

OTO FY 2026-2029

Transportation Improvement Program

Approved by the Board of Directors 7/17/2025

Approved by U.S. DOT 8/1/2025



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



**U.S. Department
of Transportation**

Federal Highway Administration

3220 West Edgewood, Suite H
Jefferson City, MO 65109

Federal Transit Administration

901 Locust Street, Room 404
Kansas City, MO 64106

August 1, 2025

Mr. Ed Hassinger, P.E.
Director
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Subject: Transportation Improvement Program (TIP) Incorporation Request

Dear Director Hassinger:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the Missouri Department of Transportation's (MoDOT) request to incorporate the Ozarks Transportation Organization (OTO) FY2026-2029 Transportation Improvement Program (TIP) and self-certification as further described in your letter of July 28, 2025, as an amendment to the FY 2026-2030 Missouri Statewide Transportation Improvement Program (STIP). The OTO's Board of Directors approved the FY2026-2029 TIP and self-certification on July 17, 2025, with concurrence from the MoDOT by delegation from the Governor.

In accordance with 23 C.F.R. §§ 450.218 and 450.328, we have determined that this request for STIP incorporation of the OTO FY 2026-2029 TIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C. §§ 134-135, 49 U.S.C. §§ 5303-5304, and 23 C.F.R. § 420. Therefore, the request to incorporate the OTO FY 2026-2029 TIP and self-certification into the MoDOT 2026-2030 STIP is approved.

If you have any questions or need additional information, please contact Cecelie Cochran of FHWA MO at (573) 638-2609 or Gerri Doyle of FTA Region VII at (816) 329-3928.

Sincerely,

Carrie Butler
Regional Administrator
Federal Transit Administration

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

cc:
Mike Henderson, MoDOT

Frank Miller, MoDOT, SW
Sara Fields, OTO
Natasha Longpine, OTO
Scott Stotlemeyer, FHWA MO

Missouri Department of Transportation
Ed Hassinger, P.E., Director

1.888.ASK MODOT (275.6636)

July 28, 2025

Ms. Carrie Butler
Regional Administrator
Federal Transit Administration
901 Locust, Room 404
Kansas City, MO 64106

Mr. Kevin Ward
Division Administrator
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Ms. Butler and Mr. Ward:

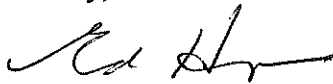
SUBJECT: Springfield Metropolitan Area
FY 2026-2029 Transportation Improvement Program
Ozarks Transportation Organization (OTO)
Approval to Incorporate into FY 2026-2030 STIP
Approval of Self-Certification

In fulfillment of the requirements of the Infrastructure Investment and Jobs Act (IIJA), Governor Kehoe has delegated authority for approval of MPO TIPs and TIP Amendments to MoDOT for the remainder of his term.

Enclosed is a copy of the Governor's delegation letter and supporting documentation. The OTO Board of Directors approved the FY 2026-2029 TIP and self-certification on July 17, 2025. All public involvement considerations have been met and fiscal constraint has been ensured. No public comments were received.

We request approval of incorporating the OTO TIP into the 2026-2030 Statewide Transportation Improvement Program at your earliest convenience.

Sincerely,



Ed Hassinger, P.E.
Director

Enclosure

Copies: Cecelie Cochran-FHWA
Sara Fields-OTO

Gerri Doyle-FTA
Natasha Longpine-OTO

Frank Miller-SW



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

www.modot.org



Missouri Department of Transportation
Ed. Hassinger, P.E., Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

1.888.ASK MODOT (275.6636)

January 15, 2025

The Honorable Mike L. Kehoe
Governor, State of Missouri
State Capitol
Room 216
State Capitol Building
Jefferson City, MO 65101

Dear Governor Kehoe,

Federal regulations under the Fixing America's Surface Transportation (FAST) Act, and continued in the Infrastructure Investment and Jobs Act (IIJA), require state governors to approve certain transportation-related documents. This requirement is expected to continue with subsequent federal reauthorization.

In the past, the Missouri Department of Transportation has acted on behalf of the Governor of the State of Missouri to conduct all staff work related to transportation, to act as a liaison between the State of Missouri and other entities on transportation issues, and to approve transportation-related planning matters. In the past, this mechanism has been advantageous to the State and other stakeholders for a number of reasons, including not limited to:

- Streamlining of approval processes;
- Expertise and involvement in the processes;
- Cost Savings; and,
- Federal regulation and member designated projects (earmarks) familiarity,

Based on our past successes in administering the program in this manner, I hereby request your concurrence with continuing this practice for the duration of your term as Governor of the State of Missouri.

Sincerely,

Ed Hassinger, P.E.
Director

Approved: _____

Governor of Missouri

Date: _____

2-26-2025



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www.modot.org



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

24 July 2025

Mr. Michael Henderson
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Henderson:

Please find the provided OTO Board of Directors approved FY 2026-2029 Ozarks Transportation Organization Transportation Improvement Program (TIP). The Board of Directors adopted the FY 2026-2029 TIP and on July 17, 2025 and approved the Self-Certifications also on July 17, 2025. The Self-Certifications are found in the TIP as pages H-ix and H-x. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy. Public Comment is outlined in Section I. This Board of Directors approved TIP has been previously reviewed by MoDOT and U.S. DOT. We are requesting that the Ozarks Transportation Organization Transportation FY 2026-2029 TIP be incorporated into the Missouri Statewide Transportation Improvement Program.

The TIP includes 9 aviation projects, 148 bike/ped/operations/roadway projects, and 31 transit projects, for a total of 188 projects. The OTO has programmed \$292,635,873 in Federal funding, \$252,161,674 in State funding, and \$65,895,079 in local/other funding, for a total program of \$610,692,626.

Please let me know if you need any other information.

https://www.ozarkstransportation.org/uploads/documents/DraftFY2026-2029TIP_BODApproved07172025.pdf

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager



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)

To view projects through the OTO's interactive TIP website, visit:

<https://oto.ecointeractive.com/>

*OTO fully complies with Title VI of the Civil Rights Act of 1964
and related statutes and regulations in all programs and activities.*

<https://www.ozarkstransportation.org/our-resources/civil-rights>

INTRODUCTION

SECTION A

INTRODUCTION

OTO MPA BOUNDARY MAP

OTO URBAN AREA MAP

LIST OF OTO MEMBERS

PUBLIC INVOLVEMENT PROCESS

ANNUAL LISTING OF OBLIGATED PROJECTS

TRANSPORTATION PLAN COMPLIANCE

FUNDING SOURCES

INTRODUCTION

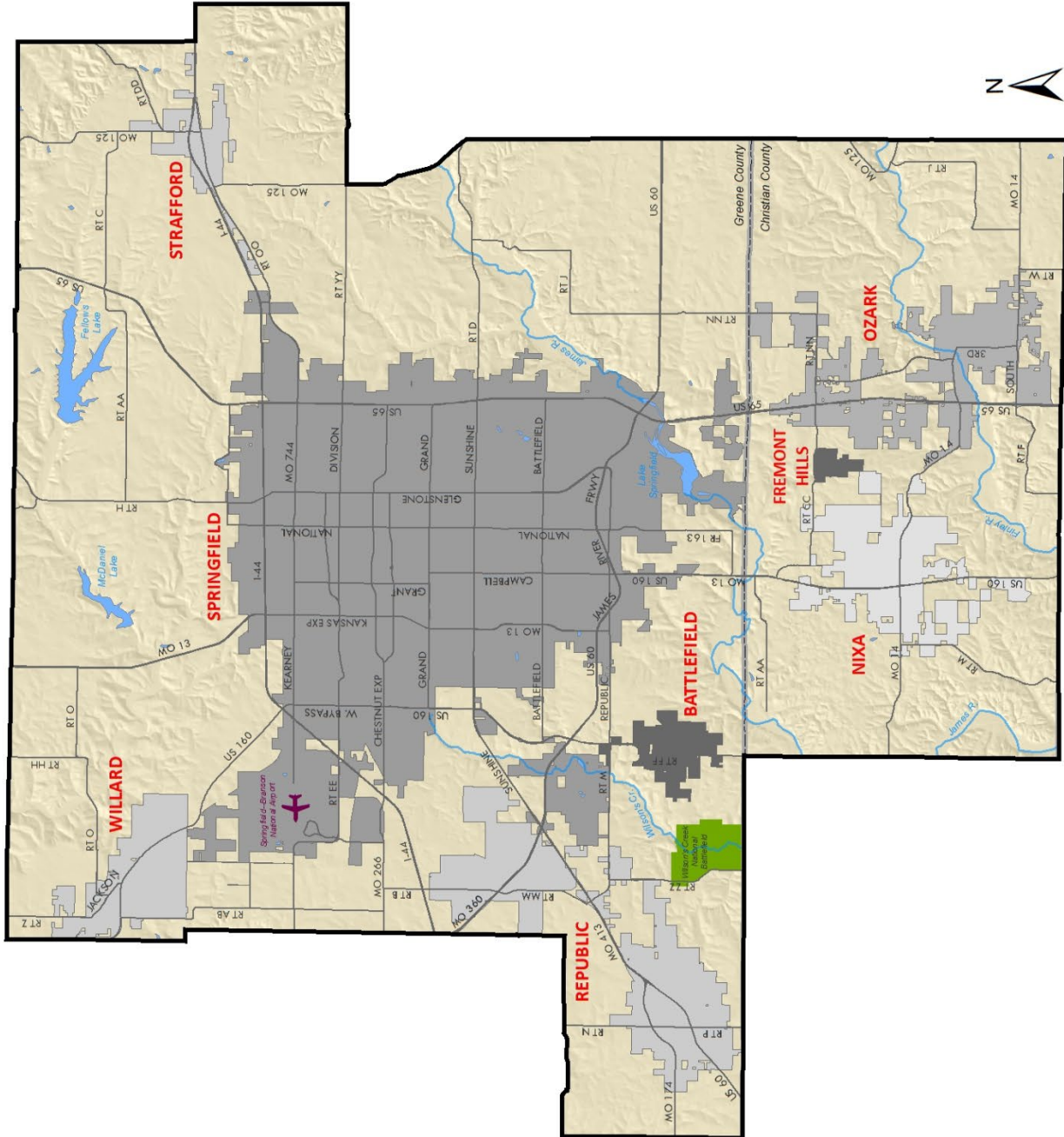
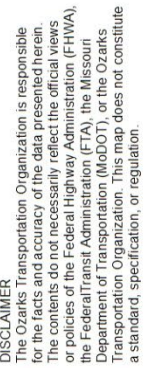
The Transportation Improvement Program (TIP) is the short-range capital improvement program for various transportation systems located in the Springfield metropolitan planning area. The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, 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.

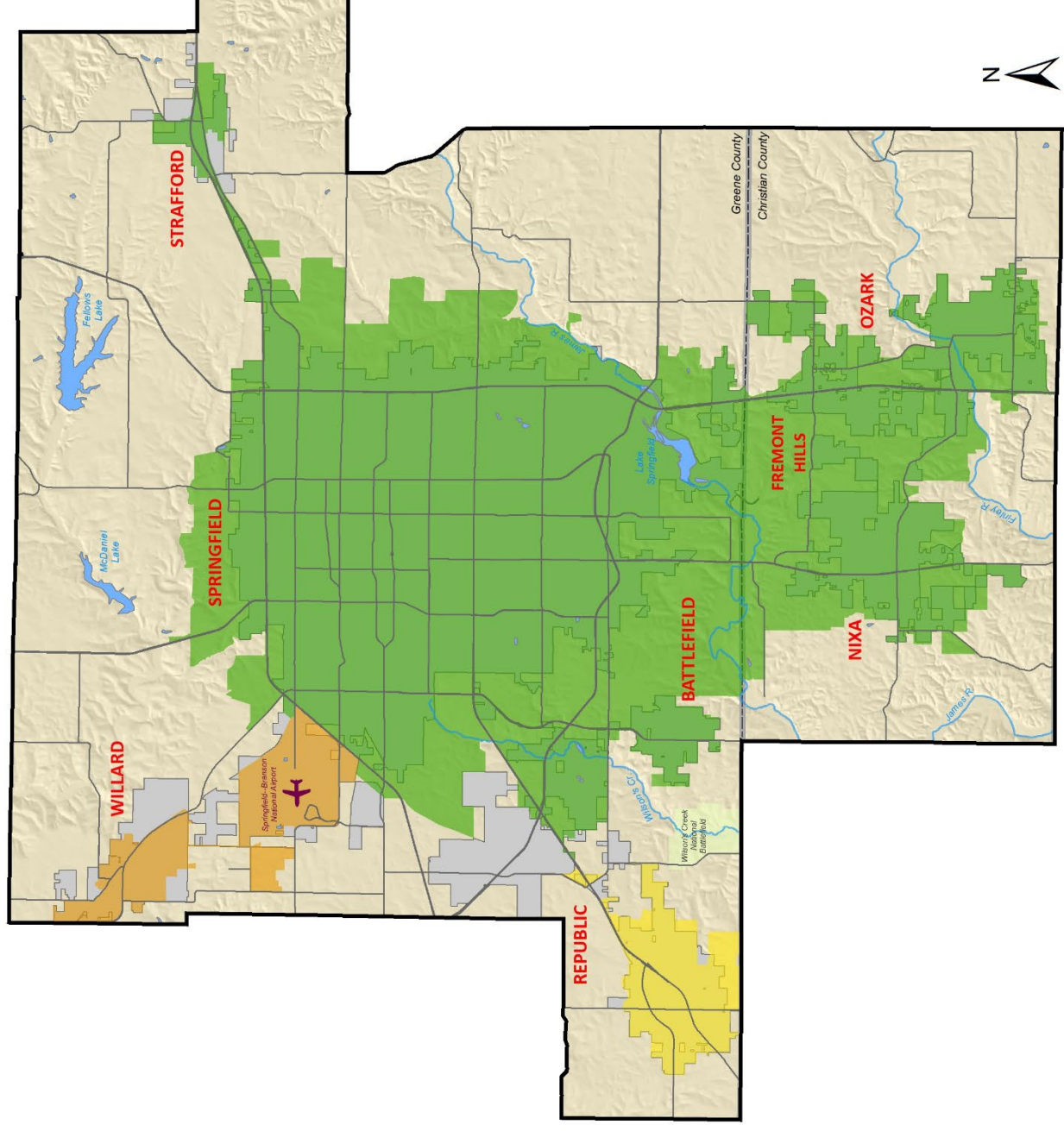
This TIP document is intended to serve as a project implementation guide for those agencies participating in the OTO transportation planning process for the Springfield metropolitan planning area (MPA). The projects outlined in this TIP are a reflection of the policies and plans adopted by the OTO. The 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.

