program

The Urbanized Area Formula Grants (Section 5307) program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances, areas which operate a maximum of 100 buses in fixed-route service during peak hours.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the specials needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

The Bus and Bus Facilities Grants (Section 5339) program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities

MO HealthNet

City Utilities Transit contracts with the Missouri Department of Social Services each fiscal year for 50 percent of the per trip cost to provide Missouri HealthNet (Medicaid) transportation trips to eligible paratransit passengers.

State Operating Funding

Each year, transit agencies around the state receive a distribution of Missouri General Revenue for operating assistance. This amount of funding has decreased substantially from the original application to the present day. This funding varies from year to year depending upon the State of Missouri budget.

Farebox

City Utilities receives funding through bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

Advertising

City Utilities Transit receives over $100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, revenue estimates are shown in the financial tables at the conclusion of this section. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

OPERATIONS AND MAINTENANCE

ROADWAYS

MODOT

Maintenance costs include MoDOT's salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1.8 percent annually. In fiscal year 2019, MoDOT is budgeting for $503,302,000 in maintenance expenditures that would grow to $534,108,000 at the end of fiscal year 2023.

Calculations are $410,325,110/ 77,553** lane miles of roadway.

This would make MoDOT's cost $5,291 per lane mile.

*Source: Fiscal Year 2022 Budget Approved
** Source: Official 2020 State System Mileage

Assumptions (dollars in thousands)	
Maintenance Operations*	$377,892,474
Fleet Investments*	$32,432,636
Total	**$410,325,110**

LOCAL JURISDICTIONS

There are long standing local funding sources to accomplish the goals and objectives of local, state, and federal transportation programs. Local sponsors use a myriad of local revenues to not only operate and maintain the federally eligible system, but also to match federal funds for projects on it. Revenues to fund operations and maintenance, local match on federal projects or non-federal, regionally significant local projects, come from the cities and counties sponsoring the projects. Those sources include the following:

City and County Distributions (CART Funds): These funds are a combination of Motor Fuel Tax, Vehicle Sales Tax and Vehicle Fees. These funds are distributed from MoDOT revenues to the Cities and Counties through the Department of Revenue. For most instances, these funds fully support the maintenance and operation cost for federally eligible facilities.

Other Committed Funds: Other committed funds are non-federal funds composed of remaining CART funds from previous year distributions, local transportation taxes, grant funds, general revenues and special use initiative funds. These funds are used when total program commitments exceed the available CART funds. When a local sponsor wants to program a project, they commit to providing the non-federal local match in excess of the CART funds through these sources.Each jurisdiction has provided the annual maintenance costs for roadways per lane mile. These costs were then divided into the total number of lane miles and multiplied by the federal-aid highway miles. MoDOT's 1.8 percent inflation factor was used for all of these costs.

Local Public Agency Capacity regarding operations and maintenance is shown in the financial tables at the conclusion of this section.

TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds. Inflation rates for 5307 funding are about 2 percent over the timeline of the TIP, per BIL funding levels. Inflation rates for City Utilities provided funding averages about 2.4 percent annually, however different line items may vary in their inflation rates and additional costs related to capital purchases are also considered when estimating the funding projections in the out years.

City Utilities' capacity regarding operations and maintenance is shown in the financial tables at the conclusion of this section.

FISCAL CAPACITY

PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2023-2027 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.3 percent, but in recent years has been just over 3 percent, with the last twelve months between 4 and 6 percent. Current costs are reflected in cost estimates.

ADVANCE CONSTRUCTION

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation Block Program (STBG) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

TRANSIT 5310 PROGRAM OF PROJECTS

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region. The following pages outline the use of this funding from FY 2018 through FY 2026 as previously and currently programmed.

Traditional Section 5310							
Program of Projects and Subrecipients	**Project Description**	**Quantity**	**Funding Year**	**Status**	**FTA Amount**	**Local Amount**	**Total Amount**
Arc of the Ozarks MO1702-17A5	Med. Roof Long Conversion with ADA Flip Seats	1	FY 2018	Ordered	$45,766	$11,441	$57,207
OATS, Inc. MO1704-17A5	High Roof Long Conversion Van with ADA Flip Seats	2	FY 2018	Ordered	$102,146	$25,536	$127,682
Springfield-GC Parks MO1907-19A4	Wide Body Cutaway, Floor Plan GG	1	FY 2019	Programmed	$52,000	$13,000	$65,000
Arc of the Ozarks MO1908-19A4	Med. Roof Long Conversion with ADA Flip Seats	2	FY 2019	Ordered	$91,532	$22,882	$114,414
OATS, Inc. MO1909-19A4	Med. Roof Long Conversion with ADA Flip Seats	1	FY 2019	Ordered	$38,722	$9,680	$48,402
OATS, Inc. MO1910-19A4	Wide Body Cutaway, Floor Plan II	3	FY 2020	Ordered	$188,025	$47,007	$235,032
MoDOT Traditional Reserve MO1729-19A4	N/A	N/A	FY 2020 - FY 2023	Programmed	$ 640,673.04	$160,168	$800,841
MoDOT/OTO Traditional Reserve MO2305-22	N/A	N/A	FY 2024 - FY 2026	Programmed	$ 701,692.24	$175,423	$877,115
Total					$1,860,556	$465,137	$2,325,694

Non-Traditional Section 5310							
Program of Projects and Subrecipients	**Project Description**	**Quantity**	**Funding Year**	**Status**	**FTA Amount**	**Local Amount**	**Total Amount**
City Utilities CU2205	Remove Barriers to Services	N/A	FY2022	Pending Future Application	$120,000	$30,000	$150,000
Unawarded Balance	N/A	N/A	FY 2021-FY 2025	Unprogrammed	$ 862,043.21	$215,511	$1,077,554
Total					$982,043	$245,511	$1,227,554

COVID-Related Section 5310							
Program of Projects and Subrecipients	**Project Description**	**Quantity**	**Funding Year**	**Status**	**FTA Amount**	**Local Amount**	**Total Amount**
OATS, Inc. N/A	CRRSAA Operational Funds	1	FY 2021	Obligated	$50,792	$0	$50,792
Unawarded	American Recovery Act Operational Funds	N/A	FY 2021	Awarded	$50,792	$0	$50,792
Total					$101,584	$0	$101,584

Administration Section 5310							
Program of Projects and Subrecipients	**Project Description**	**Quantity**	**Funding Year**	**Status**	**FTA Amount**	**Local Amount**	**Total Amount**
MoDOT MO1901-17A5	Admin		FY 2019	Approved	$17,146.98	$-	$106,221.44
			FY 2020-2023	Programmed	$89,074.46	$-	
MoDOT / OTO Admin MO2304-22	Admin		FY 2024-2026	Programmed	$ 83,135.18	$-	$83,135.18
Total					$ 189,356.63	N/A	$189,356.63

Total FY 2018 Balance - FY 2026 traditional 5310 capital amount available	$ 1,860,556.29
FY 2018 Balance - FY 2026traditional 5310 capital amount awarded	($518,191)
Balance Remaining in reserve for 5310 traditional projects	$ 1,342,365.29
Total FY 2021 - 2026 other capital amount available	$ 982,043.21
FY 2022 - 2026 other capital amount pending	($120,000)
Balance remaining for other capital	$ 862,043.21
Total FY 2021 Section 5310 COVID-related amount available	$ 101,584.00
FY 2021 Section 5310 COVID-related amount awarded	($101,584.00)
Balance for COVID-related funding	$ -
Total FY 2019-2026 administration available	$ 189,356.63
FY 2019-2026 administration awarded	($17,147)
Balance remaining for administration	$ 172,209.64

REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	$19,735,000	$113,486,000	$67,927,000	$93,213,000	$68,902,007	**$363,263,007**
Suballocated STBG-U	$13,862,865	$7,583,829	$7,735,505	$7,890,216	$8,048,020	**$45,120,435**
Suballocated TAP	$1,501,239	$863,067	$880,328	$897,935	$915,894	**$5,058,463**
Suballocated CRP	$0	$905,124	$923,226	$941,691	$960,525	**$3,730,566**
Aviation - FAA	$0	$13,212,000	$15,075,000	$6,255,000	$5,031,000	**$39,573,000**
FTA 5307	$0	$3,547,752	$3,618,707	$3,691,081	$3,764,903	**$14,622,442**
FTA 5310	$580,425	$435,799	$444,515	$453,405	$462,473	**$2,376,618**
FTA 5339	$1,124,260	$348,762	$354,737	$360,832	$367,049	**$2,555,640**
Transit MO HealthNet Contract	$0	$103,000	$103,000	$103,000	$103,000	**$412,000**
Transit State Operating Funding	$0	$43,500	$43,500	$43,500	$43,500	**$174,000**
CU Transit Utility Ratepayers	$0	$8,655,203	$7,663,762	$8,489,801	$8,489,801	**$33,298,567**
CU Transit Farebox and Ads	$0	$951,750	$951,689	$951,891	$951,891	**$3,807,221**
Human Service Agencies	$100,246	$59,922	$61,121	$62,343	$63,590	**$347,222**
TOTAL	**$36,904,035**	**$150,195,708**	**$105,782,091**	**$123,353,695**	**$98,103,652**	**$514,339,181**

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	$15,216,048	$15,216,048	$15,216,048	$15,216,048	**$60,864,192**
O&M (620.35 miles * $5,291/mile)	($3,282,272)	($3,331,506)	($3,381,479)	($3,432,201)	**($13,427,458)**
TIP Programmed Funds All Jurisdictions	($14,419,218)	($3,482,775)	($576,814)	($1,077,005)	**($19,555,812)**
Other Committed Funds All Jurisdictions	$53,997,353	$53,997,353	$53,997,353	$53,997,353	**$215,989,412**
TOTAL	**$51,511,911**	**$62,399,120**	**$65,255,108**	**$64,704,195**	**$243,870,334**

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	$10,034,000	$10,234,000	$10,438,000	$10,647,000	**$41,353,000**
Total System Maintenance	$1,144,000	$1,166,900	$1,190,000	$1,214,000	**$4,714,900**
Total Programmed O&M	($8,780,598)	($8,780,598)	($8,780,598)	($8,780,598)	**($35,122,392)**
Additional O&M Costs	**$2,397,402**	**$2,620,302**	**$2,847,402**	**$3,080,402**	**$10,945,508**

FINANCIAL CONSTRAINT

FAA Sponsored Projects

	Federal Funding			
	AIP	Local	MoDOT	TOTAL
FY 2023				
Funds Anticipated	$ 13,212,000	$ 1,636,000	$ 1,512,000	**$ 16,360,000**
Funds Programmed	$ (13,212,000)	$ (1,636,000)	$ (1,512,000)	**($16,360,000)**
Balance FY 2023	**$0**	**$0**	**$0**	**$0**
FY 2024				
Funds Anticipated	$ 15,075,000	$ 1,675,000	$ -	**$ 16,750,000**
Funds Programmed	$ (15,075,000)	$ (1,675,000)	$ -	**($16,750,000)**
Balance FY 2024	**$0**	**$0**	**$0**	**$0**
FY 2025				
Funds Anticipated	$ 6,255,000	$ 695,000	$ -	**$ 6,950,000**
Funds Programmed	$ (6,255,000)	$ (695,000)	$ -	**($6,950,000)**
Balance FY 2025	**$0**	**$0**	**$0**	**$0**
FY 2026				
Funds Anticipated	$ 5,031,000	$ 559,000	$ -	**$ 5,590,000**
Funds Programmed	$ (5,031,000)	$ (559,000)	$ -	**($5,590,000)**
Balance FY 2026	**$0**	**$0**	**$0**	**$0**

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	$1,240,000	$0	$0	$0
BRO (FHWA)	$924,000	$68,000	$48,000	$36,000
CRISI (FRA)	$343,000	$0	$0	$0
CRP (FHWA)	$0	$0	$0	$0
CRRSAA (FHWA)	$2,684,230	$0	$0	$0
FLAP (FHWA)	$870,000	$0	$0	$0
I/M (FHWA)	$90,000	$90,000	$135,000	$135,000
NHPP (FHWA)	$43,063,202	$16,161,600	$49,382,700	$22,444,000
SAFETY (FHWA)	$21,127,643	$6,519,600	$815,100	$27,000
STAP (FHWA)	$644,000	$331,000	$0	$0
STBG (FHWA)	$8,894,671	$4,351,002	$179,200	$19,200
STBG-U (FHWA)	$14,571,804	$12,247,761	$2,255,256	$268,018
TAP (FHWA)	$769,593	$0	$374,000	$0
Federal Subtotal	$95,222,143	$39,768,963	$53,189,256	$22,929,218
STATE				
MoDOT	$20,435,621	$12,989,951	$14,420,800	$7,519,200
MoDOT-AC	$20,947,791	$27,913,600	$27,856,200	$6,313,600
MoDOT-GCSA	$653,000	$0	$0	$0
MoDOT O&M	$5,935,528	$6,024,561	$6,114,930	$6,206,654
State Subtotal	$47,971,940	$46,928,112	$48,391,930	$20,039,454
LOCAL/OTHER				
Local	$14,419,218	$3,482,775	$576,814	$1,077,005
Other	$100,000	$0	$0	$0
Local/Other Subtotal	$14,519,218	$3,482,775	$576,814	$1,077,005
Total	**$157,713,301**	**$90,179,850**	**$102,158,000**	**$44,045,677**

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	$19,735,000	$113,486,000	$67,927,000	$93,213,000	$68,902,007	**$363,263,007**
Federal Discretionary Funding	$1,213,000	$0	$0	$0	$0	**$1,213,000**
Available Operations and Maintenance Funding	$0	$5,935,528	$6,024,561	$6,114,930	$6,206,654	**$24,281,673**
Funds from Other Sources (inc. Local)	$0	$14,519,218	$3,482,775	$576,814	$1,077,005	**$19,655,812**
Available Suballocated Funding	$15,364,104	$9,352,020	$9,539,060	$9,729,841	$9,924,438	**$53,909,464**
TOTAL AVAILABLE FUNDING	$36,312,104	$143,292,766	$86,973,397	$109,634,585	$86,110,104	**$462,322,956**
Carryover		$36,312,104	$21,891,569	$18,685,115	$26,161,701	--
Programmed State and Federal Funding		($157,713,301)	($90,179,850)	($102,158,000)	($44,045,677)	**($394,096,828)**
TOTAL REMAINING	**$36,312,104**	**$21,891,569**	**$18,685,115**	**$26,161,701**	**$68,226,128**	**$68,226,128**