OTO Study Area



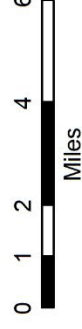
Ozarks Transportation Organization Urban Area

U.S. Census Bureau
2020 Census Urban Area
Delineation Program
FHWA Approved 1/10/2024



Legend

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



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 Federal Transit 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 2026-2029 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 <https://www.ozarkstransportation.org/what-we-do/ppp>.

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.

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 <https://www.ozarkstransportation.org/our-resources/reports-and-studies#b-cmp>.

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
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	*No New Obligations Planned* 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

Major Federal-Aid Highway Programs under BIL		
Program	Eligible Uses	Percent (%) Federal Share of Funded Projects
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
Discretionary Programs	IJA 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 September. The list is online at <https://www.ozarkstransportation.org/our-resources/reports-and-studies#b-project-funding-and-funds-balance>; 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 January 16, 2025, the OTO Board of Directors voted to support the statewide safety targets for Calendar Year (CY) 2025, 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. OTO has also recently completed a Safe Streets and Roads for All Safety Action Plan made possible by a grant through FHWA.

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 January 16, 2025, the OTO Board of Directors voted to support the safety targets set by City Utilities Transit in the most recent PTASP.

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 updated in 2024. 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 January 16, 2025, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan, which can be found on MoDOT's website - https://www.modot.org/sites/default/files/documents/MoDOT%20Transit%20Sponsored%20Group%20TAM%20Plan%20Oct%202022_0.pdf.

INFRASTRUCTURE CONDITION TARGETS

Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on January 16, 2025, 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 January 16, 2025, 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 2026-2029 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, planning; 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 2026-2029 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; EV Charger Installation

PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2026-2029 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. Nearly \$70 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. Nearly \$390 million in projects addressing safety has been programmed.

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, and includes more than \$109 million in projects addressing system reliability, freight movement, and congestion reduction.

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 60 percent of funding is for projects that address Asset Management. 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 \$11 million. Transit Safety is provided through funds available to City Utilities Transit and is programmed at over \$4 million 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 2026-2029 TIP.

SECTION D – FEDERAL AVIATION ELIGIBLE PROJECTS

TIP #	Project Description	Type of Improvement	Status
NA1206	General Aviation Redevelopment Phases II/III	Expand available area for future general aviation development.	Withdrawn
NA1301	Replace Perimeter Fencing	Replace perimeter fencing: 3,500 feet of 6-foot fence to be replaced with 8-foot fence and 3 strands of barb-wire.	Withdrawn
NA1503	Taxiway Alpha and Papa Direct Access Mitigation at Taxiway November	Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa at Taxiway November.	Withdrawn
NA1603	Taxiway Bravo Reconstruction and Direct Access Mitigation	Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo at Taxiway November.	Complete
NA1801	Reconstruction of the Cargo Apron	Cargo apron construction north of Taxiway Bravo - includes the center portion of the current cargo apron.	Complete
NA1907	Construct T-Hangar Taxilanes (Fuel Farm Area)	Construction of T-Hangar taxilanes to accommodate T-Hangar growth.	Withdrawn
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.	Complete
NA2501	Terminal Apron Expansion	This project includes the expansion of the Terminal Apron to the north edge. The pavements are shown on the January 24, 2013 approved ALP.	Under Construction
NA2503	Taxiway Romeo Reconstruction	This project includes the reconstruction of Taxiway Alpha at Taxiway November.	Withdrawn
NA2505	Reconstruct GA Apron	This project includes the reconstruction of the General Aviation apron east of Taxiway November.	Complete
NA2801	Construct New/Relocated SRE Facility	Construct a relocated snow removal equipment facility near the commercial terminal.	Removed

SECTION E – FEDERAL HIGHWAY ELIGIBLE PROJECTS

TIP #	Project Description	Type of Improvement	Status
BA2402	Weaver Road Improvements	Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.	Reprogrammed for FY 2026, 2027, 2028
CC1802	Route 160 Roadway Improvements	Intersection improvements at Rte. CC near Nixa.	Under Construction

TIP #	Project Description	Type of Improvement	Status
CC1901	US 65 Capacity Improvements from CC to 14	Add lanes from Rte. CC to Rte. 14 in Ozark.	Under Construction
CC1902	US 65 Capacity Improvements from 14 to F	Add lanes from Rte. 14 to Rte. F and rehabilitate bridges over the Finley River in Ozark. Project involves bridges A0646 and A3110.	Under Construction
CC2102	US 160 Bridge Rehabilitation and Intersection Improvements at RT AA	Rehabilitate northbound bridge over the James River and add turn lanes and replace signal at Rte. AA. Project involves bridge A1198.	Under Construction
CC2301	MO 125 Safety Signage North of Lindenlure Drive	Add safety signage on Rte. 125 0.1 miles north of Lindenlure Drive.	Withdrawn
CC2303	RT AA and RT JJ Pavement Preservation Treatment	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.	Complete
EN1901	Route 744 ADA Improvements	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.	Under Construction
EN1914	ADA Improvements on Nature Center Way	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.	Under Construction
EN2002	ADA Improvements at Various Locations	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.	Under Construction
EN2003	Kansas Expy ADA Upgrades I-44 to 60	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).	Under Construction
EN2005	Kearney and Mulroy ADA Improvements	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.	Under Construction
EN2006	Kearney ADA Improvements West Bypass to Kansas Expressway	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.	Under Construction
EN2007	ADA Sidewalk Upgrade on Chestnut and Glenstone	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.	Under Construction

TIP #	Project Description	Type of Improvement	Status
EN2010	Shuyler Creek Trail	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.	Under Construction
EN2202	RT P ADA Transition Plan Improvements US 60 to Grace Street in Republic	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.	Under Construction
EN2204	Chadwick Flyer Phase II	Construction of Chadwick Flyer west of US 65 in Ozark.	Complete
EN2205	Wilson's Creek Boulevard Trail	Bicycle and pedestrian improvements on Rte. ZZ from Rte. M to Farm Road 182 in Republic.	Complete
EN2301	Regional Trail Planning Services	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.	In Progress
EN2405	Chadwick Flyer Phase V	Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio.	Under Construction
EN2410	Jordan Creek Trail through Smith Park	Construct 10-foot wide multi-use path through Smith Park to Division Street, including the addition of rectangular rapid flashing beacons at Weller and Division.	Under Construction
EN2412	Mount Vernon and Miller Sidewalks	Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield.	Construction Obligated
EN2415	South Creek Greenway - Posenke	Engineering and design for a .5 mile trail gap along the South Creek Greenway and a direct connection to the Wilson's Creek Greenway.	In Progress
EN2416	Ward Branch Greenway – National to Fremont	Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.	Under Construction
EN2418	Fassnight Trail from Skate Park to Fort	Engineering and design of Fassnight Creek Greenway Trail from west of Parkview High School on S. Thelma/W. Meadowmere (Skate Park) to S. Fort Ave.	In Progress
EN2419	Chadwick Jackson Street Connector	Engineering and design for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.	In Progress
EN2420	Kali Springs Trail Connector	Engineering and design of the Kali Springs trail connector near Fremont Road from just south of W. Trevor to N. 30th.	In Progress

TIP #	Project Description	Type of Improvement	Status
EN2421	Blue Stem Phase I North Ozark Greenway	Engineering and design of the Blue Stem Phase I trail across north Ozark.	In Progress
EN2422	Finley River Trail Western Expansion	Engineering and design of the western expansion of the Finley River Trail from the Ozark Community Center, west.	In Progress
EN2423	Fassnight Greenway- Glenstone to Enterprise	Engineering and design of the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett.	In Progress
EN2501	Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements	Engineering for trail along Route FF between W. William Street and Route M and along Highway M from the existing trail at Wilson's Creek and Route FF. Project will include alternatives analysis to determine the best alignment for the trails.	In Progress
EN2601	Trail/Sidewalk Hwy CC Chadwick Flyer Connection	Construction of Trail/Sidewalk along State Hwy CC from Fremont Road to N 22nd Street.	Withdrawn
GR1902	Kansas Extension Phase II	New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.	Under Construction
GR2003	US 65 Pavement Resurfacing I-44 to KK	Pavement resurfacing on northbound lanes from north of I-44 in Springfield to Rtes. KK and A.	Complete
GR2004	744 Pavement Resurfacing	Pavement resurfacing on Route 744 from east of Loop 44 (Glenstone Avenue) to Mulroy Road, and on Mulroy Road from Rte. OO to I-44.	Under Construction
GR2007	Kansas Expy Resurfacing I-44 to 60	Pavement resurfacing on Kansas Expressway (Rte. 13) from north of I-44 to James River Freeway (Rte. 60).	Under Construction
GR2010	Route ZZ and FR 182 Add Roundabout	Add roundabout on Wilson's Creek Boulevard at Farm Road 182.	Complete
GR2011	Route 60 CRISI Project	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.	Under Construction
GR2201	I-44 Pavement Resurfacing Chestnut to Glenstone and US 65 to MO 125	Pavement resurfacing on I-44 from west of Rte. 266 (Chestnut Expressway) to Rte. 13 (Kansas Exp) and from Rte. 65 in Springfield to east of Rte. 125 in Strafford and add high friction surface treatment on the westbound lanes in Strafford. Involves bridges A0712, A0714, and A0715.	Under Construction
GR2202	Route C Pavement Resurfacing US 65 to MO 125 in Strafford	Pavement resurfacing on Route C from Route 65 to Route 125 north of Strafford.	Complete

TIP #	Project Description	Type of Improvement	Status
GR2204	Route DD Pavement Resurfacing Route 125 to Webster County	Pavement resurfacing on Route DD from Route 125 in Strafford to the Webster County line.	Complete
GR2207	Route WW Pavement Resurfacing MO 13 to Route H	Pavement resurfacing and add shoulders on Route WW from Route 13 to Route H.	Complete
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
GR2302	I-44 Pavement Improvements	Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.	Withdrawn
GR2402	Striping Upgrades in Greene County	Striping upgrades on I-44 at various locations from 0.1 miles east of Rte. 360 to 2 miles east of Rte. 125 in Strafford, on Rte. 65 from I-44 to Rte. 60 and on Rte. 13 from Rte. WW to I-44.	Complete
MO2206	Bridge Improvements at Various Locations	Bridge rehabilitations at US 65 northbound over S. Dry Sac Creek, Republic Road over Route 60 in Springfield, Route 14 over Route 65 in Ozark and Route M over McCaferty Branch. Project involves bridges A3361, A4181, A3514 and A3109.	Under Construction
MO2207	Job Order Contracting for Guard Cable and Guardrail Repair (2023)	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Complete
MO2209	Replace Signals at Various Locations (2024)	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 in Springfield, and on Rte. 60 at Rte. MM in Republic.	Construction Obligated
MO2212	Concrete Repairs at Various Locations (2023)	Concrete repairs at various locations from Rtes. A and KK to 0.9 miles south of Rte. F in Ozark and on Rte. 60 at various locations from Farm Road 194 near Republic to Rte. 125 in Rogersville.	Under Construction
MO2213	Job Order Contracting for Bridge Repairs (2024)	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Under Construction
MO2215	ITS on Chestnut Expressway from West Bypass to Kansas Expressway	Add ITS equipment and software on Chestnut Expressway (Loop 44) from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield.	Under Construction

TIP #	Project Description	Type of Improvement	Status
MO2306	Bridge Deck Sealing at Various Locations	Bridge deck sealing for US 65 North over Farm Road 197, for Glenstone (Business 65) over James River Freeway (Route 60), for US 65 South over Route 60, for National Avenue South over James River Freeway (Route 60), and Route MM over Route 360. Project involves bridges A3360, A7550, A2072, A4175, A4177, and A5907.	Under Construction
MO2307	Job Order Contracting for Guard Cable and Guardrail Repair (2025)	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Under Construction
MO2308	Job Order Contracting for Concrete Repairs (2024)	Job Order Contracting for concrete repairs in the urban Southwest District.	Under Construction
MO2309	Various Routes Pavement Resurfacing	Add high friction surface treatment on I-44 westbound lanes in Strafford, Route 60 in Springfield, Routes NN and 125 in Christian County, and pavement resurfacing on Route 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.	Under Construction
MO2501	On-Call Work Zone Enforcement (2025)	On-call work zone enforcement at various locations in the urban Southwest District.	Complete
MO2502	ITS Operations and Management (2025)	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Complete
MO2509	Scoping Bridge Plan Estimates	Bridge plan estimates at various locations in the urban Southwest District.	Withdrawn
MO2522	I-44 Pavement Project	Rebuild pavement from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.	Under Construction
NX2101	N. Main Street	North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC.	Under Construction
NX2202	Route CC Roundabout at Main Street in Nixa	Add roundabout at Route CC and Main Street in Nixa.	Under Construction
NX2301	Downtown N. Main Street	Downtown Nixa Main Street Improvements from Route 14 to North Street.	Withdrawn
OK2203	Route J Bridge Rehabilitation in Ozark	Add intersection turn lanes at Rtes. CC And J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.	Construction Obligated
OK2301	Project Development for Route CC Capital Improvements	Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.	In Progress
OK2302	Chadwick Flyer Spur to OHS	Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.	Under Construction
OK2303	Garrison Springs Trail	Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.	Withdrawn