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source					
	5307	5310	5339	Local	MoDOT	TOTAL
PRIOR YEAR						
Balance	$ 1,633,199	$ 580,425	$ 1,124,260	$ -	$ -	**$ 3,337,884**
FY 2023						
Funds Anticipated	$ 3,547,752	$ 435,799	$ 298,762	$ 5,757,574	$ 50,000	**$10,089,887**
Funds Programmed	($5,111,387)	($849,747)	($311,756)	($5,757,574)	($43,500)	**($12,073,964)**
Running Balance	**$69,564**	**$166,477**	**$1,111,266**	**$0**	**$6,500**	**$1,353,807**
FY 2024						
Funds Anticipated	$ 3,618,707	$ 444,515	$ 304,737	$ 5,688,980	$ 50,000	**$10,106,939**
Funds Programmed	($3,478,188)	($225,124)	($720,000)	($5,688,980)	($43,500)	**($10,155,792)**
Running Balance	**$210,083**	**$385,868**	**$696,003**	**$0**	**$13,000**	**$1,304,954**
FY 2025						
Funds Anticipated	$ 3,691,081	$ 453,405	$ 310,832	$ 5,794,733	$ 50,000	**$10,300,051**
Funds Programmed	($3,478,188)	($277,081)	($880,000)	($5,794,733)	($43,500)	**($10,473,502)**
Running Balance	**$422,975**	**$562,193**	**$126,835**	**$0**	**$19,500**	**$1,131,503**
FY 2026						
Funds Anticipated	$ 3,764,903	$ 462,473	$ 317,049	$ 5,575,980	$ 50,000	**$10,170,405**
Funds Programmed	($3,478,188)	($282,622)	$0	($5,575,980)	($43,500)	**($9,380,290)**
Running Balance	**$709,690**	**$742,044**	**$443,884**	**$0**	**$26,000**	**$1,921,618**

APPENDIX 1

SECTION H

INFRASTRUCTURE INVESTMENT AND JOBS ACT

TIP REQUIREMENTS FOR TMAS IN ATTAINMENT

OTO TIP AND AMENDMENT APPROVAL PROCESS

CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

LIST OF ABBREVIATIONS

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

TITLE 23, CHAPTER I – FEDERAL AID HIGHWAYS

§134 METROPOLITAN TRANSPORTATION PLANNING

(h) - Scope of Planning Process

(1) In general – The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(B) increase the safety of the transportation system for motorized and non-motorized users;
(C) increase the security of the transportation system for motorized and non-motorized users;
(D) increase the accessibility and mobility of people and for freight;
(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(G) promote efficient system management and operation;
(H) emphasize the preservation of the existing transportation system;
(I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(J) enhance travel and tourism.

(2) Performance-based approach
(A) In general – The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 150(b) of this title and the general purposes described in section 5301 of title 49.
(B) Performance targets –
(i) Surface transportation performance targets –
(I) In general – Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.
(II) Coordination – Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.
(ii) Public transportation performance targets – Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent

practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) Timing – Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans – A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under Chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(3) Failure to consider factors – The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

TIP REQUIREMENTS FOR TMAs IN ATTAINMENT

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements for producing a Transportation Improvement Program (TIP) by the Metropolitan Planning Organization (MPO) for a metropolitan area comes from the Final Rule regarding Metropolitan Transportation Planning dated May 27, 2016. Pertinent Sections include: 23 CFR parts 450 and 500, as well as 49 CFR part 613.

§ 450.326 DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the MPA. If more than one MPO has been designated to serve an MPA, those MPOs within the MPA shall jointly develop a single TIP for the MPA. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO(s) and the Governor(s). However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO(s) may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO(s), must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93, subpart A).

(b) The MPO(s) shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO(s) shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the MPO(s) shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

(e) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:
   (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
   (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
   (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
   (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds;
   (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
   (6) National planning and research projects funded under 49 U.S.C. 5314; and
   (7) Project management oversight projects funded under 49 U.S.C. 5327.

(f) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

(g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:
   (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
   (2) Estimated total project cost, which may extend beyond the 4 years of the TIP;
   (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
   (4) Identification of the agencies responsible for carrying out the project or phase;
   (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;
   (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and
   (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

(h) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

(i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO(s), State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO(s) shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).

(k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

(l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

(m) Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

(n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:
   (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;
   (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and
   (3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

(o) In metropolitan nonattainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the

transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

(p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of §450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO(s) participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.330).

OTO TIP AND AMENDMENT APPROVAL PROCESS

CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

Project sponsors may find it necessary to request revisions to the adopted TIP. Pursuant to 23 CFR §450.104, changes to the TIP are categorized as Amendments or Administrative Modifications.

TIP AMENDMENTS

TIP amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by ONEDOT (FHWA and FTA). TIP amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is given by press release and through the OTO website.

REVISIONS REQUIRING TIP AMENDMENTS

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. 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);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than $2,000,000);
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; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

ADMINISTRATIVE MODIFICATIONS

TIP administrative modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period.

REVISIONS ALLOWED AS ADMINISTRATIVE MODIFICATIONS

1. Changes in a project's programmed amount less than 25% (up to $2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. 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;
6. Minor changes to funding sources between federal funding categories or between state and local sources;

7. 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);
8. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;
9. Changing a project's lead agency when agreed upon by the two agencies affected;
10. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
11. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 15% or $2,000,000);
12. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change;
13. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
14. Technical corrections.

DocuSign Envelope ID: 61977134-AC93-465B-94C4-61793E369769

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

DocuSigned by:
John Russell
607D6305E79E40C...
Signature

John Russell
Chair
Ozarks Transportation Organization

July 21, 2022
Date

DocuSigned by:
93FBBFA90480437...
Signature

Steve Campbell
District Engineer
Southwest District
Missouri Department of Transportation

July 21, 2022
Date

DocuSign Envelope ID: 61977134-AC93-465B-94C4-61793E369769

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

(FTA CIRCULAR 7008.1A)

I certify that the agencies requesting Federal Transit Administration grants under Sections 5307, 5309, and 5339 have the financial capacity to undertake the programmed projects listed in the FY 2023-2026 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

DocuSigned by:
John Russell
607D0305E79E40C...
Signature

July 21, 2022
Date

John Russell
Chair
Ozarks Transportation Organization

LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
BIL	Bipartisan Infrastructure Law (another term for IIJA)
BRDG	Highway Bridge Replacement and Rehabilitation
BRM	On-System Bridge Replacement Program
BRO	Off-System Bridge Replacement Program
DEMO	Federal Demonstration Program
ENH	Enhancement Funds
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance Program
ITF	Intermodal Transfer Facility
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MHTC	Missouri Highways and Transportation Commission
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act

NHPP	National Highway Performance Program
NHS	National Highway System
OTO	Ozarks Transportation Organization
Pub. L.	Public Law
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEC 5307	Federal Transit Section 5307 Formula Funds
SEC 5309	Federal Transit Section 5309 Discretionary Capital Program
SEC 5310	Federal Transit Section 5310 Elderly and Disabled Program
SEC 5339	Federal Transit Section 5339 Bus and Bus Facilities
STAP	Statewide Transportation Alternatives Program
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant
STBG-U	Surface Transportation Block Grant – Urbanized Area Suballocation
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
USC	United States Code
VMT	Vehicle Miles Traveled

APPENDIX 2

SECTION I

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

PUBLIC INPUT

PUBLIC COMMENT

INTRODUCTION

At the commencement of the development process for the annual TIP update, OTO solicits input from the community regarding needs and projects. OTO maintains a mailing list of interested parties and key transportation stakeholders. These persons and groups are specifically targeted in addition to the general public. OTO responds as appropriate to each comment received and forwards any comments, as appropriate, to the local jurisdictions or agencies which may also wish to respond. Included in this Appendix is the list of transportation stakeholders and the input OTO received.

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

OTO BOARD AND COMMITTEE MEMBERS

Bill Achor
Ozark Senior Center
CC Senior Tax Board

Kimberly Ader
MoDOT

Mokhtee Ahmad
Federal Transit Administration

Rick Artman
Greene County

Joshua Bird
Christian County

Chris Boone
Strafford Representative

Chuck Branch
Christian County

Garrett Brickner
City of Republic

Paula Brookshire
City of Springfield

Randall Brown
City of Willard

Shelby Butler
Empower:Abilities

David Cameron
City of Republic

Steve Campbell
MoDOT

Steve Childers
City of Ozark

Megan Clark
SMCOG

Eric Claussen
City of Springfield

Doug Colvin
City of Nixa

Jerry Compton
JWC Architecture

Travis Cossey
City of Nixa

Chris Coulter
Greene County

Matt Crawford
City Utilities

John Elkins
Citizen-At-Large

Christy Evers
MoDOT

Brandie Fisher
City Utilities

Ashley French
City of Strafford

Dawne Gardner
City of Springfield

Brad Gray
City of Willard

Martin Gugel
City of Springfield

Karen Haynes
City of Republic

Debra Hickey
City of Battlefield

Adam Humphrey
Greene County

Skip Jansen
City Utilities Board Member

Kirk Juranas
City of Springfield

Joel Keller
Greene County

Hanna Knopf
MoDOT

Mary Kromrey
Ozark Greenways

Kevin Lambeth
Battlefield Representative

Michael Latuszek
Federal Highway Administration

Andrew Lear
City of Springfield

Rusty MacLachlan
Greene County

John Matthews
Missouri State University

Leslie McCafferty
Burrell Behavioral Health

John McCart
City of Ozark

Ken McClure
City of Springfield

Bradley McMahon
Federal Highway Administration

Frank Miller
MoDOT

John Montgomery
Ozark Greenways

Lynn Morris
Christian County

Andrew Nelson
City of Ozark

Britni O'Connor
MoDOT

Jim O'Neal
Citizen-At-Large

Jeremy Parsons
City of Ozark

Ralph Phillips
Christian County

Haley Powell
SeniorAge

Jason Ray
SMCOG

Stacy Reese
MoDOT

Jeff Robinson
OATS Inc.

Jeff Roussell
City of Nixa

John Russell
Greene County

Matt Russell
City of Republic

Beth Schaller
MoDOT

David Schaumburg
Springfield-Branson National Airport

Mark Schenkelberg
Federal Aviation Administration

Mike Schilling
City of Springfield

Travis Shaw
Springfield Public Schools

Jonathan Shelden
Springfield Public Schools

Aishwarya Shrestha
SMCOG

Jeremiah Shuler
Federal Transit Administration

Matthew Simpson
City of Springfield

Martha Smartt
City of Strafford

Dan Smith
City of Springfield

Samuel Snider
City of Willard

Linda Starr
SWI Industrial Solution

Brian Steele
City of Nixa

Eva Steinman
FTA Region 7

Tommy VanHorn
City of Battlefield

Janette Vomund
MoDOT

Richard Walker
Citizen-At-Large

Brian Weiler
Springfield-Branson National Airport

Jeremy Wegner
Burlington-Northern Rep

Todd Wiesehan
Christian County

Alex Woodson
Springfield Area Chamber of Commerce

TRANSPORTATION PROVIDERS

Abilities First

Adult Tendercare Center

Alternative Opportunities Inc.

Arc Employment Service

Arc of the Ozarks

Burrell Center - Admin

City Utilities Transit Services

Community Partnership of the Ozarks

Council of Churches of the Ozarks

Cox Senior Advantage

Daybreak Adult Daycare and Eldercare Transit

Developmental Center of the Ozarks

Elder Care Transit

Southside Senior Center

Greene Valley State School

J. Howard Fisk Limousines LTD

Lakeland Regional Medical Center

Maranatha Village, Inc.

Mercy Medical Center

Missouri Council of the Blind

Missouri Department of Mental Health - Springfield Regional Center

Missouri State University Speech Language and Hearing Center

Muscular Dystrophy Association

National Alliance on Mental Illness

National Federation for the Blind

Northview Senior Center

Nova Center of the Ozarks

OATS, Inc.

Ozarks Chapter of Multiple Sclerosis

Ozarks Dialysis Services

Rehabilitation Services for the Blind

Retired Senior Volunteer Program

SeniorAge Area Agency on Aging

Southwest Center for Independent Living

Southwest Missouri Council of Governments

Springfield-Greene County Park Board

Springfield Yellow Cab Co.

SWI Industrial Solutions

Transitions at Burrell Behavioral Health

Vocational Rehabilitation

CITIZENS GROUPS

Bissett Neighborhood Association

Bradford Park Neighborhood Association

Brentwood Neighborhood Association

Delaware Neighborhood Association

Doling Neighborhood Association

Galloway Village Neighborhood Association

Grant Beach Neighborhood Association

Greater Parkcrest Neighborhood Assoc.

Heart of the Westside Neighborhood Assoc.

Mark Twain Neighborhood Association

Meador Park Neighborhood Association

Mid-Town Neighborhood Association

Oak Grove Neighborhood Association

Phelps Neighborhood Association

Robberson Neighborhood Association

Rountree Neighborhood Association

Tom Watkins Neighborhood Association

University Heights Neighborhood Association

Weller Neighborhood Association

West Central Neighborhood Alliance

Westside Neighborhood Betterment Assoc.

Woodland Heights
Neighborhood Assoc.

NON-PROFIT GROUPS & OTHER

AIDS Project of the Ozarks

BLC Transportation

Boys & Girls Clubs of Springfield Inc

Catholic Charities of Southern Missouri Inc.

CCLinks – SB40 Board

Cedarhurst Senior Living

Christian County Library District

Christian County Lions Club

City Utilities

CJW Transportation Consultants, LLC

Community Blood Center of the Ozarks

Convoy of Hope

Creekside at Elfindale

Daybreak Adult Daycare

Drew Lewis Foundation at the Fairbanks

Federal Express

Federal Transit Administration

Good Samaritan Boys Ranch

Great Circle

Greene County Board for Developmentally Disabled

Greene County Senior Citizens' Services Tax Fund

Grupo Latinoamericano

Hand in Hand Multicultural Center

Jacobs Care Center

Jordan Creek Nursing & Rehab

Karlovich & Associates Inc.

Korean Association

Maplewood Alzheimer's Special Care

Midtown Carnegie Branch Library

Minorities in Business

Missouri and Northern Arkansas Railroad

Missouri Career Center

Natural Senior Transitions, LLC

Neighborhood at Quail Creek

Nixa Area Chamber of Commerce

Nixa Senior Center

Ozark Senior Center

Ozarks Food Harvest

Ozarks Regional YMCA

Park Central Branch LIbrary

Preferred Family Healthcare

Prime, Inc.

Queen City Council of the Blind

Ravenwood Assisted by Americare

Republic Branch Library

Republic Senior Friendship Center

Sacred Rose Healthcare

Safe at Home

Schweitzer Brentwood Branch Library

Shrock Trucking

Sonshine Manor

Southside Senior Center

Springfield-Greene County Library

Springfield Missouri Vet Center

Springfield NAACP

Springfield Parks Department

Springfield Service Club of the Blind

Springfield Sister Cities Association (SSCA)

Strafford Branch Library

Strafford Senior Center

Steelman Transportation

T-Haul Tank Lines, LLC

The Gathering Tree – Eden Village

The Library Center

The Library Station

The Salvation Army

The Arc of the Ozarks

The Waterford at Ironbridge

United Parcel Service

UPS Customer Center

United States Post Office

United States Customs Services and Border Protection

Vision Rehabilitation Center of the Ozarks

West Central Motor Freight, Inc.