TIP #	Project Description	Type of Improvement	Status
OK2304	Chadwick Flyer US 65 Crossing	Crossing US 65 with the Chadwick Flyer Trail in Ozark.	Under Construction
OT2401	Safe Streets and Roads for All Action Plan	Development of a Safe Streets and Roads for All Action Plan.	Complete
RG0901	Interchange Improvements at Route 60 & Route 125	Add interchange at Route 125 in Rogersville.	Complete
RP2201	Route MM Ramp Intersection Improvements at I-44	Add signals at Route MM ramps and reconfigure lanes at I-44.	Complete
RP2203	RT P Pavement Resurfacing US 60 to Farm Road 194	Pavement resurfacing from Rte. 60 to Farm Road 194 in Republic.	Under Construction
SP1708	Kearney Pavement Resurfacing Kansas to Glenstone	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).	Under Construction
SP1710	Glenstone Avenue Pavement Improvements	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.	Under Construction
SP1816	Kansas Expressway and Sunset Street	Add lanes, improve pedestrian access and replace signal on Kansas Expressway (Route 13) at Sunset Street in Springfield.	Under Construction
SP1817	Kansas Expressway and Walnut Lawn	Add lanes, improve pedestrian access and replace signal on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.	Under Construction
SP1903	Glenstone Pavement Resurfacing Battlefield to 60	Pavement resurfacing on Glenstone Avenue from Battlefield Road to James River Freeway (Rte. 60) and on Nature Center Way at Reed Avenue in Springfield.	Under Construction
SP1904	Glenstone Pavement Resurfacing RR S. of Chestnut to Battlefield	Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway (Loop 44) to Battlefield Road in Springfield.	Under Construction
SP1908	Sunshine Street Bridge over MNA Railroad	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.	Under Construction
SP1911	Melville Road Bridge over I-44	Bridge replacement on Melville Road over I-44 in Springfield. Project involves bridge A0441.	Under Construction
SP2002	Pavement Resurfacing on Chestnut	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 miles north of Cherry Street to 0.3 miles north of Chestnut Expressway in Springfield.	Under Construction

TIP #	Project Description	Type of Improvement	Status
SP2003	Operational, Safety, and ADA Improvements on Glenstone St. Louis to 60	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.	Under Construction
SP2006	Kearney Resurfacing from Airport to Kansas Expressway	Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.	Under Construction
SP2013	Chestnut Pavement Resurfacing College to Kansas Expressway	Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Kansas Expressway (Rte. 13).	Under Construction
SP2014	ADA Improvements Sunshine, National, Battlefield	ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.	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
SP2104	Walnut Street Bridge	Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the bridge.	Under Construction
SP2114	Galloway Street Improvements – GOVCS	Add center turn lane, multi-use path and roundabouts on Galloway Street from Luster Ave. to Lone Pine Ave.	Under Construction
SP2202	TMC Signal Replacements, Various Locations	Signal replacements at various locations in the City of Springfield.	In Progress
SP2203	I-44 Roadway Improvements Glenstone to US 65 in Springfield	Add lanes and rebuild pavement from Glenstone Avenue (Rte. H) to US 65 in Springfield.	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.	Complete
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.	Complete
SP2206	Chestnut Expressway Pavement Resurfacing	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.	Under Construction

TIP #	Project Description	Type of Improvement	Status
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.	Complete
SP2208	US 65 Pavement Resurfacing at Sunshine Interchange	Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange.	Complete
SP2209	Battlefield Road Resurfacing at US 65 in Springfield	Pavement resurfacing from Moulder Avenue to Ruskin Way in Springfield.	Complete
SP2210	Cherry Street Bridge Rehabilitation Over US 65	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.	Complete
SP2211	Republic Street Bridge Rehabilitation over James River Freeway	Republic Street bridge rehabilitation over James River Freeway (Route 60) 0.5 miles east of Kansas Expressway (Route 13) in Springfield. Project involves bridge A4184.	Under Construction
SP2213	US 160 Scoping for Bridge Preventive Maintenance Over James River Overflow	Bridge deck sealing on northbound bridge over James River Overflow south of Springfield. Project involves bridge A1199.	Under Construction
SP2215	I-44 and Kansas Expressway	Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44. Project involve bridge A0443.	Withdrawn
SP2301	I-44 and Kansas Interchange Improvements	Interchange improvements on Rte. 13 at I-44 in Springfield.	Withdrawn
SP2303	I-44 Sound Abatement from Kansas to US 65	Sound abatement on the eastbound lanes from Summitt Avenue to National Avenue in Springfield.	Under Construction
SP2305	Bridge Improvement over I-44	Bridge improvement on Route EE over I-44 in Springfield. Project involves bridge A0713.	Withdrawn
SP2307	System Improvements on Kearney from Airport to LeCompte	Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.	Under Construction
SP2308	J-Turns on US 65 at Bluegrass Road	Add J-turn at US 65 and Bluegrass Road (Farm Road 94).	Complete
SP2310	I-44 Add Lanes and Replace Bridges from Kansas to Glenstone in Springfield	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 and A0447.	Under Construction
SP2312	LeCompte Road Improvements	LeCompte Road improvements from Division Street north to the BNSF Railroad Tracks at the Springfield Underground entrance, including improvements to the intersection at Division Street.	Construction Obligated
SP2313	LeCompte/Eastgate Trail	Construction of Trail along LeCompte/Eastgate from Division north to BNSF RR.	Construction Obligated

TIP #	Project Description	Type of Improvement	Status
SP2314	Grand Street Trail	Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue.	In Progress
SP2404	Transportation Management System Improvements	Transportation management system improvements in Springfield at various locations, including traffic signal controllers, traffic cabinet door security locks, traffic signal heads, accessible pedestrian signals, dynamic message signs, traffic monitoring CCTV cameras, vehicle detection systems, traffic network communications equipment, and rectangular rapid flashing beacons.	In Progress
SP2405	Springfield Pavement Resurfacing, Various Routes	Resurfacing of various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.	Under Construction
SP2406	Springfield ADA Improvements, Various Routes	Sidewalk and intersection sidewalk ramp improvements on various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.	Construction Obligated
SP2505	Scoping I-44 Capital Improvements West Bypass to Kansas Expwy	Scoping for capital improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway), interchange improvements at Rte. 13 and replace Rte. 13 bridge over I-44 in Springfield. Project involves bridge A0443.	Withdrawn
ST2201	MO 125 Intersection Improvements in Strafford	For MO 125, add roundabouts at I-44 ramps and at Chestnut Street, add signal at Route OO, and add turn lane from Washington Ave. to Route OO in Strafford.	Under Construction
ST2301	I-44 Pavement Resurfacing from MO 125 to Webster County Line	Pavement resurfacing on I-44 from 0.5 miles east of Rte. 125 in Strafford to 1.1 mile east of Rte. 125.	Withdrawn/Removed from TIP
ST2302	Route OO East Sidewalks	Sidewalk along Route OO from Route 125 to just east of Dollar General.	Construction Obligated
WI2301	Jackson Street Resurfacing	Resurface Jackson Street in Willard from Highway 160 to Tower Road.	Complete

SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

TIP #	Project Description	Type of Improvement	Status
CU2205	Various ADA Enhancement Projects	FTA FY 2021, 2022, and 2023 Non-Traditional 5310 Projects including Cardinal/Camino Alto sidewalk connection, shelter pad upgrades, shelter upgrades, and wheelchair securement stations.	In Progress

TIP #	Project Description	Type of Improvement	Status
CU2303	FY 2023 Transit Security	This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.	In Progress
CU2402	FY 2024 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	In Progress
CU2403	FY 2024 Preventative Maintenance	Subsidy of preventative maintenance expenses for existing public transit service.	Complete
CU2404	FY 2024 Transit Planning	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Complete
CU2405	FY 2024 Transit Security	This project is for the purchase of capital security equipment to meet the 1% requirement for FTA Section 5307 funding.	Complete
CU2406	FY 2024 Transit Safety	This project is for safety projects required to meet the .75% requirement for FTA Section 5307 funding.	In Progress
CU2407	FY 2021 5307 ARP Operational Funding	ARP Funding for Operations	Complete
CU2505	FY25 Purchase of (2) Fixed Route Buses	Capital replacement of (2) low floor, fixed route, diesel buses.	In Progress
MO1729	5310-Traditional Projects Reserve 2021-2023	Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2023.	In Progress
MO1901	5310-MoDOT Admin 2019-2023	MoDOT Administration portion of FY 2022 through FY 2023 FTA 5310 funding.	In Progress

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 2024. 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/>

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

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,600,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	\$1,440,000	-	\$1,440,000
Construction	Local	-	-	-	-	\$160,000	-	\$160,000
Total Construction		-	-	-	-	\$1,600,000	-	\$1,600,000
Total Programmed		-	-	-	-	\$1,600,000	-	\$1,600,000

NA1903-20A5 - TAXIWAY NOVEMBER AND DELTA RECONSTRUCTION

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$20,240,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
-

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

Funding Source Notes

Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	AIP (FAA)	-	\$1,206,000	-	-	-	-	\$1,206,000
Engineering	Local	-	\$134,000	-	-	-	-	\$134,000
Total Engineering		-	\$1,340,000	-	-	-	-	\$1,340,000
Construction	AIP (FAA)	-	\$17,010,000	-	-	-	-	\$17,010,000
Construction	Local	-	\$1,890,000	-	-	-	-	\$1,890,000
Total Construction		-	\$18,900,000	-	-	-	-	\$18,900,000
Total Programmed		-	\$20,240,000	-	-	-	-	\$20,240,000

NA1904-20A5 - RUNWAY 2-20 LIGHTING REHABILITATION

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,790,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	\$1,611,000	-	\$1,611,000
Construction	Local	-	-	-	-	\$179,000	-	\$179,000
Total Construction		-	-	-	-	\$1,790,000	-	\$1,790,000
Total Programmed		-	-	-	-	\$1,790,000	-	\$1,790,000

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

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$13,050,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	\$11,745,000	-	-	-	\$11,745,000
Construction	Local	-	-	\$1,305,000	-	-	-	\$1,305,000
Total Construction		-	-	\$13,050,000	-	-	-	\$13,050,000
Total Programmed		-	-	\$13,050,000	-	-	-	\$13,050,000

NA2601-26 - NORTH 26-UNIT T-HANGAR DEVELOPMENT

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$6,940,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
This project includes the site development, pavements, and utilities required to prepare the north T-Hangar site for the included 26-unit T-hangar construction.

Funding Source Notes
Non-Federal Funding Source: Springfield-Branson National Airport

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	BIL-AIG (FAA)	-	\$6,246,000	-	-	-	-	\$6,246,000
Construction	Local	-	\$694,000	-	-	-	-	\$694,000
Total Construction		-	\$6,940,000	-	-	-	-	\$6,940,000
Total Programmed		-	\$6,940,000	-	-	-	-	\$6,940,000

NA2602-26 - TAXIWAY N AND S RECONSTRUCTION 14-32 TO RUNWAY 2

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$965,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description

This will cover the design costs for the FY 2027 reconstruction of Taxiway N (east 2-20 RSA to south 14-32 RSA) and Taxiway S (south 14-32 RSA to Taxiway N), including likely Taxiway S realignment.

Funding Source Notes

Non-Federal Funding Source: Springfield-Branson National Airport

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	AIP (FAA)	-	\$868,500	-	-	-	-	\$868,500
Engineering	Local	-	\$96,500	-	-	-	-	\$96,500
Total Engineering		-	\$965,000	-	-	-	-	\$965,000
Total Programmed		-	\$965,000	-	-	-	-	\$965,000

NA2603-26 - PAVEMENT MANAGEMENT PLAN UPDATE

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$160,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
The update will include field surveys at a 50% rate, an update of the PAVER database, a full report with predictive analysis. Other items to be considered for inclusion will be 100% surveys for critical pavements, NDT testing, PCR calculations, pavement strength maps, etc.

Funding Source Notes
Non-Federal Funding Source: Springfield-Branson National Airport

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	AIP (FAA)	-	\$144,000	-	-	-	-	\$144,000
Engineering	Local	-	\$16,000	-	-	-	-	\$16,000
Total Engineering		-	\$160,000	-	-	-	-	\$160,000
Total Programmed		-	\$160,000	-	-	-	-	\$160,000

NA2802-25 - TERMINAL "NODE" EXPANSION

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,000,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Design for the initial proposed "node" expansion to the existing Commercial Terminal.

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	AIP (FAA)	-	-	-	\$3,000,000	-	-	\$3,000,000
Engineering	Local	-	-	-	\$1,000,000	-	-	\$1,000,000
Total Engineering		-	-	-	\$4,000,000	-	-	\$4,000,000
Total Programmed		-	-	-	\$4,000,000	-	-	\$4,000,000

NA2803-25 - CORPORATE/GA CAMPUS PHASE I

Plan Revision
26Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$6,200,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Phase I of the Corporate/GA campus site development, including access road, taxiway, and utilities. Phase I includes taxilane access to a corporate hangar/apron site, roadway access to the corporate hangar parking location, and utilities (sanitary, water, gas, storm).

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	\$5,000,000	-	\$5,000,000
Construction	Local	-	-	-	-	\$1,200,000	-	\$1,200,000
Total Construction		-	-	-	-	\$6,200,000	-	\$6,200,000
Total Programmed		-	-	-	-	\$6,200,000	-	\$6,200,000

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. While the scoring criteria evolves with each call for projects, dependent on current needs, the projects currently programmed were scored based on the following:

2025 (INCLUDES BOTH CARBON REDUCTION AND TAP FUNDING)

The evaluation criteria used in rating pedestrian and bicycle infrastructure applications draw from several sources, including Destination 2045 and the Regional Bicycle and Pedestrian Trail Investment Study.

- Collaboration (5 points)
- Points will be awarded to collaborative projects, meaning a project is part of an approved STIP project (Collaboration with MoDOT) or is part of a collaboration between more than one entity with financial contributions from all agencies
- Project includes fully acquired Right-of-Way (3 points)
- Project previously submitted for other grant funding opportunities, including, but not limited to prior year CFP, REI, Sidewalk Cost Share or DNR funding (2 points)
- Project is located in low-income and or Zero-Car-household area as outlined in the Sidewalk and Trail CFP 2025 Map (3 points)

- Mobility Access (3 points)
- A project will earn 3 points if the project removes a major barrier for connectivity by creating a new crossing location for pedestrians or bicyclist, including, but not limited to, protected crossing of thoroughfare road or train tracks.
- Connectivity (up to 15 points)
- 5 points will be awarded to a project that creates connectivity between different communities, either directly or as part of the regional trail system as shown in the official OTO trail map.
- Projects that are designed as a multimodal facility will receive 5 points, if the majority of the project offers a 10' or wider path of travel.
- 5 points will be awarded to projects that create a new connection between two existing trails.
- Public Participation (5 points)
- Points will be awarded if Project is directly mentioned in an adopted plan or involved direct citizen participation through a survey, community meeting/ open house or result of meaningful input in support of the project.
- Deduction based on Reasonable Progress of Existing Projects (Minus 10 points)
- Project applications will receive a deduction if project Sponsor has not met reasonable progress requirements on a current project through OTO.