Willard Branch Library

Wilson Logistics

Women's Medical Respite

YRC Freight

CHURCH GROUPS

Springfield Chinese Church

Assembly of God Immanuel Korean Church

Assemblies of God
Southern MO District Headquarters

Baptist Bible College

Dol Seminary Korean Church

Life 360 Intercultural Campus

Eben Ezer Romanian Assembly

El Faro Assembly of God
Pastor

Emanuelu Assembly of God

Greene County Baptist Association

Iglesia Cristiana Casa de Oracion

Iglesia Rio de Vida

Islamic Center of Springfield

Korean Presbyterian Church

Ozark Mountain Deaf Church

Pathways United Methodist Church

Sacred Heart/Iglesia Sagrado Corazon

Second Baptist Church

Slavic Evangelical Church

South Fremont Free Will Baptist

Springfield Chinese Church

St. Agnes Catholic Church

St. Thomas the Apostle Orthodox Church

Trinity Lutheran Church

United Methodist Hispanic Ministry

EDUCATION

Adah Fulbright Early Childhood Center
Springfield School District

Arthur Mallory Early Childhood Center
Springfield School District

Bingham Elementary
Springfield School District

Bissett Elementary
Springfield School District

Bowerman Elementary
Springfield School District

Boyd Elementary
Springfield School District

Campbell Early Childhood Ctr
Springfield School District

Carver Middle School
Springfield School District

Central High School
Springfield School District

Century Elementary
Nixa School District

Cherokee Middle School
Springfield School District

Cogdill Early Childhood Center
Strafford School District

Cowden Elementary
Springfield School District

Delaware Elementary
Springfield School District

Disney Elementary
Springfield School District

Drury University
Springfield

Nixa Early Childhood Program
Nixa School District

East Elementary School
Ozark School District

Espy Elementary
Nixa School District

Eugene Field Elementary
Springfield School District

Evangel University
Springfield

Finley River School
Ozark School District

Fremont Elementary
Springfield School District

Glendale High School
Springfield School District

Greene Valley State School
Springfield

Harrison Elementary
Springfield School District

Hickory Hills Elementary & Middle School
Springfield School District

High Pointe Elementary School
Nixa School District

Hillcrest High School
Springfield School District

Holland Elementary
Springfield School District

Horace Mann Elementary
Springfield School District

Inman Intermediate
Nixa School District

Jarrett Middle School
Springfield School District

Jeffries Elementary
Springfield School District

John Thomas School of Discovery
Nixa School District

Kickapoo High School
Springfield School District

Latin America/Caribbean Library Services
Springfield

Lyon Elementary School
Republic School District

Mark Twain Elementary
Springfield School District

Mathews Elementary
Nixa School District

McBride Elementary
Springfield School District

McCulloch Elementary School
Republic School District

McGregor Elementary
Springfield School District

Missouri State University
Springfield

Missouri State University International Services
Springfield

Nixa High School
Nixa School District

Nixa Junior High School
Nixa School District

Nixa Public Schools
Nixa

North Elementary School
Ozark School District

Ozark High School
Ozark School District

Ozark Junior High
Ozark School District

Ozark Middle School
Ozark School District

Ozark R-VI School District
Ozark School District

Ozark Technical College International Programs and Services
Springfield

Parkview High School
Springfield School District

Pershing Middle School
Springfield School District

Phelps Center for Gifted Education
Springfield School District

Pipkin Middle School
Springfield School District

Pittman Elementary
Springfield School District

Pleasant View Elementary & Middle School
Springfield School District

Price Elementary School
Republic School District

Reed Academy
Springfield School District

Republic Early Childhood Center
Republic School District

Republic High School
Republic School District

Republic Middle School
Republic School District

Republic R-III School District
Republic

Robberson Elementary
Springfield School District

Rountree Elementary
Springfield School District

Schofield Elementary School
Republic School District

SCORE
Nixa School District

Sequiota Elementary
Springfield School District

Shady Dell Early Childhood Center
Springfield School District

Sherwood Elementary
Springfield School District

South Elementary School
Ozark School District

Springfield Public Schools
Springfield

Strafford Elementary
Strafford School District

Strafford High School
Strafford School District

Strafford Middle School
Strafford School District

Strafford R-VI School District
Strafford

Study Alternative Center
Springfield School District

Summit Intermediate School
Nixa School District

Sunshine Elementary
Springfield School District

Sweeny Elementary School
Republic School District

Tiger Paw Early Childhood Center
Ozark School District

Truman Elementary
Springfield School District

Wanda Gray Elementary
Springfield School District

Watkins Elementary
Springfield School District

Weaver Elementary
Springfield School District

Weller Elementary
Springfield School District

West Elementary School
Ozark School District

Westport Elementary School
Springfield School District

Westport Middle School
Springfield School District

Wilder Elementary
Springfield School District

Willard Central Elementary
Willard School District

Willard East Elementary School
Willard School District

Willard High School
Willard School District

Willard Intermediate School North
Willard School District

Willard Intermediate School South
Willard School District

Willard Middle School
Willard School District

Willard North Elementary
Willard School District

Willard Orchard Hills Elementary
Willard School District

Willard South Elementary
Willard School District

Willard R-II School District
Willard

Williams Elementary
Springfield School District

Wilson's Creek Intermediate
Springfield School District

York Elementary
Springfield School District

PUBLIC INPUT RECEIVED

OTO receives input from the public throughout the year and shares this input with the Technical Planning Committee and Board of Directors at the next possible meeting after the input is received. Comments are also shared with relevant local agencies and MoDOT as received. This input is then compiled to share with the OTO member jurisdictions ahead of each TIP update. Public input OTO has received in 2021 and to-date in 2022 is linked here, with a summary of such comments:

2021 Public Comment

2022 Public Comment through March 7

2021

- 45 Miles by 2045 > Supports the projects
- Bailey - FR 168 to Hines > Sidewalk and bike lane would connect the north & south parts of Republic
- Battlefield - Bike lanes > Bike lanes here (W Battlefield between Scenic & Kansas) and throughout the city need to be cleaned of all debris (especially small gravel/rocks)
- Battlefield - Trail - Pedestrian tunnel > Floods frequently causing trail users to cross over on road
- Battlefield - Trail - Pedestrian tunnel > Almost all trail underpasses in Spfld flood
- Battlefield - Carver Middle School > Needs an additional turn lane going west on Battlefield to turn into Carver Middle School. At dismissal time parents line up in the right driving lane & totally block the flow of traffic down to one lane.
- Bedford - Sunshine > Double left turn lane is needed on Bedford for those trying to go WB on Sunshine (Sam's Club & Neighborhood Market traffic)
- Bike lanes - Bennett > The existing bike lane is confusing to drivers & dangerous to cyclists. The bottleneck at Glenstone is dangerous. The bike lane ends as the street narrows past Enterprise disconnecting the Oak Grove neighborhood from this connection to Phelps Grove and the Link. The bike route to Catalpa is not any safer.
- Bike lanes - Sidewalks > Add bike lanes and sidewalks everywhere the speed limit is above 20 mph.
- Bike lanes > Need to fill in bike lane gaps like on Campbell - some sidewalks dead end next to high speed traffic or sidewalks do not exist at all forcing people with disabilities to walk on the road or risk rough terrain on the grass
- Buses > Buses need to be wider for wheelchairs. The people who work at the access express bus terminal are verbally abusive. Missouri needs a special service to p/u stranded people in wheelchairs.
- CC - Main > Adding right turn lanes from CC to Main may eliminate traffic. Left turn backs up, too.
- CC - Main > Needs widening and traffic light.
- CC - Main > Maybe a roundabout would work better at this intersection
- CC - Main > Intersection needs to be improved & bicycle lanes connected and protected
- CC - Old Castle Road > Intersection needs a light
- CC - Old Castle Road > Intersection very dangerous. Light is needed.
- CC - Old Castle Road > Agrees intersection is very dangerous. What is MoDOT's plan for this intersection?
- Campbell - James River > Flow of traffic at Campbell & JRF is dangerous. Intersection needs major overhaul OR extend Kansas Expressway

- Campbell - James River > This intersection is a nightmare. Very congested (as indicated in photo sent). Suggest: addition of off ramp to Republic St.
- Campbell - Republic Road > Needs crosswalk
- Campbell - Talmage > This intersection needs well marked crosswalks.
- Campbell/Sunshine to University - Sidewalks > Missing sidewalk from University to Sunshine on the SB side of Campbell"
- Catalpa - Highway 65 > Sidewalk or bike lane on Catalpa under 65 would be beneficial for safety and to promote walking to nearby establishments
- Chadwick Flyer Trail - Wilson's Creek Trail > Supports the projects and 45 miles of trails by 2045
- Chadwick Flyer Trail > Getting to the trail head from center city can be dangerous from Bennett & Enterprise to Ventura & Seminole. Having a trail on the rail bed would provide greater access & safety.
- Chadwick Flyer Trail at 65 > This regional trail must navigate Hwy 65 and OG identifies this crossing for people who bicycle & walk/wheelchair, as a priority need for not only our regional trail system, but also our region's transportation network.
- Cherry - Pickwick > Heavy pedestrian area - needs a crosswalk or stop sign
- Crosswalks > How much would crosswalk sensors that wouldn't let the light change as long as someone was in the crosswalk cost?
- Crosswalks - Sunshine & Glenstone > Adding crosswalks to Sunshine east of Glenstone
- Elegant - King Carriage Blvd > Needs stop sign
- Expressway north side of Springfield > Is there any discussion on putting an expressway on the north side of Springfield?
- Farm Road 89 - Hickory Lane > Needs a street light
- Farm Road 89 - Williamsburg Walk > Needs a street light
- Farm Road 146 - near Rutledge-Wilson > Can straightening this out get added to a long-term list (like when this road needs capacity improvement or major repaving)?
- Farm Road 150 - Haseltine Road > This stretch is getting really bad. Filling pot holes makes it worse. Edge of WB lane falling apart. Construction from new subdivision destroying the road. It is fine where Greene Co maintenance begins.
- Farm Road 168 - Farm Road 81 > Blinking yellow light - people do not slow down - very dangerous - Needs blinking red light or stop sign
- Farm Road 168 - Farm Road 81 > Scary intersection - several accidents have occurred here - the crest needs to be leveled
- Farm Road 168 - Farm Road 81 > Roundabout would be great. Traffic needs to be slowed down. Wrecks happen here all the time.
- FF Extension > The proposed expressway will go right through the middle of the Misty River subdivision. Built here specifically for the natural beauty and surroundings. Another route should be chosen.
- Glenstone - I-44 > Left turn lane for WB 44 does not need to be extended so far south - drivers in left turn lane to go E on 44 think this lane will stop for them. Many accidents.
- Glenstone - I-44 > While you are fixing that problem (Hwy 13/I-44) keep heading east to N. Glenstone & I-44 that's still a nightmare.
- Glenstone - McClernon to Valley Water Mill > Glenstone needs to be 4 lanes from McClernon St to Valley Water Mill - Also fix light sensors for cross traffic on McClernon.
- Halltown - I-44 exits > Exit ramps at Halltown - very sharp curves - needs to be safer
- Harvard Avenue (Swallow to Aladdin) > Add a sidewalk here (dangerous walk to Farmers Park)

- Highway 13 - I-44 > The intersection of Hwy 13 & I-44 is usually a nightmare, especially on the weekends. Traffic can be backed up southbound as far as 1.5 miles.
- Highway 13 - I-44 > Need flyover from SB Hwy 13 to EB I-44 - would reduce congestion
- Highway 13 - I-44 > Support for interchange improvements
- Highway 13 - I-44 > Support for investing in the planning and implementation of efforts to improve the intersection at I44 & North Kansas Expressway (MO Hwy 13) in Springfield.
- Highway 13 - I-44 > Ramps to 44 on grant avenue would remove local traffic/fairgrounds traffic/zoo traffic from the 13-44 intersection. Moving the intersection of 44/13 to the west would remove thru traffic. Moving the Norton Rd intersection to the north along with ramped outer roads for commercial businesses.
- Highway 13 - I-44 > Take out the diverging diamond and put in a sweep like Sunshine and 65. Then put a flyover for north/southbound traffic on Kansas. The only other solution is to create more bridges across I-44. The 20% more traffic the diverging diamond is supposed to handle, is not enough capacity for the number of vehicles traveling that corridor.
- Highway 13 - I-44 > At a minimum, the bridge over I-44 needs to be 3 lanes north/south with dual lefts and rights for each off ramp like National/James River.
- Highway 13 - I-44 > Traveled 13 almost everyday from 2006-2011 and it has vastly improved since 2006. The diverging diamond sped up the crossing of 44. The diamond also helped to eliminate the backup on 44. That area needs wider roads as you go north, from Kearney to 44.
- Highway 13 - I-44 > Exits onto 44 need to be like the ones on James River. Easier to get on/off.
- Highway 13 - I-44 & Norton > Add more lanes and move the Norton stop light. Needs to be turn lane on Hwy 13 for traffic going west on I-44.
- Highway 13 > Trash problem along 13 especially near the landfill
- Highway 13 - Farm Road 135 > Like to see improvements on the exit lanes. Lots of tourist traffic (Fantastic Caverns) and residential traffic.
- Highway 14 - Fremont > Needs a traffic light - turning left from Fremont onto 14 is nearly impossible during periods of increased traffic
- Highway 174 - Main > Intersection is a nightmare - Please consider additional lanes for school traffic or something to keep traffic flowing
- Highway 174 - Main > Would like to see improvements to school drop off and pickup times in this area.
- Highway 174 - Main > Traffic congestion during school drop off times causing safety issues
- Highway 174 - Main > Intersection is in need of repair and expansion. Traffic gets backed up and creates safety hazards.
- Highway 174 - Main > Traffic flow issue - have sat in traffic for 20+ minutes at the 4-way stop by Casey's
- Highway 174 - Hwy 60 to Kansas > Adding a bike lane & sidewalks along Hwy 174 would give residents a way to navigate the west side of town
- Highway 60 - Oakwood > Light causes problems - multiple fatalities and a serious injury crash last week
- Highway 60 - Main > No left turn lanes NB or SB on Main St./P Hwy
- Highway 60 (174 to James River) > US60 in Republic needs to be six lanes from at least MO174 to James River
- Highway 60 - Republic to Monett > This area does not get enough attention - no double lanes or passing lanes
- Highway 60 - at Andy's > Andy's traffic sometimes blocks a lane on Hwy 60
- Highway 60 > Mandatory improvement should include Hwy 60 - 4 lanes around Republic to bypass city and allow access to Amazon, Convoy of Hope, etc.