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 2026-2029 TIP were previously selected through this process. These projects also appear in the MoDOT 2026-2030 STIP.

New Projects added:

- FF/Weaver (FY28)
- Kearney/US65 Interchange Improvements and Bridge Replacement (FY30)

Projects that stayed in the same fiscal year between the FY 2025-2029 STIP and the Draft FY 2026-2030 STIP:

- Highway 14- add lanes and sidewalks from 6th to 14th (FY26)
- MO13- Capital Improvements from Grand to Sunshine (FY28)
- US 60- Capital Improvements from US65 to NN/J (FY29)
- US 60- Capital Improvements from Farm Road 103 to James River Freeway (FY28)
- Glenstone PH II Operational Improvements (FY 29)
- Eastgate- Bridge replacement over BNSF (FY26)
- MO 744-Signal replacements (FY26)

Projects delayed a fiscal year between the FY 2025-2029 STIP and the Draft FY 2026-2030 STIP:

- Route CC/22nd Intersection Improvements (from FY25 to FY26)
- Sunshine/Rte D Improvements (from FY25 to FY26)
- AB/B/266 Roundabouts (from FY26 to FY27)
- LP 44 Signal Upgrades (from FY25 to FY26)
- Route MM- New RR overpass and alignment (from FY25 to FY26)

NATIONAL HIGHWAY FREIGHT NETWORK

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

- Primary Highway Freight System (PHFS) – 41,799 centerline miles
- Interstate Routes not on the PHFS – approximately 10,265 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 designate CUFC, which must:

- Connect an intermodal facility to the PHFS, the Interstate System, or another intermodal facility,
- Provide a bypass route for the PHFS,
- 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 becomes available from the Bipartisan Infrastructure Law, OTO will work with MoDOT and other planning partners should there be any necessary changes.

DESIGNATION

Currently, Interstate 44 is the only route in the OTO region on the National Highway Freight Network, listed as part of the Primary Highway Freight System across the state of Missouri.

OT1901-22A2 - OTO OPERATIONS AND PLANNING

Plan Revision
26Draft

Section
Sponsored by OTO

Project Type
Operations

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$3,260,472

MoDoT ID
-

Federal ID
00FY820, 00FY821, 00FY822, 00FY823, 00FY824, 00FY825, 00FY826

Project From
-

Project To
-

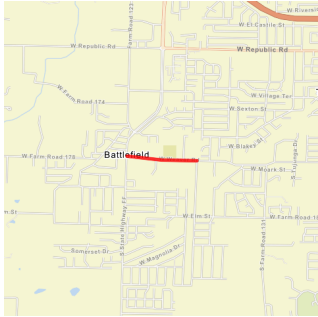
Project Considerations
Bike/Ped Plan

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	Local	\$363,295	\$67,005	\$70,355	\$73,873	\$77,567	-	\$652,095
Planning	STBG-U (FHWA)	\$1,453,182	\$268,019	\$281,419	\$295,491	\$310,266	-	\$2,608,377
Total Planning		\$1,816,477	\$335,024	\$351,774	\$369,364	\$387,833	-	\$3,260,472
Total Prior Costs		\$1,816,477	-	-	-	-	-	\$1,816,477
Total Programmed		\$1,816,477	\$335,024	\$351,774	\$369,364	\$387,833	-	\$3,260,472

BA2402-24A3 - WEAVER ROAD IMPROVEMENTS



Plan Revision
26Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$2,506,873

MoDOT ID
JSU0210

Federal ID
S605047

Project From
Route FF

Project To
Cloverdale Lane

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$35,270	-	-	\$65,588	-	-	\$100,858
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	MoDOT-AC	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Engineering	STBG-U (FHWA)	\$141,082	-	-	\$205,763	-	-	\$346,845
Total Engineering		\$186,352	\$10,000	\$10,000	\$281,351	\$10,000	-	\$497,703
ROW	Local	-	-	\$33,750	-	-	-	\$33,750
ROW	STBG-U (FHWA)	-	-	\$101,250	-	-	-	\$101,250
Total ROW		-	-	\$135,000	-	-	-	\$135,000
Construction	Local	-	-	-	\$468,543	-	-	\$468,543
Construction	STBG-U (FHWA)	-	-	-	\$1,405,627	-	-	\$1,405,627
Total Construction		-	-	-	\$1,874,170	-	-	\$1,874,170
Total Prior Costs		\$186,352	-	-	-	-	-	\$186,352
Total Programmed		\$186,352	\$10,000	\$145,000	\$2,155,521	\$10,000	-	\$2,506,873

MO2604-24 - ITS OPERATIONS AND MANAGEMENT (2026)

Plan Revision
26Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$1,834,000

MoDoT ID
JSU0200

Federal ID
5905813

Project From
-

Project To
-

Project Considerations
Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	Local	-	\$126,000	-	-	-	-	\$126,000
Operations	MoDOT	-	\$240,800	-	-	-	-	\$240,800
Operations	MoDOT-AC	-	\$963,200	-	-	-	-	\$963,200
Operations	STBG-U (FHWA)	-	\$504,000	-	-	-	-	\$504,000
Total Operations		-	\$1,834,000	-	-	-	-	\$1,834,000
Total Programmed		-	\$1,834,000	-	-	-	-	\$1,834,000

MO2701-24 - ITS OPERATIONS AND MANAGEMENT (2027)

Plan Revision
26Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$1,919,000

MoDoT ID
JSU0218

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	Local	-	-	\$128,000	-	-	-	\$128,000
Operations	MoDOT	-	-	\$255,800	-	-	-	\$255,800
Operations	MoDOT-AC	-	-	\$1,023,200	-	-	-	\$1,023,200
Operations	STBG-U (FHWA)	-	-	\$512,000	-	-	-	\$512,000
Total Operations		-	-	\$1,919,000	-	-	-	\$1,919,000
Total Programmed		-	-	\$1,919,000	-	-	-	\$1,919,000

MO2801-25 - ITS OPERATIONS AND MANAGEMENT (2028)

Plan Revision
26Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$660,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	Local	-	-	-	\$132,000	-	-	\$132,000
Operations	STBG-U (FHWA)	-	-	-	\$528,000	-	-	\$528,000
Total Operations		-	-	-	\$660,000	-	-	\$660,000
Total Programmed		-	-	-	\$660,000	-	-	\$660,000

MO2901-26 - ITS OPERATIONS AND MANAGEMENT (2029)

Plan Revision
26Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$670,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

Funding Source Notes
-

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	Local	-	-	-	-	\$134,000	-	\$134,000
Operations	STBG-U (FHWA)	-	-	-	-	\$536,000	-	\$536,000
Total Operations		-	-	-	-	\$670,000	-	\$670,000
Total Programmed		-	-	-	-	\$670,000	-	\$670,000

OK2102-23A3a - ROUTE CC CAPITAL IMPROVEMENTS



Plan Revision
26Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$5,301,000

MoDOT ID
J8S0736D

Federal ID
S605031

Project From
Fremont Road

Project To
22nd Street

Project
Considerations

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

Project Description

Add lanes, sidewalk and shared use path 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. Design, right of way acquisition and utility relocation by Ozark. \$2,021,449 Cost Share; \$2,128,397 STBG-Urban; \$532,099 Ozark funds.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$28,000	\$95,800	-	-	-	-	\$123,800
Engineering	MoDOT-AC	\$112,000	\$383,200	-	-	-	-	\$495,200
Total Engineering		\$140,000	\$479,000	-	-	-	-	\$619,000
Construction	Local	-	\$532,099	-	-	-	-	\$532,099
Construction	MoDOT	-	\$404,301	-	-	-	-	\$404,301
Construction	MoDOT-AC	-	\$1,617,203	-	-	-	-	\$1,617,203
Construction	STBG-U (FHWA)	-	\$2,128,397	-	-	-	-	\$2,128,397
Total Construction		-	\$4,682,000	-	-	-	-	\$4,682,000
Total Prior Costs		\$140,000	-	-	-	-	-	\$140,000
Total Programmed		\$140,000	\$5,161,000	-	-	-	-	\$5,301,000

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



Plan Revision
26Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$18,040,246

MoDOT ID
J8S0836B

Federal ID
S602093

Project From
I-44

Project To
Route 360

Project
Considerations

Advance Construction

Project Description

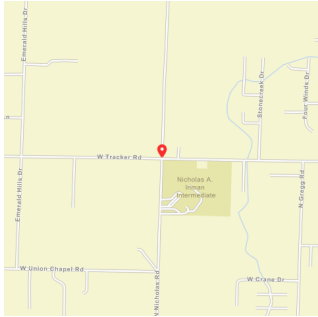
Add lanes on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic. Design, right of way, and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban, and \$2,872,000 Republic funds.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$365,975	\$184,562	-	-	-	-	\$550,537
Engineering	MoDOT	\$167,984	\$20,000	\$65,800	-	-	-	\$253,784
Engineering	MoDOT-AC	\$80,000	\$80,000	\$263,200	-	-	-	\$423,200
Engineering	STBG (FHWA)	\$591,935	-	-	-	-	-	\$591,935
Total Engineering		\$1,205,894	\$284,562	\$329,000	-	-	-	\$1,819,456
ROW	Local	-	\$445,790	-	-	-	-	\$445,790
ROW	MoDOT	-	\$113,600	-	-	-	-	\$113,600
ROW	MoDOT-AC	-	\$454,400	-	-	-	-	\$454,400
Total ROW		-	\$1,013,790	-	-	-	-	\$1,013,790
Construction	Local	-	-	\$2,872,000	-	-	-	\$2,872,000
Construction	MoDOT	-	-	\$2,007,800	-	-	-	\$2,007,800
Construction	MoDOT-AC	-	-	\$8,031,200	-	-	-	\$8,031,200
Construction	STBG-U (FHWA)	-	-	\$2,296,000	-	-	-	\$2,296,000
Total Construction		-	-	\$15,207,000	-	-	-	\$15,207,000
Total Prior Costs		\$1,205,894	-	-	-	-	-	\$1,205,894
Total Programmed		\$1,205,894	\$1,298,352	\$15,536,000	-	-	-	\$18,040,246

CC2504-25A2 - NICHOLAS AND TRACKER



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
System Improvement

Lead Agency
Christian County

County
Christian County

Municipality
**Unincorporated
Christian County**

Status
Programmed

Total Cost
\$1,305,000

MoDoT ID
-

Federal ID
9901885

Project From
-

Project To
-

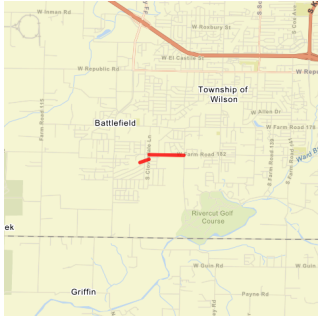
Project
Considerations
Bike/Ped Plan

Project Description
Operational improvements at Nicholas and Tracker Intersection

Funding Source Notes
Non-Federal Funding Source: Christian County

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$25,000	-	-	-	-	\$25,000
Engineering	STBG-U (FHWA)	-	\$100,000	-	-	-	-	\$100,000
Total Engineering		-	\$125,000	-	-	-	-	\$125,000
ROW	Local	-	\$20,000	-	-	-	-	\$20,000
ROW	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total ROW		-	\$100,000	-	-	-	-	\$100,000
Construction	Local	-	-	\$216,000	-	-	-	\$216,000
Construction	STBG-U (FHWA)	-	-	\$864,000	-	-	-	\$864,000
Total Construction		-	-	\$1,080,000	-	-	-	\$1,080,000
Total Programmed		-	\$225,000	\$1,080,000	-	-	-	\$1,305,000

EN2401-24 - TRAIL OF TEARS CONNECTOR



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Battlefield

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$403,564

MoDoT ID

-

Federal ID
9901859

Project From
**City Park Trail,
Cloverdale**

Project To
**Cloverdale, Farm Road
131**

Project
Considerations

Bike/Ped Plan

Project Description

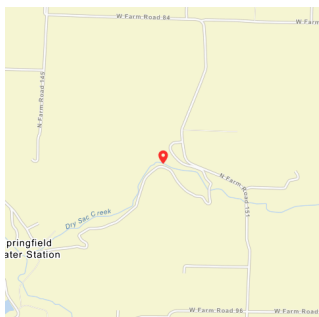
Construct 8-foot wide trail through Trail of Tears Park to Cloverdale, as well as construct sidewalk on 4th Street from Cloverdale to Farm Road 131.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$9,533	-	-	-	-	-	\$9,533
Engineering	TAP (FHWA)	\$38,133	-	-	-	-	-	\$38,133
Total Engineering		\$47,666	-	-	-	-	-	\$47,666
Construction	Local	-	\$71,180	-	-	-	-	\$71,180
Construction	TAP (FHWA)	-	\$284,718	-	-	-	-	\$284,718
Total Construction		-	\$355,898	-	-	-	-	\$355,898
Total Prior Costs		\$47,666	-	-	-	-	-	\$47,666
Total Programmed		\$47,666	\$355,898	-	-	-	-	\$403,564

EN2402-25AM1 - LOST HILL GREENWAY BRIDGE



Plan Revision
26Draft

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Greene County Parks

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$146,750

MoDoT ID

Federal ID
9901867

Project From

Project To

Project Considerations

Bike/Ped Plan

Project Description

Construct new bridge to replace low-water crossing for greenway trail at Lost Hill Park.

Funding Source Notes

Non-Federal Funding Source: Springfield-Greene County Park Board

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$8,780	-	-	-	-	-	\$8,780
Engineering	TAP (FHWA)	\$35,120	-	-	-	-	-	\$35,120
Total Engineering		\$43,900	-	-	-	-	-	\$43,900
Construction	Local	-	\$20,570	-	-	-	-	\$20,570
Construction	TAP (FHWA)	-	\$82,280	-	-	-	-	\$82,280
Total Construction		-	\$102,850	-	-	-	-	\$102,850
Total Prior Costs		\$43,900	-	-	-	-	-	\$43,900
Total Programmed		\$43,900	\$102,850	-	-	-	-	\$146,750

EN2403-24 - CHEYENNE ROAD MULTI-USE PATH



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$880,238

MoDoT ID
-

Federal ID
9901860

Project From
**North Street,
Cheyenne Road**

Project To
**Summit Elementary,
Cheyenne Valley Road**

Project
Considerations
Bike/Ped Plan

Project Description

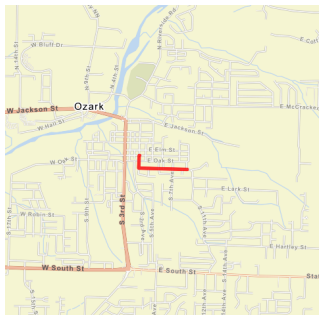
Construct 10-foot wide multi-use path between Summit Elementary and Cheyenne Valley Subdivision on North Road.

Funding Source Notes

Non-Federal Funding Source: City of Nixa

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$25,514	-	-	-	-	-	\$25,514
Engineering	TAP (FHWA)	\$102,057	-	-	-	-	-	\$102,057
Total Engineering		\$127,571	-	-	-	-	-	\$127,571
Construction	Local	-	\$150,533	-	-	-	-	\$150,533
Construction	TAP (FHWA)	-	\$602,134	-	-	-	-	\$602,134
Total Construction		-	\$752,667	-	-	-	-	\$752,667
Total Prior Costs		\$127,571	-	-	-	-	-	\$127,571
Total Programmed		\$127,571	\$752,667	-	-	-	-	\$880,238

EN2406-24 - OZARK DOWNTOWN PEDESTRIAN IMPROVEMENTS PHASE 4



Plan Revision
26Draft

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$362,412

MoDoT ID

Federal ID
9901863

Project From
Walnut, 2nd

Project To
Robertson, 9th

Project Considerations

Bike/Ped Plan

Project Description

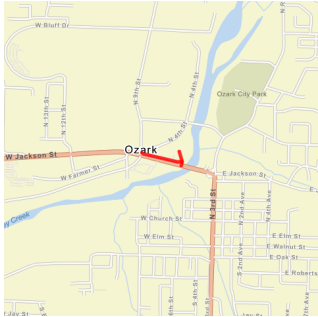
Construct and rehabilitate sidewalks in downtown Ozark along 2nd and Robertson.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$55,824	-	-	-	-	-	\$55,824
Total Engineering		\$55,824	-	-	-	-	-	\$55,824
Construction	Local	-	\$80,423	-	-	-	-	\$80,423
Construction	TAP (FHWA)	-	\$226,165	-	-	-	-	\$226,165
Total Construction		-	\$306,588	-	-	-	-	\$306,588
Total Prior Costs		\$55,824	-	-	-	-	-	\$55,824
Total Programmed		\$55,824	\$306,588	-	-	-	-	\$362,412

EN2407-26 - FINLEY RIVER TRAIL EXTENSION



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$670,112

MoDoT ID
-

Federal ID
9901864

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description

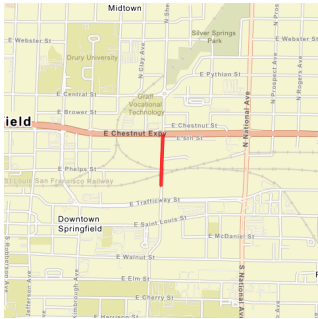
Construct 10-foot wide trail under Jackson St., from the Finley River to 9th Street, and from Jackson to Finley Farms.

Funding Source Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$79,508	\$54,720	-	-	-	-	\$134,228
Engineering	Local	\$19,877	\$13,680	-	-	-	-	\$33,557
Total Engineering		\$99,385	\$68,400	-	-	-	-	\$167,785
Construction	CRP (FHWA)	-	\$401,862	-	-	-	-	\$401,862
Construction	Local	-	\$100,465	-	-	-	-	\$100,465
Total Construction		-	\$502,327	-	-	-	-	\$502,327
Total Prior Costs		\$99,385	-	-	-	-	-	\$99,385
Total Programmed		\$99,385	\$570,727	-	-	-	-	\$670,112

EN2411-24 - SHERMAN PARKWAY LINK



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$587,416

MoDoT ID
-

Federal ID
5901828

Project From
Jordan Valley Park

Project To
Chestnut Expressway

Project
Considerations
Bike/Ped Plan

Project Description

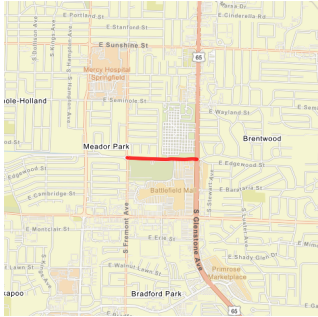
Construct The Link along Sherman Parkway from Jordan Valley Park to Chestnut Expressway, including a pedestrian and bike path.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$58,723	-	-	-	-	-	\$58,723
Engineering	Local	\$14,684	-	-	-	-	-	\$14,684
Total Engineering		\$73,407	-	-	-	-	-	\$73,407
Construction	CRP (FHWA)	-	\$411,207	-	-	-	-	\$411,207
Construction	Local	-	\$102,802	-	-	-	-	\$102,802
Total Construction		-	\$514,009	-	-	-	-	\$514,009
Total Prior Costs		\$73,407	-	-	-	-	-	\$73,407
Total Programmed		\$73,407	\$514,009	-	-	-	-	\$587,416

EN2413-24 - SOUTH CREEK GREENWAY FREMONT TO GLENSTONE



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Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$926,139

MoDoT ID
-

Federal ID
5901830

Project From
Fremont

Project To
Glenstone

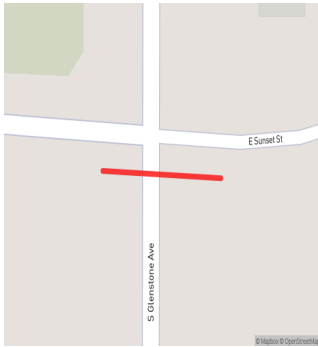
Project
Considerations
Bike/Ped Plan

Project Description
Construct pedestrian pathway from Fremont to Glenstone.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$96,641	-	-	-	-	-	\$96,641
Engineering	Local	\$24,160	-	-	-	-	-	\$24,160
Total Engineering		\$120,801	-	-	-	-	-	\$120,801
Construction	CRP (FHWA)	-	\$644,270	-	-	-	-	\$644,270
Construction	Local	-	\$161,068	-	-	-	-	\$161,068
Total Construction		-	\$805,338	-	-	-	-	\$805,338
Total Prior Costs		\$120,801	-	-	-	-	-	\$120,801
Total Programmed		\$120,801	\$805,338	-	-	-	-	\$926,139

EN2502-25AM4 - SOUTH CREEK GREENWAY TRAIL-SUNSET/GLENSTONE CROSSING IMPROVEMENTS



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$446,899

MoDoT ID
-

Federal ID
5901839

Project From
-

Project To
-

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Engineering of sidewalks and pedestrian crossings at intersection of Glenstone Avenue and Sunset Street in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$66,604	-	-	-	-	-	\$66,604
Engineering	Local	\$8,326	-	-	-	-	-	\$8,326
Engineering	MoDOT	\$8,325	-	-	-	-	-	\$8,325
Total Engineering		\$83,255	-	-	-	-	-	\$83,255
Construction	Local	-	\$36,364	-	-	-	-	\$36,364
Construction	Local-AC	-	\$290,915	-	-	-	-	\$290,915
Construction	MoDOT	-	\$36,365	-	-	-	-	\$36,365
Total Construction		-	\$363,644	-	-	-	-	\$363,644
Total Prior Costs		\$83,255	-	-	-	-	-	\$83,255
Total Programmed		\$83,255	\$363,644	-	-	-	-	\$446,899

EN2503-25A1 - ROUTE 66 TRAIL - PHASE 3



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Strafford

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$269,089

MoDoT ID
-

Federal ID
9901884

Project From
Washington Ave

Project To
**0.27 miles east of
Farm Road 123
(TransLand)**

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

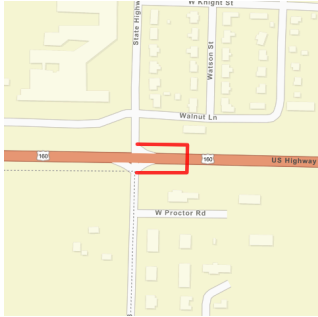
PS & E for 10' wide trail along Route OO from Washington Ave to TransLand

Funding Source Notes

**Non-Federal Funding Source: City of Strafford; FYI: Federal Funding Category upon Anticipated
Advanced Construction (AC) Conversion - CRP**

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$53,818	-	-	-	-	\$53,818
Engineering	Local-AC	-	\$215,271	-	-	-	-	\$215,271
Total Engineering		-	\$269,089	-	-	-	-	\$269,089
Total Programmed		-	\$269,089	-	-	-	-	\$269,089

EN2504-25A1 - US 160 UNDERPASS EAST OF ROUTE AB



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Willard

County
Greene County

Municipality
Willard

Status
Programmed

Total Cost
\$122,724

MoDoT ID
-

Federal ID
9901881

Project From
-

Project To
-

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

Engineering for an underpass on Highway 160 east of Route AB, including trail connections between underpass and Route AB on north and south sides of Highway 160.

Funding Source Notes

Non-Federal Funding Source: City of Willard; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - CRP

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$24,545	-	-	-	-	\$24,545
Engineering	Local-AC	-	\$98,179	-	-	-	-	\$98,179
Total Engineering		-	\$122,724	-	-	-	-	\$122,724
Total Programmed		-	\$122,724	-	-	-	-	\$122,724

EN2602-26 - SOUTH CREEK GREENWAY - POSENKE GAP



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$840,317

MoDoT ID
-

Federal ID
5901834

Project From
-

Project To
-

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

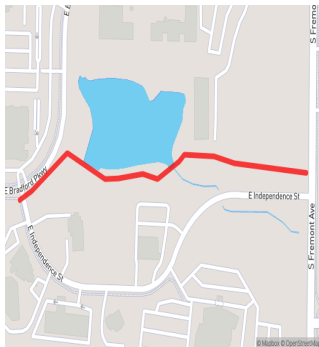
Approximately .5 miles of greenway trail (10' wide concrete) with a bridge over South creek connecting the South Creek Greenway trail west to the Wilsons Creek Greenway Trail at Tal's Trailhead.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$168,063	-	-	-	-	\$168,063
Construction	Local-AC	-	\$672,254	-	-	-	-	\$672,254
Total Construction		-	\$840,317	-	-	-	-	\$840,317
Total Programmed		-	\$840,317	-	-	-	-	\$840,317

EN2603-26 - WARD BRANCH GREENWAY TRAIL - NATIONAL TO FREMONT



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$496,685

MoDoT ID
-

Federal ID
5936804

Project From
E Bradford Parkway

Project To
S Fremont Ave

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

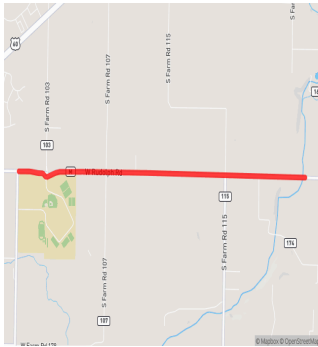
Approximately 1,500 linear feet between E Bradford Parkway and E Independence Street, from S National Avenue to S Fremont Avenue in Springfield, MO. This project will extend the existing Ward Branch Greenway trail from its current terminus at the Cox Health Campus to the planned Fremont Avenue Multi-Use Sidepath.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$99,337	-	-	-	-	\$99,337
Construction	Local-AC	-	\$397,348	-	-	-	-	\$397,348
Total Construction		-	\$496,685	-	-	-	-	\$496,685
Total Programmed		-	\$496,685	-	-	-	-	\$496,685

EN2604-26 - WILSON'S CREEK/REPUBLIC ROAD TRAIL



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
**Republic,
Unincorporated
Greene County**

Status
Programmed

Total Cost
\$529,331

MoDoT ID
-

Federal ID
-

Project From
Wilson's Creek Blvd

Project To
east of Farm Road 123

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

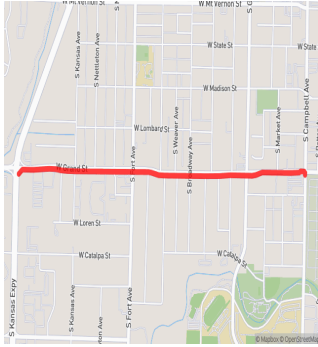
10' trail along Republic Rd/Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek Trail

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$105,866	-	-	-	-	\$105,866
Engineering	Local-AC	-	\$423,465	-	-	-	-	\$423,465
Total Engineering		-	\$529,331	-	-	-	-	\$529,331
Total Programmed		-	\$529,331	-	-	-	-	\$529,331

EN2606-26 - GRAND STREET TRAIL PHASE I



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,254,342

MoDoT ID
-

Federal ID
5901840

Project From
Kansas Expressway

Project To
Campbell Ave

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

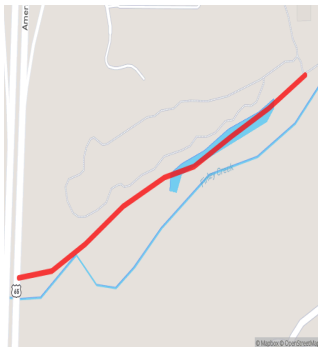
Multi-use path on south side of Grand St from Kansas Expressway to Campbell Ave

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$250,868	-	-	-	-	\$250,868
Construction	Local-AC	-	\$1,003,474	-	-	-	-	\$1,003,474
Total Construction		-	\$1,254,342	-	-	-	-	\$1,254,342
Total Programmed		-	\$1,254,342	-	-	-	-	\$1,254,342

EN2607-26 - FINLEY RIVER TRAIL WESTERN EXPANSION PHASE I



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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$1,114,987