- Highway 60 - Farm Road 189 > EXTREMELY dangerous intersection. I am imploring you to install a light at the intersection in order to save lives.
- Highway 60 - Farm Road 189 > Very dangerous intersection. In 2012 was told in 2-3 years all of Hwy 60 would be improved and an outer road would service FR 189, it has now been 9 years with nothing done.
- Highway 65 - I-44 > Need to redesign acceleration lane and exit lane (on 65). They are currently combined & it reduces traffic flow.
- Highway 65 > Restrict semi's to 55 and to the two right lanes
- Highway AB - Highway 266 & Hwy B > Extremely busy intersections w/commuter traffic and semi traffic - possibly roundabouts
- Highway N - 168 Farm Road > Many wrecks/fatalities at this intersection. Community members would like to see it addressed and want to know what they can do to move this project forward. Contact person will be keeping in touch to check on progress.
- Highway P (US 60 to Lombardy) > P Highway from US60 to Lombardy needs a center turn lane.
- Highway ZZ - Farm Road 174 & Hines > Needs to be a light either at Hines & ZZ or ZZ & FR 174
- Highway ZZ - Farm Road 178 > Traffic control is needed - needs signal or roundabout
- Highway ZZ - Hines > Dangerous intersection - needs stoplight or roundabout
- Highway ZZ - HS entrance > Needs some form of traffic control - very busy and dangerous - reduced speed limits needed - roundabout would increase safety
- Highway ZZ - HS entrance > Needs to have a roundabout
- Highway ZZ - to Highway M > Kids would have the ability to safely walk/bike to school with a designated bike lane and sidewalk.
- Hines - Lynn > This intersection is very dangerous
- Hines - Lynn > Please put a 4-way stop or red blinking light here. This is another dangerous - too much traffic here.
- Hines - Lynn > Intersection is extremely busy and hard to navigate.
- Hines - Oakwood to Hwy ZZ > Needs sidewalk and bike lane on Hines
- I-44 > Needs to be six lanes
- Kansas Expressway (I-44 to James River) > Kansas Exp needs to be widened to 3 lanes in both directions the entirety of the corridor
- Kansas Expressway (I-44 to Kearney) > Need to consolidate some driveways in order to lower number of accidents & keep traffic moving.
- Kansas Expressway > Pedestrian vs. vehicle - people cross Kansas Exp to go to the Library and stores - dangerous
- Kansas Exp Extension > What is the latest update? Is funding identified yet, when could construction start? Will federal stimulus funding be able to help the project move forward?
- Kearney - Grant > This intersection needs well marked crosswalks and road-surface maintenance.
- Lulwood Street - Sidewalks > Kids traveling to school have no sidewalk out of the Lulwood St./neighborhood. Totally unsafe walking on either side of the road.
- M Highway - Farm Road 101 > This is a residential area, the speed limits need to be lowered.
- M Highway - Farm Road 168 > Traffic at intersection gets extremely backed up at times.
- M/B Highway Corridor (266 south to Hwy 60) > Needs widening and additional lanes. Also, 60 at M is a dangerous intersection.
- MM - Highway 60 > Kum & Go entrance should not be closed (entrance to MM)

- MM Highway - Highway 60 > Cars should NOT be allowed to enter Kum & Go on Hwy M. There is an entrance on Hwy 60 cars should utilize. Way too much traffic, with a RR crossing there. Very dangerous intersection.
- MM Highway - Sawyer Road > Intersection needs a stoplight and widened to 2 lanes
- MM Highway > Traffic volume will be increasing especially with large trucks, needs something done to stay ahead of the problem
- MM Highway > On the verge of a very large traffic problem
- MM Highway > Safety and traffic concerns due to commercial growth in the area
- MM Highway (60 North to 266) > Safety and traffic concerns due to commercial growth in the area
- MM Highway (James River to 60) > Safety and traffic concerns due to commercial growth in the area
- MM Highway at JRF > This intersection needs a stoplight. It is difficult to see traffic coming over the bridge in a small vehicle.
- MM Highway Brookline area > Safety and traffic concerns due to commercial growth in the area
- Main Street - Tracker Road > Bicyclist safety - semis turning right do not use the turn lane, they cross over the bike lane
- Main Street - Sycamore St/Lindbergh Rd > Needs a turn lane/turn from either direction people almost run over you
- Micro transit > Micro transit - something that could have some potential and provide a way to transform the existing fixed routes. It would also provide transportation to distribution center & other jobs on the outskirts of the community.
- Miller - Lynn to FR 97 > Sidewalk and bike lane would be beneficial to Miller Park
- National > The curves/radii in the lanes are greatly exaggerated here for this intersection in the diverging diamond (at James River)
- National (Division to Cherry) > Southbound traffic lights are not timed well.
- National (near McDaniel Park) > Right lane fills half with standing water
- Primrose - Stewart > Needs a roundabout
- Public Transit Passenger Train > Passenger trains between neighboring cities would be helpful vs trying to use buses and being limited by speed limits
- Public Transit Passenger Train > They completely disagree with the above comment. It is not cost-effective or realistic.
- Public Transit > Is there a plan for public transportation from Springfield to Republic due to the new Amazon facility in Republic?
- Republic Road - Monastery St > Path under road does not have access go to the north communities
- Republic Road - Campbell (near) > Sidewalk that goes over JRF ends leaving walkers to have to navigate the shoulder or grass
- Republic Road - Campbell > Needs to be 4 lanes
- Republic Road - James River Freeway > Adding a feasible path for bikers & pedestrians to cross James River at Republic Rd could add accessibility for a large residential area.
- Republic Road - James River Freeway > SUPER frustrated they didn't consider any pedestrian options when planning the current project - wonder why we think MoDOT doesn't care about pedestrians
- Sidewalk safety > Sidewalks against the curb is a safety hazard.
- Springfield to KC > Why are the north/south highways not interstates? Is there plans for Interstate 29 to come down to Springfield?
- Stoneridge - Delaware > Is a 4-way stop really justified here? (north of Valley Water Mill)

- Sunset - Glenstone > WB on Sunset does not have a protected left turn period - turning is very difficult during rush hours & fall holiday season - two cycle for one car to get through
- Sunshine - near new HyVee > Need north/south pedestrian crosswalk/lights.
- Sunshine - Haseltine Road > Drivers need to be educated to understand the difference between stop & yield. Drivers trying to cross the intersection will cut in front of a driver sitting in the left turn lane.
- Sunshine - Haseltine Road > There are two crossovers within 25 yrds of each other - very, very dangerous -- Wouldn't one suffice? Or add a stoplight at W. Sunshine and Haseltine Rd and close one of the crossovers.
- Sunshine - James River Freeway > Three suggestions: Lengthen the left turn lanes onto JRF - Flashing warning signs for red light - Add right turn lane from WB offramp to EB Sunshine
- Trafficway - National > Left turn on Trafficway going NB National is short & not designed well when coming up to the signal light.
- Trail - Fassnight Trail at Grant > The Fassnight Trail ends at a random skate park. It goes under Grant but there is no way to get to Grant from the trail currently.
- Trail - Galloway Creek at Seminole > Please extend this trail north of Sunshine, there are few safe access points to this trail from north of Sunshine.
- Trail - Ward Branch underpass > The Ward Branch underpass for Campbell Road is continually flooded. Also, the continuation of Ward Branch Greenway to Plainview is greatly appreciated. The lights are not working on the underpass under James River Freeway.
- Trails – Campbell (near Weaver) > This area consistently floods, making it impossible to cross under Campbell.
- Trails - Campbell (near Weaver) > Flooding needs to be fixed - new path south of development will not be used without this fix
- Trails - Orchard Crest to Hillcrest > The old train tracks would be a nice east west greenway corridor if it could end up downtown
- Trails > Once you're on trails you are stuck, no way to access anything around you
- Trails > Supports developing more trails but with 1 troubling concern, safety. Have there been discussions about safety, security, and cellphone service?
- Trails > There is no way to get to the future trail site from Grant. It ends at a skate park. There doesn't seem to be any connection going south from there. To get to the South Creek Trail, for example, the only way is to take the sidewalks on the northbound side of Campbell but that is rough.
- Trails > An app that shows you where you are at in relation to both bus stops and trails would be really helpful. Google maps has the bus stops but the trails aren't noticeable unless you zoom in all the way.
- Trails > Its extremely difficult to figure out where to connect with the trails from the street. In some cases, the only indication is a stop sign painted on the curb cut. Need to look into bright lights on the trail and pedestrian underpasses.
- Trails - Lake Springfield - Trail of Honor > A bridge between Lake Springfield and the Trail of Honor would be a game changer for the Lake Springfield park & the connection to Galloway via James River/Galloway trails. It would also open up parking for walkers and bikers having access from the West.
- Trails - Lake Springfield - Trail of Honor > Complete the bridge between Lake Springfield and the Trail of Honor
- Trails St. Louis to Lake Fort Smith, AR > Springfield will be a big player in the near future to support the work constructing trail along the Norfork Lake in MO and AR by the Ozark Trail Assoc in MO & the Ozark Highland Trail Assoc in AR.
- Vintage Point at Highland Springs > Traffic & Safety concerns with new development