MoDoT ID
-

Federal ID
-

Project From
**Southwest side of
Ozark Community
Center**

Project To
**Highway 65 Bridge
through City owned
land**

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

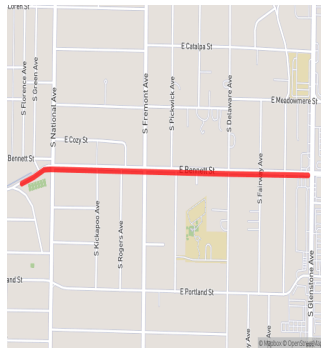
Construction of the expansion of the 'Finley River Trail' from the Ozark Community Center heading West to the Highway 65 bridge where there will be a turnaround point. This will consist of Phase One of the Finley River Western Expansion.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$222,997	-	-	-	-	\$222,997
Construction	Local-AC	-	\$891,990	-	-	-	-	\$891,990
Total Construction		-	\$1,114,987	-	-	-	-	\$1,114,987
Total Programmed		-	\$1,114,987	-	-	-	-	\$1,114,987

EN2608-26 - FASSNIGHT GREENWAY - BENNETT FROM NATIONAL TO GLENSTONE



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Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$436,089

MoDoT ID
-

Federal ID
5901841

Project From
West of S National
Avenue

Project To
S Glenstone Avenue

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

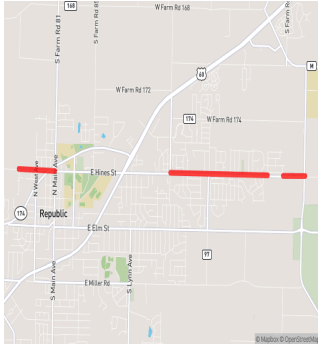
Extension of the Fassnacht Creek Greenway Trail consisting of approximately 4,600 feet of multi-use sidepath along E Bennett Street from the Phelps Grove Park/Springfield Art Museum area west of S National Avenue to S Glenstone Avenue. The proposed engineering work would connect to and complement current engineering work being completed on the segment of the same trail from S Glenstone Avenue to S Enterprise Avenue near the future Chadwick Flyer Trail alignment.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$87,218	-	-	-	-	\$87,218
Engineering	STBG-U (FHWA)	-	\$348,871	-	-	-	-	\$348,871
Total Engineering		-	\$436,089	-	-	-	-	\$436,089
Total Programmed		-	\$436,089	-	-	-	-	\$436,089

EN2610-26 - HINES STREET PEDESTRIAN PROJECT



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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
\$308,633

MoDoT ID
-

Federal ID
-

Project From
**Butternut Avenue,
Oakwood Avenue,
Lincoln Avenue**

Project To
**Main Street, Franklin
Avenue, Wilson's
Creek Blvd. Trail**

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

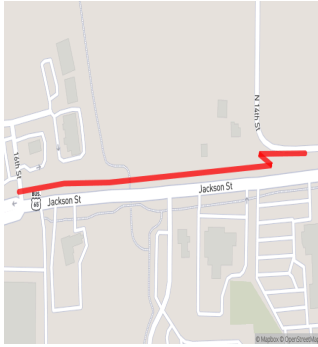
Engineering to fill three sidewalk gaps along the Hines Street Corridor between Butternut and Route ZZ

Funding Source Notes

**Non-Federal Funding Source: City of Republic; FYI: Federal Funding Category Upon Anticipated
Advanced Construction (AC) Conversion - TAP and CRP**

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$61,727	-	-	-	-	\$61,727
Engineering	Local-AC	-	\$246,906	-	-	-	-	\$246,906
Total Engineering		-	\$308,633	-	-	-	-	\$308,633
Total Programmed		-	\$308,633	-	-	-	-	\$308,633

EN2611-26 - CHADWICK FLYER JACKSON STREET CONNECTOR



Plan Revision
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Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$318,649

MoDoT ID
-

Federal ID
9901875

Project From
**Corner of 16th Street
& Hwy 14/Jackson
Street**

Project To
**Chadwick Flyer Phase I
Connection**

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

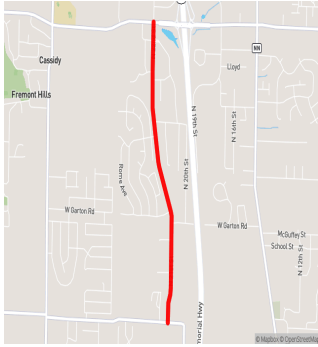
Construction for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$63,730	-	-	-	-	\$63,730
Construction	Local-AC	-	\$254,919	-	-	-	-	\$254,919
Total Construction		-	\$318,649	-	-	-	-	\$318,649
Total Programmed		-	\$318,649	-	-	-	-	\$318,649

OK2601-26 - N. 21ST & N. 22ND STREET



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Section
**Sponsored by Local
Public Agencies**

Project Type
System Improvement

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$1,449,040

MoDoT ID
-

Federal ID
9900905

Project From
Route CC

Project To
Longview

Project
Considerations
Bike/Ped Plan

Project Description

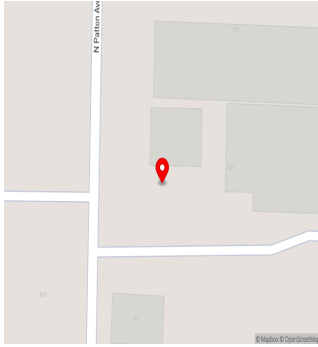
Additional right-turn lane at intersection of N 22nd St and Route CC. Sidewalks and curb and gutter on N 22nd St and edge mill and overlay of both N 21st St and N 22nd St.

Funding Source Notes

-

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$12,000	-	-	-	-	\$12,000
Engineering	STBG-U (FHWA)	-	\$48,000	-	-	-	-	\$48,000
Total Engineering		-	\$60,000	-	-	-	-	\$60,000
ROW	Local	-	\$52,450	-	-	-	-	\$52,450
ROW	STBG-U (FHWA)	-	\$209,800	-	-	-	-	\$209,800
Total ROW		-	\$262,250	-	-	-	-	\$262,250
Construction	Local	-	\$225,358	-	-	-	-	\$225,358
Construction	STBG-U (FHWA)	-	\$901,432	-	-	-	-	\$901,432
Total Construction		-	\$1,126,790	-	-	-	-	\$1,126,790
Total Programmed		-	\$1,449,040	-	-	-	-	\$1,449,040

OT2402-24 - EV CHARGER PROGRAM-GREENE COUNTY



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
System Improvement

Lead Agency
Greene County

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$64,800

MoDoT ID
-

Federal ID
5901832

Project From
-

Project To
-

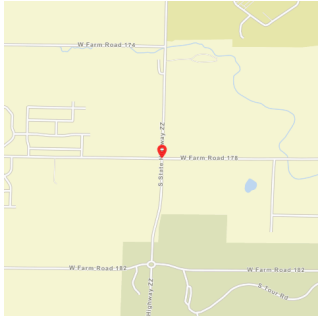
Project
Considerations
-

Project Description
Installation of Level 2 EV chargers for Greene County.

Funding Source Notes
Non-Federal Funding Source: Greene County

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	CRP (FHWA)	-	\$51,840	-	-	-	-	\$51,840
Construction	Local	-	\$12,960	-	-	-	-	\$12,960
Total Construction		-	\$64,800	-	-	-	-	\$64,800
Total Programmed		-	\$64,800	-	-	-	-	\$64,800

RP2503-25A1 - HINES AND ZZ



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
Scoping

Lead Agency
City of Republic

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$500,000

MoDoT ID
-

Federal ID
6900815

Project From
-

Project To
-

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Engineering and ROW for the Hines and Route ZZ intersection in Republic.

Funding Source Notes

Non-Federal Funding Source: City of Republic

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	-	\$64,000	-	-	-	-	\$64,000
Engineering	STBG-U (FHWA)	-	\$256,000	-	-	-	-	\$256,000
Total Engineering		-	\$320,000	-	-	-	-	\$320,000
ROW	Local	-	\$100,000	-	-	-	-	\$100,000
ROW	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total ROW		-	\$180,000	-	-	-	-	\$180,000
Total Programmed		-	\$500,000	-	-	-	-	\$500,000

RP2602-26 - REPUBLIC SS4A TRANSITION PLAN FY 2024 (ROUND 2) AWARD

Plan Revision
26Draft

Section
Sponsored by Local Public Agencies

Project Type
Planning

Lead Agency
City of Republic

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$300,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

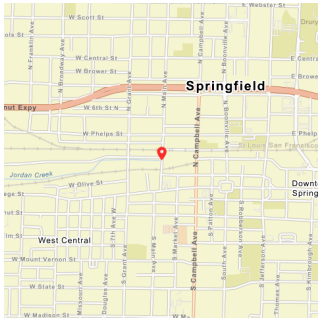
Project Considerations
Bike/Ped Plan

Project Description
Demonstration and Supplemental Planning Activities for Republic, in support of the OTO Safety Action Plan, including development of a comprehensive ADA transition plan.

Funding Source Notes
Non-Federal Funding Source: City of Republic; FYI: <https://www.ozarkstransportation.org/ss4a>

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	Local	-	\$60,000	-	-	-	-	\$60,000
Planning	SS4A (FHWA)	-	\$240,000	-	-	-	-	\$240,000
Total Planning		-	\$300,000	-	-	-	-	\$300,000
Total Programmed		-	\$300,000	-	-	-	-	\$300,000

SP2402-24 - MAIN AVENUE BRIDGE OVER JORDAN CREEK



Plan Revision
26Draft

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
\$7,500,000

MoDoT ID
-

Federal ID
5900853

Project From
-

Project To
-

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

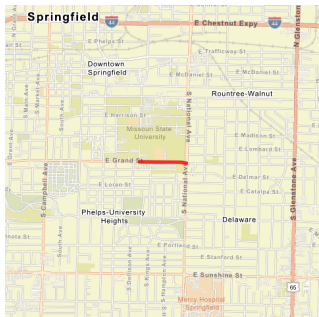
Replacement of the Main Avenue Bridge over Jordan Creek

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
ROW	Local	-	\$500,000	-	-	-	-	\$500,000
ROW	STBG-U (FHWA)	-	\$2,000,000	-	-	-	-	\$2,000,000
Total ROW		-	\$2,500,000	-	-	-	-	\$2,500,000
Construction	Local	-	\$1,000,000	-	-	-	-	\$1,000,000
Construction	STBG-U (FHWA)	-	\$4,000,000	-	-	-	-	\$4,000,000
Total Construction		-	\$5,000,000	-	-	-	-	\$5,000,000
Total Programmed		-	\$7,500,000	-	-	-	-	\$7,500,000

SP2501-22 - GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS



Plan Revision
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Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,000,000

MoDoT ID
-

Federal ID
-

Project From
John Q. Hammons
Avenue

Project To
National Avenue

Project
Considerations
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	FY2026	FY2027	FY2028	FY2029	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

SP2502-24A4 - GRANT AVENUE VIADUCT



Plan Revision
26Draft

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
\$2,527,924

MoDoT ID
-

Federal ID
5919806

Project From
Olive St.

Project To
Tampa St.

Project
Considerations
Bike/Ped Plan

Project Description
Rehabilitation/maintenance of the Grant Avenue Viaduct

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$505,585	-	-	-	-	\$505,585
Construction	STBG-U (FHWA)	-	\$2,022,339	-	-	-	-	\$2,022,339
Total Construction		-	\$2,527,924	-	-	-	-	\$2,527,924
Total Programmed		-	\$2,527,924	-	-	-	-	\$2,527,924

SP2503-24A4 - MARTIN LUTHER KING JR. BRIDGE (BENTON AVE.)



Plan Revision
26Draft

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
\$1,169,105

MoDoT ID
-

Federal ID
5901838

Project From
Trafficway St.

Project To
Tampa St.

Project
Considerations
Bike/Ped Plan

Project Description
Rehabilitation/maintenance of the Martin Luther King Jr. Bridge (Benton Ave.)

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$233,821	-	-	-	-	\$233,821
Construction	STBG-U (FHWA)	-	\$935,284	-	-	-	-	\$935,284
Total Construction		-	\$1,169,105	-	-	-	-	\$1,169,105
Total Programmed		-	\$1,169,105	-	-	-	-	\$1,169,105

SP2515-25AM2 - RAISE UNGAP THE MAP



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$24,822,313

MoDoT ID

-

Federal ID

-

Project From

-

Project To

-

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

PE, ROW, and construction of three trail segments and associated improvements as described in City of Springfield's RAISE application - Jordan Creek Greenway, Wilson's Creek Greenway, and the Trail of Tears Greenway.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	RAISE	-	\$3,700,200	-	-	-	-	\$3,700,200
Total Engineering		-	\$3,700,200	-	-	-	-	\$3,700,200
ROW	RAISE	-	\$692,925	-	-	-	-	\$692,925
Total ROW		-	\$692,925	-	-	-	-	\$692,925
Construction	RAISE	-	\$20,429,188	-	-	-	-	\$20,429,188
Total Construction		-	\$20,429,188	-	-	-	-	\$20,429,188
Total Programmed		-	\$24,822,313	-	-	-	-	\$24,822,313

SP2604-26 - SPRINGFIELD SS4A FY 2024 ROUND 3 AWARD

Plan Revision 26Draft	Section Sponsored by Local Public Agencies	Project Type Planning	Lead Agency City of Springfield
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County Greene County	Municipality Springfield	Status Programmed	Total Cost \$1,140,000
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MoDoT ID -	Federal ID -	Project From -	Project To -
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Project Considerations
Bike/Ped Plan

Project Description
Demonstration and Supplemental Planning Activities for Springfield, in support of the OTO Safety Action Plan, including the development of a transportation master plan.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: <https://www.ozarkstransportation.org/ss4a>

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	Local	-	\$228,000	-	-	-	-	\$228,000
Planning	SS4A (FHWA)	-	\$912,000	-	-	-	-	\$912,000
Total Planning		-	\$1,140,000	-	-	-	-	\$1,140,000
Total Programmed		-	\$1,140,000	-	-	-	-	\$1,140,000

SP2605-26 - ENGINEERING FOR VARIOUS INTERSECTIONS IN SPRINGFIELD

Plan Revision 26Draft	Section Sponsored by Local Public Agencies	Project Type Scoping	Lead Agency City of Springfield
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County Greene County	Municipality Springfield	Status Programmed	Total Cost \$500,000
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MoDoT ID -	Federal ID 5901842	Project From -	Project To -
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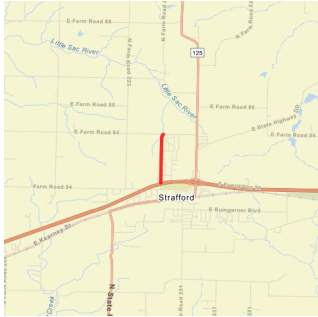
Project Considerations
Bike/Ped Plan

Project Description
Engineering for various intersection improvements in Springfield, including potential signal reconstruction, turn-lane and geometric improvements, and ADA compliance.