- W Highway - Bike lanes > Widening the shoulder on State Hwy W from 14 to Center Road and painting a bicycle lane on one side would link Ozark to the 100+ miles of trails in Chadwick
- West Bypass - Kearney > This intersection desperately needs right turn lanes.
- West Bypass - Kearney > Could use right turn lanes (from every direction). Very congested.
- West Bypass - Sunshine > Would like an extended left turn lane from NB lanes at W. Sunshine. Traffic backs up.
- Wilson's Creek Trail Expansion > This is a great trail that goes well up into Springfield. It would be great if it expanded further south.

2022

- Bicycle Lanes - Traffic Congestion > Many streets/highways are overly congested. Please do not further disrupt traffic by adding bicycle lanes or decrease lane widths.
- Bicyclist/Pedestrian safety > One of the greatest needs is to improve roads w/shoulders & make designated safe routes for cyclists/pedestrians. I would especially like to see safe routes/trails connecting Nixa & Ozark to the Springfield area.
- Bike Trail - Springfield/Nixa > There is currently no safe or practical way to cycle (or walk) from Nixa to Springfield. The Ozark Chadwick Flyer is great but it is a long way from Nixa's population centers.
- Bike Trail - Farmer's Park to Sequiota > Is there a way to create a bike path from Farmer's park to the Sequiota trails and out to Rogersville/Ozark w/out having to ride on Glenstone across JRF? Will there be a bike lane w/the roundabout or can a path be put down Nature Center Way to connect to an already great pathway?
- Bike Trail - Springfield Lake > Bicycle/Ped pathway that connects to existing trail network.
- Cairo St - Glenstone & Kentwood > No sidewalks on either side of Cairo St between Kentwood & Glenstone
- Campbell - Plainview > There is no signage showing what the lanes do. The leftmost lane becomes a left-turn lane after Plainview, causing traffic to try to merge from that lane. Tons of slowdowns/accidents. Straight lanes should never become turn lanes w/out signage.
- Glenstone - James River > With the new roundabout, will there be a bike lane? Going over JRF on Glenstone is currently the best way to get to Sequiota from Farmer's park. Or, can a bike path be added by the Nature Center to connect to existing trails w/o having to ride on the busy road?
- Hidden Tree Lane > I just learned there is a proposed collector street running through my backyard. I was never notified. I'm very irritated.
- Highway 14 - 32nd Street > Dangerous intersection for traffic exiting Hwy 14 to 32nd Street - multiple collisions
- Highway 266 - Highway B > Traffic circle
- Highway 60 - Farm Road 189 > Traffic continues to increase. West bound lanes on US 60 at FR 189 do not have a good line of site. The turnoff is difficult.
- Highway FF - JRF > I wish we could get FF over JRF fixed. This area is full of potholes.
- Highway P > Really wish they would consider working on P Highway between Republic and Clever. A 2 lane road with 20-30K cars a day down it…
- I-44 - Joplin/St. Louis > This highway definitely needs to be expanded, not only between Kansas Expy and 65, but all the way from St. Louis to Joplin.

- James River - Republic Road > The walking/cycling path is down Republic to Fremont, then back to Independence behind motels and then up a frontage road (3+ miles) instead of a means to just cross over the freeway to that area. Pretty awful.
- Kansas St - Talmage and Livingston St > Need a foot bridge between Talmage & Livingston on Kansas. Repair the pot holes on city's side streets.
- Kearney St - Hwy 65 > The Kearney St bridge over 65 is embarrassing. Whole thing needs tore down and rebuilt.
- Kentwood - Walnut & St Louis > No sidewalk on either side of Kentwood St between Walnut St and St Louis St.
- Light Rail Transfer Station - CU bus transfer station > This could potentially be used as a transfer station for light rail in the area. There are unused railroad tracks and existing tracks utilized by BNSF. It could also serve high speed rail or connections outside of the city and state.
- Lone Pine - Saratoga Ave > There is already a ROW w/overhead utility lines in this area. This would connect the greenways north of Sequiota Park.
- Luster - Glenstone > The rightmost left turn lane off of Luster (photo was provided) turns into the exit lane for Hwy 60 (unmarked on Luster). Most people turning here have to then immediately figure out how to get out of this lane to continue on Glenstone.
- Massey Blvd - Tracker Road > Protected bicycle lane or extended buffer bicycle lane.
- National - Primrose > This lane (photo was provided) states that it is "National" in the far right lane but in reality it is a very long exit lane for Primrose.
- Nature Center Way - Galloway Trail > Adding a spur to connect Galloway trail to Nature Center Way would open this trail to the weekly farmers market and provide local neighborhoods bicycle access.
- North/South Route - West side Springfield > There should be additional arteries created for traffic going north-south on that side of the city, rather than just Kansas Expressway and Campbell
- Park Central Square > It does not support on site parking for vehicles. It should be classified as a pedestrian zone. It should be closed to traffic to increase the walkability in the area.
- Shulyer Trail > Received petition against
- Sidewalk - Trails > Sidewalks built directly next to the street w/o grass or barrier is a safety concern. On-street bicycle lanes are extremely dangerous. Ped/bike need multi-purpose hard paths. Many locations have unreasonable distances between destinations. Area cities need to commit to all new construction/renovations requiring large multi-purpose sidewalks/paths as part of their design.
- Solaira St - 9th Street > There is no connecting sidewalk to the main road.
- Street Car System > Would it benefit the community if we brought back a street car system? KC's system allows the downtown area to get more foot traffic and cuts down on parking issues. It seems like it would pay for itself in the long run.
- Traffic lights - right turn lanes > Get Springfield streets "up to date" (more right turns). Sync traffic lights to avoid congestion. Instead of concentrating on the minority of people who use bike lanes/sidewalks, focus on the majority who have to drive.
- Trail - W. Division > Area requires a multiuse path that allows ped/bike to access school (Willard South Elem)
- Trail extension > Trail extension to increase walkability for the area. (Neighborhood off of AB near Hwy EE)
- Trail placement > The proposed trail from Republic towards Hwy ZZ needs to be rerouted. It will go through several rural front yards & seriously hindering the safety & privacy of homeowners. It also takes

valuable farmland. Needs to be rerouted to Hines St. this will also help to avoid the proposed dangerous traffic circle.

- Trail placement > Shouldn't take farm land, our birth right, and mature trees to put a trail at my front door for something that is not a need or could be re-routed. Should be rerouted one road over to the park where children would actually benefit from it. It takes away farmers property and privacy.
- Walking Path - W. Division > Walking path to cut down on travel time and increase walkability to school (coming off of Collings St to Willard South Elem)

DRAFT PUBLIC COMMENT WITH RESPONSE

To be added upon receipt.



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

Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org