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

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

ST2202-20A10 - N. OLD ORCHARD ROAD IMPROVEMENTS



Plan Revision
26Draft

Section
**Sponsored by Local
Public Agencies**

Project Type
System Improvement

Lead Agency
City of Strafford

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$601,703

MoDoT ID
-

Federal ID
9901838

Project From
E. Evergreen

Project To
E. Farm Road 84

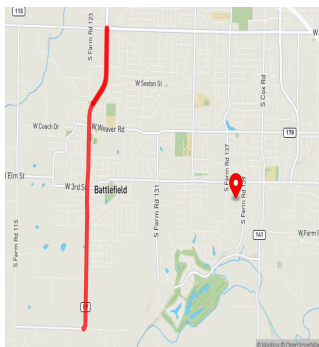
Project
Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	-	\$120,341	-	-	-	-	\$120,341
Construction	STBG-U (FHWA)	-	\$481,362	-	-	-	-	\$481,362
Total Construction		-	\$601,703	-	-	-	-	\$601,703
Total Programmed		-	\$601,703	-	-	-	-	\$601,703

BA2202-22A3 - ROUTE FF CORRIDOR IMPROVEMENTS SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type

Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$350,000

MoDoT ID
JSU0004

Federal ID

Project From
Route M

Project To
Farm Road 194

Project Considerations

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

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$40,000	\$10,000	\$10,000	\$10,000	-	-	\$70,000
Engineering	MoDOT-AC	\$160,000	\$40,000	\$40,000	\$40,000	-	-	\$280,000
Total Engineering		\$200,000	\$50,000	\$50,000	\$50,000	-	-	\$350,000
Total Prior Costs		\$200,000	-	-	-	-	-	\$200,000
Total Programmed		\$200,000	\$50,000	\$50,000	\$50,000	-	-	\$350,000

BA2301-23 - ROUTE FF PAVEMENT RESURFACING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$644,000

MoDOT ID
JSU0018

Federal ID
S605012

Project From
Weaver Rd

Project To
Haseltine Rd

Project
Considerations

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

Project Description

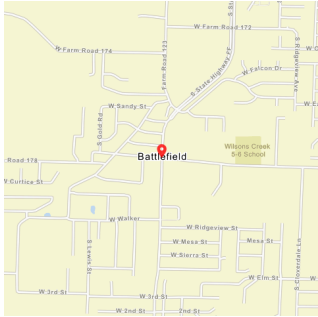
Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$4,400	\$400	\$1,600	\$12,800	-	-	\$19,200
Engineering	MoDOT-AC	\$17,600	\$1,600	\$400	\$51,200	-	-	\$70,800
Total Engineering		\$22,000	\$2,000	\$2,000	\$64,000	-	-	\$90,000
Construction	MoDOT	-	-	-	\$110,800	-	-	\$110,800
Construction	MoDOT-AC	-	-	-	\$443,200	-	-	\$443,200
Total Construction		-	-	-	\$554,000	-	-	\$554,000
Total Prior Costs		\$22,000	-	-	-	-	-	\$22,000
Total Programmed		\$22,000	\$2,000	\$2,000	\$618,000	-	-	\$644,000

BA2401-24 - FF INTERSECTION IMPROVEMENTS AT WEAVER ROAD



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$4,976,000

MoDOT ID
JSU0189

Federal ID
S605046

Project From
Weaver Road

Project To
-

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

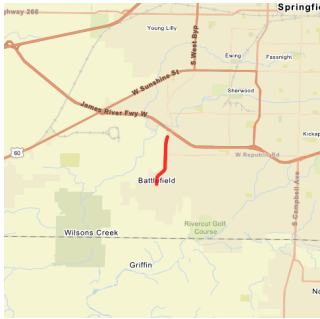
Intersection improvements at Weaver Road in Battlefield.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$24,000	\$30,000	\$38,800	\$141,200	-	-	\$234,000
Engineering	MoDOT-AC	-	\$120,000	\$155,200	\$564,800	-	-	\$840,000
Engineering	STBG (FHWA)	\$96,000	-	-	-	-	-	\$96,000
Total Engineering		\$120,000	\$150,000	\$194,000	\$706,000	-	-	\$1,170,000
ROW	MoDOT	-	-	\$21,200	-	-	-	\$21,200
ROW	MoDOT-AC	-	-	\$84,800	-	-	-	\$84,800
Total ROW		-	-	\$106,000	-	-	-	\$106,000
Construction	MoDOT	-	-	-	\$740,000	-	-	\$740,000
Construction	MoDOT-AC	-	-	-	\$2,960,000	-	-	\$2,960,000
Total Construction		-	-	-	\$3,700,000	-	-	\$3,700,000
Total Prior Costs		\$120,000	-	-	-	-	-	\$120,000
Total Programmed		\$120,000	\$150,000	\$300,000	\$4,406,000	-	-	\$4,976,000

BA2501-25 - SCOPING RT FF PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$10,000

MoDOT ID
JSU0290

Federal ID
-

Project From
0.2 mile south of Rte.
60 (James River
Freeway)

Project To
south of Weaver Road
in Battlefield

Project
Considerations
-

Project Description

Scoping for pavement improvements from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$400	\$400	\$400	-	\$2,000
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	-	\$8,000
Total Engineering		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Total Prior Costs		\$2,000	-	-	-	-	-	\$2,000
Total Programmed		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000

CC0901 - ROUTES CC/J/NN SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
**Unincorporated
Christian County**

Status
Programmed

Total Cost
\$154,000

MoDOT ID
**J8S0736, J8S076B,
J8S076C**

Federal ID
**1145004,
1145005**

Project From
Main Street

Project To
Pheasant Road

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$88,000	\$2,000	-	-	-	-	\$90,000
Engineering	MoDOT-AC	\$3,200	-	-	-	-	-	\$3,200
Engineering	STBG (FHWA)	\$51,200	\$8,000	-	-	-	-	\$59,200
Engineering	STP (FHWA)	\$1,600	-	-	-	-	-	\$1,600
Total Engineering		\$144,000	\$10,000	-	-	-	-	\$154,000
Total Prior Costs		\$144,000	-	-	-	-	-	\$144,000
Total Programmed		\$144,000	\$10,000	-	-	-	-	\$154,000

CC1703 - SCOPING FOR ROUTE 14 ROADWAY IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
**Unincorporated
Christian County**

Status
Programmed

Total Cost
\$1,213,000

MoDOT ID
J8P0588

Federal ID
S601058

Project From
west of Rte. 160

Project To
east of Rte. 65

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

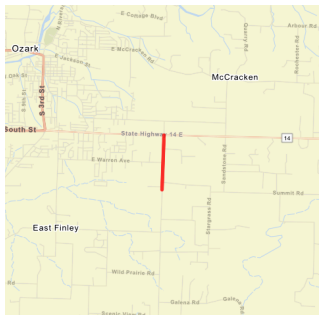
Scoping for roadway improvements on Route 14 from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,151,000	\$2,000	-	-	-	-	\$1,153,000
Engineering	STBG (FHWA)	\$48,000	\$8,000	-	-	-	-	\$56,000
Engineering	STP (FHWA)	\$4,000	-	-	-	-	-	\$4,000
Total Engineering		\$1,203,000	\$10,000	-	-	-	-	\$1,213,000
Total Prior Costs		\$1,203,000	-	-	-	-	-	\$1,203,000
Total Programmed		\$1,203,000	\$10,000	-	-	-	-	\$1,213,000

CC2302-23 - RT W PAVEMENT RESURFACING NEAR OZARK



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Christian County

Municipality
Unincorporated
Christian County

Status
Programmed

Total Cost
\$222,000

MoDOT ID
JSU0012

Federal ID
S605030

Project From
Rte. 14

Project To
South of Timbercrest
Road

Project
Considerations

Advance Construction,
Bike/Ped Plan

Project Description

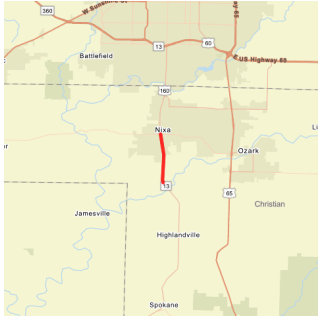
Pavement resurfacing on Rte. W from Rte. 14 to south of Timbercrest Road near Ozark.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$200	\$200	\$400	\$4,400	-	\$6,200
Engineering	MoDOT-AC	\$4,000	\$800	\$800	\$1,600	\$17,600	-	\$24,800
Total Engineering		\$5,000	\$1,000	\$1,000	\$2,000	\$22,000	-	\$31,000
Construction	MoDOT	-	-	-	-	\$38,200	-	\$38,200
Construction	MoDOT-AC	-	-	-	-	\$152,800	-	\$152,800
Total Construction		-	-	-	-	\$191,000	-	\$191,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$1,000	\$1,000	\$2,000	\$213,000	-	\$222,000

CC2501-25 - SCOPING US 160 PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$10,000

MoDOT ID
JSU0264

Federal ID
-

Project From
Rte. 14 in Nixa

Project To
**0.4 mile north of
Finley River**

Project
Considerations
-

Project Description

Scoping for pavement improvements from Rte. 14 in Nixa to 0.4 mile north of Finley River.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$400	\$400	\$400	-	\$2,000
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	-	\$8,000
Total Engineering		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Total Prior Costs		\$2,000	-	-	-	-	-	\$2,000
Total Programmed		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000

CC2502-25 - SCOPING FOR RTE 14 PAVEMENT IMPROVEMENTS NIXA TO OZARK



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa, Ozark

Status
Programmed

Total Cost
\$25,000

MoDOT ID
JSU0288

Federal ID
-

Project From
**0.2 mile west of Rte. M
in Nixa**

Project To
**Finely River Bridge in
Ozark**

Project
Considerations
-

Project Description
Scoping for pavement improvements from 0.2 mile west of Rte. M in Nixa to Finely River Bridge in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	NHPP (FHWA)	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

CC2503-25 - SCOPING RTE M PAVEMENT IMPROVEMENTS NIXA



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$25,000

MoDOT ID
JSU0263

Federal ID
-

Project From
**1.0 mile south of Rte.
14 in Nixa**

Project To
Shelvin Rock Road

Project
Considerations

Advance Construction

Project Description

Scoping for pavement improvements from 1.0 mile south of Rte. 14 in Nixa to Shelvin Rock 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	MoDOT-AC	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

GR1403-18A1 - CAPITAL IMPROVEMENTS ON ROUTE 60 EAST



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
**Unincorporated
Greene County**

Status
Programmed

Total Cost
\$33,784,000

MoDOT ID
J8P0683G

Federal ID
0602094

Project From
0.5 miles E. of Rte. 65

Project To
Rte. NN & J

Project
Considerations

Advance Construction

Project Description

Capital improvements on Route 60 from 0.5 mile east of Rte. 65 to Rtes. NN and J.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$251,800	\$80,000	\$80,000	\$83,000	\$658,800	-	\$1,153,600
Engineering	MoDOT-AC	\$3,200	-	-	-	-	-	\$3,200
Engineering	NHPP (FHWA)	\$996,000	\$320,000	\$320,000	\$332,000	\$2,635,200	-	\$4,603,200
Total Engineering		\$1,251,000	\$400,000	\$400,000	\$415,000	\$3,294,000	-	\$5,760,000
ROW	MoDOT	-	-	-	\$551,600	-	-	\$551,600
ROW	NHPP (FHWA)	-	-	-	\$2,206,400	-	-	\$2,206,400
Total ROW		-	-	-	\$2,758,000	-	-	\$2,758,000
Construction	MoDOT	-	-	-	-	\$5,053,200	-	\$5,053,200
Construction	NHPP (FHWA)	-	-	-	-	\$20,212,800	-	\$20,212,800
Total Construction		-	-	-	-	\$25,266,000	-	\$25,266,000
Total Prior Costs		\$1,251,000	-	-	-	-	-	\$1,251,000
Total Programmed		\$1,251,000	\$400,000	\$400,000	\$3,173,000	\$28,560,000	-	\$33,784,000

GR1801-18 - SCOPING FOR I-44 SAFETY IMPROVEMENTS



Plan Revision
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Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
**Unincorporated
Greene County**

Status
Programmed

Total Cost
\$91,000

MoDOT ID
J813134

Federal ID
-

Project From
Rte. 360

Project To
**2.0 miles east of Rte.
125**

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$8,500	\$200	\$200	\$200	-	-	\$9,100
Engineering	SAFETY (FHWA)	\$76,500	\$1,800	\$1,800	\$1,800	-	-	\$81,900
Total Engineering		\$85,000	\$2,000	\$2,000	\$2,000	-	-	\$91,000
Total Prior Costs		\$85,000	-	-	-	-	-	\$85,000
Total Programmed		\$85,000	\$2,000	\$2,000	\$2,000	-	-	\$91,000

GR2203-22 - ROUTE D PAVEMENT RESURFACING BLACKMAN ROAD TO ROUTE 125



Plan Revision
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Section
Sponsored by MoDOT

Project Type
**Asset Management -
Pavement**

Lead Agency
MoDOT

County
Greene County

Municipality
**Unincorporated
Greene County**

Status
Programmed

Total Cost
\$1,734,000

MoDOT ID
J8S3215

Federal ID
S604042

Project From
east of Blackman Road

Project To
Rte. 125

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

**Pavement resurfacing and replace guardrail from east of Blackman Road to Rte. 125 east of Springfield.
Project involves bridges A3055 and A3056.**

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$10,000	\$1,000	\$34,800	-	-	-	\$45,800
Engineering	MoDOT-AC	\$40,000	\$4,000	\$139,200	-	-	-	\$183,200
Total Engineering		\$50,000	\$5,000	\$174,000	-	-	-	\$229,000
Construction	MoDOT	-	-	\$301,000	-	-	-	\$301,000
Construction	MoDOT-AC	-	-	\$1,204,000	-	-	-	\$1,204,000
Total Construction		-	-	\$1,505,000	-	-	-	\$1,505,000
Total Prior Costs		\$50,000	-	-	-	-	-	\$50,000
Total Programmed		\$50,000	\$5,000	\$1,679,000	-	-	-	\$1,734,000

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



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
\$1,369,000

MoDOT ID
J8S3211

Federal ID
S604039

Project From
Rte. D

Project To
0.3 mile north of Rte. 60

Project Considerations

Advance Construction

Project Description

Pavement resurfacing and add rumblestrips from Route D to 0.3 mile 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$9,200	\$1,800	\$23,200	-	-	-	\$34,200
Engineering	MoDOT-AC	\$36,800	\$7,200	\$92,800	-	-	-	\$136,800
Total Engineering		\$46,000	\$9,000	\$116,000	-	-	-	\$171,000
Construction	MoDOT	-	-	\$239,600	-	-	-	\$239,600
Construction	MoDOT-AC	-	-	\$958,400	-	-	-	\$958,400
Total Construction		-	-	\$1,198,000	-	-	-	\$1,198,000
Total Prior Costs		\$46,000	-	-	-	-	-	\$46,000
Total Programmed		\$46,000	\$9,000	\$1,314,000	-	-	-	\$1,369,000

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



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
**Unincorporated
Greene County**

Status
Programmed

Total Cost
\$40,000

MoDOT ID
J8P3251

Federal ID
-

Project From
Rte. 65

Project To
east of Rte. VV

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Scoping to extend Ozarks Traffic ITS on Route 60 from Route 65 in Springfield to east of Route 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$8,000
Engineering	MoDOT-AC	\$16,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$32,000
Total Engineering		\$20,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$40,000
Total Prior Costs		\$20,000	-	-	-	-	-	\$20,000
Total Programmed		\$20,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$40,000

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



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$200,000

MoDOT ID
JSU0125

Federal ID
-

Project From
0.3 mile north of
Richland Road

Project To
0.4 miles north of I-44

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

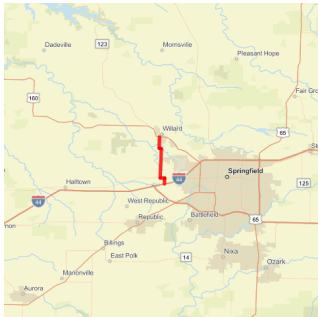
Scoping for safety improvements from 0.3 miles north of Richland Road to 0.4 miles north of I-44 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$12,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$20,000
Engineering	SAFETY (FHWA)	\$108,000	\$18,000	\$18,000	\$18,000	\$18,000	-	\$180,000
Total Engineering		\$120,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$200,000
Total Prior Costs		\$120,000	-	-	-	-	-	\$120,000
Total Programmed		\$120,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$200,000

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



Plan Revision
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Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County,
Willard

Status
Programmed

Total Cost
\$40,000

MoDOT ID
J8S3250

Federal ID
-

Project From
Rte. 160, Rte. AB, Rte.
266

Project To
Rte. 266, Rte. B, I-44

Project
Considerations

Advance Construction,
Bike/Ped Plan

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$6,000	\$2,000	-	-	-	-	\$8,000
Engineering	MoDOT-AC	\$24,000	\$8,000	-	-	-	-	\$32,000
Total Engineering		\$30,000	\$10,000	-	-	-	-	\$40,000
Total Prior Costs		\$30,000	-	-	-	-	-	\$30,000
Total Programmed		\$30,000	\$10,000	-	-	-	-	\$40,000

GR2403-24 - SCOPING FOR CAPITAL IMPROVEMENTS US 60



Plan Revision
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Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
**Unincorporated
Greene County**

Status
Programmed

Total Cost
\$300,000

MoDOT ID
J8P0683F

Federal ID
-

Project From
Rtes. NN/J

Project To
Rte 125

Project
Considerations
-

Project Description
Scoping for capital improvements from Rtes. NN/J to Route 125.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$60,000
Engineering	NHPP (FHWA)	\$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
Total Prior Costs		\$100,000	-	-	-	-	-	\$100,000
Total Programmed		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$300,000

GR2501-25 - SCOPING I-44 CAPITAL IMPROVEMENTS STRAFFORD



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield, Strafford

Status
Programmed

Total Cost
\$500,000

MoDOT ID
JSU0323

Federal ID
-

Project From
Rte. 65 in Springfield

Project To
Rte. 125 in Strafford

Project Considerations
-

Project Description

Scoping for capital improvements from Rte. 65 in Springfield to Rte. 125 in Strafford.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

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

GR2502-25 - RT J BOX CULVERTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
\$2,671,000

MoDOT ID
JSU0077

Federal ID
S605057

Project From
south of County Road 150, south of County Road 168

Project To
-

Project Considerations

Advance Construction

Project Description

Replace box culverts south of Farm Road 150 and south of Farm Road 168. Project involves culverts Y0581 & W0010.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$20,000	\$60,000	\$72,200	-	-	-	\$152,200
Engineering	MoDOT-AC	-	\$240,000	\$288,800	-	-	-	\$528,800
Engineering	STBG (FHWA)	\$80,000	-	-	-	-	-	\$80,000
Total Engineering		\$100,000	\$300,000	\$361,000	-	-	-	\$761,000
ROW	MoDOT	\$4,000	-	-	-	-	-	\$4,000
ROW	STBG (FHWA)	\$16,000	-	-	-	-	-	\$16,000
Total ROW		\$20,000	-	-	-	-	-	\$20,000
Construction	MoDOT	-	-	\$378,000	-	-	-	\$378,000
Construction	MoDOT-AC	-	-	\$1,512,000	-	-	-	\$1,512,000
Total Construction		-	-	\$1,890,000	-	-	-	\$1,890,000
Total Prior Costs		\$120,000	-	-	-	-	-	\$120,000
Total Programmed		\$120,000	\$300,000	\$2,251,000	-	-	-	\$2,671,000

GR2503-25 - SCOPING RT ZZ PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic,
Unincorporated
Greene County

Status
Programmed

Total Cost
\$28,000

MoDoT ID
JSU0267

Federal ID
-

Project From
Rte. M

Project To
Farm Road 194

Project
Considerations

Advance Construction

Project Description

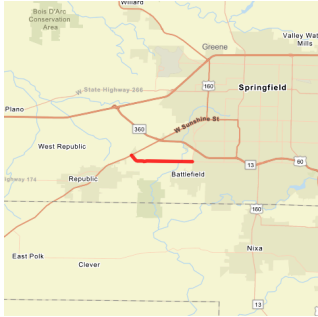
Scoping for pavement improvements from Rte. M in Republic to Farm Road 194.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,600	\$1,000	-	\$5,600
Engineering	MoDOT-AC	-	\$4,000	\$4,000	\$6,400	\$4,000	-	\$18,400
Engineering	STBG (FHWA)	\$4,000	-	-	-	-	-	\$4,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$8,000	\$5,000	-	\$28,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$8,000	\$5,000	-	\$28,000

GR2504-25 - SCOPING RT M PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield, Republic

Status
Programmed

Total Cost
\$25,000

MoDOT ID
JSU0265

Federal ID
-

Project From
Rte. 60 in Republic

Project To
Rte. FF in Battlefield

Project
Considerations

Advance Construction

Project Description

Scoping for pavement improvements from Rte. 60 in Republic to Rte. FF 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	MoDOT-AC	-	\$4,000	\$4,000	\$4,000	\$4,000	-	\$16,000
Engineering	STBG (FHWA)	\$4,000	-	-	-	-	-	\$4,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

MO1105 - SAFE AND SOUND BRIDGE PROGRAM

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$5,505,000

MoDoT ID
J5B0800X

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
-

Project Description
Payback beginning in SFY 2008 for Safe and Sound bridges in the OTO area.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
ROW	MoDOT	\$7,000	-	-	-	-	-	\$7,000
Total ROW		\$7,000	-	-	-	-	-	\$7,000
Payment	MoDOT	\$4,330,000	\$292,000	\$292,000	\$292,000	\$292,000	-	\$5,498,000
Total Payment		\$4,330,000	\$292,000	\$292,000	\$292,000	\$292,000	-	\$5,498,000
Total Prior Costs		\$4,337,000	-	-	-	-	-	\$4,337,000
Total Programmed		\$4,337,000	\$292,000	\$292,000	\$292,000	\$292,000	-	\$5,505,000

MO1905-22A1 - BRIDGE INSPECTIONS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$426,000

MoDoT ID
-

Federal ID
NBIS818, NBIS819

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Maintenance	BRO (FHWA)	\$149,600	\$36,000	\$36,000	\$36,000	\$36,000	-	\$293,600
Maintenance	Local	\$37,400	\$9,000	\$9,000	\$9,000	\$9,000	-	\$73,400
Maintenance	MoDOT	\$59,000	-	-	-	-	-	\$59,000
Total Maintenance		\$246,000	\$45,000	\$45,000	\$45,000	\$45,000	-	\$426,000
Total Prior Costs		\$246,000	-	-	-	-	-	\$246,000
Total Programmed		\$246,000	\$45,000	\$45,000	\$45,000	\$45,000	-	\$426,000

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



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management -
Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$3,402,000

MoDOT ID
J8P3237

Federal ID
S604082

Project From
at National Ave.,
Summit Ave, Grant
Ave., Broadway Ave, at
Patterson Ave., at Rte.
MM in Battlefield, at
Cheyenne Ave. in
Christian County

Project To
and Delaware Ave.,
and Cedarbrook Ave.,

Project Considerations

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

Project Description

Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. MM 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 Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$36,000	\$15,000	\$15,600	\$110,400	-	-	\$177,000
Engineering	MoDOT-AC	\$144,000	\$60,000	\$62,400	\$441,600	-	-	\$708,000
Total Engineering		\$180,000	\$75,000	\$78,000	\$552,000	-	-	\$885,000
ROW	MoDOT	-	-	\$3,600	-	-	-	\$3,600
ROW	MoDOT-AC	-	-	\$14,400	-	-	-	\$14,400
Total ROW		-	-	\$18,000	-	-	-	\$18,000
Construction	MoDOT	-	-	-	\$499,800	-	-	\$499,800
Construction	MoDOT-AC	-	-	-	\$1,999,200	-	-	\$1,999,200
Total Construction		-	-	-	\$2,499,000	-	-	\$2,499,000
Total Prior Costs		\$180,000	-	-	-	-	-	\$180,000
Total Programmed		\$180,000	\$75,000	\$96,000	\$3,051,000	-	-	\$3,402,000

MO2214-22A3 - ITS SCOPING AT VARIOUS LOCATIONS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$350,000

MoDoT ID
JSU0009

Federal ID
-

Project From
-

Project To
-

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 Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$40,000	\$10,000	\$10,000	\$10,000	-	-	\$70,000
Engineering	MoDOT-AC	\$160,000	\$40,000	\$40,000	\$40,000	-	-	\$280,000
Total Engineering		\$200,000	\$50,000	\$50,000	\$50,000	-	-	\$350,000
Total Prior Costs		\$200,000	-	-	-	-	-	\$200,000
Total Programmed		\$200,000	\$50,000	\$50,000	\$50,000	-	-	\$350,000

MO2405-24 - SCOPING FOR ADA TRANSITION PLAN

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$180,000

MoDoT ID
JSU0188

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction, Bike/Ped Plan

Project Description
Scoping for bicycle and pedestrian improvements 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$12,000	\$6,000	\$6,000	\$6,000	\$6,000	-	\$36,000
Engineering	MoDOT-AC	\$48,000	\$24,000	\$24,000	\$24,000	\$24,000	-	\$144,000
Total Engineering		\$60,000	\$30,000	\$30,000	\$30,000	\$30,000	-	\$180,000
Total Prior Costs		\$60,000	-	-	-	-	-	\$60,000
Total Programmed		\$60,000	\$30,000	\$30,000	\$30,000	\$30,000	-	\$180,000

MO2406-24 - SIGN TRUSS INSPECTIONS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$850,000

MoDoT ID
JSU0191

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Scoping for sign truss inspections on various routes in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$130,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$170,000
Engineering	NHPP (FHWA)	\$520,000	\$40,000	\$40,000	\$40,000	\$40,000	-	\$680,000
Total Engineering		\$650,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$850,000
Total Prior Costs		\$650,000	-	-	-	-	-	\$650,000
Total Programmed		\$650,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$850,000

MO2407-24 - RETAINING WALL INSPECTIONS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$300,000

MoDoT ID
JSU0192

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Scoping for retaining wall inspections on various routes in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$60,000
Engineering	NHPP (FHWA)	\$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
Total Prior Costs		\$100,000	-	-	-	-	-	\$100,000
Total Programmed		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$300,000

MO2503-25 - SCOPING SIGNAL AND LIGHTING

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$50,000

MoDoT ID
JSU0223

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Scoping for signal and lighting improvements 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	MoDOT-AC	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000

MO2504-25 - SCOPING I-44 JOB ORDER CONTRACT PAVEMENT REPAIR

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$10,000

MoDOT ID
JSU0316

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Scoping for 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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$200	\$200	\$1,400	\$200	-	-	\$2,000
Engineering	MoDOT-AC	\$800	\$800	\$5,600	\$800	-	-	\$8,000
Total Engineering		\$1,000	\$1,000	\$7,000	\$1,000	-	-	\$10,000
Total Prior Costs		\$1,000	-	-	-	-	-	\$1,000
Total Programmed		\$1,000	\$1,000	\$7,000	\$1,000	-	-	\$10,000

MO2505-25 - SCOPING BRIDGE PREVENTIVE MAINTENANCE

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$50,000

MoDoT ID
JSU0239

Federal ID
-

Project From
-

Project To
-

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$4,000	-	\$2,000	-	\$10,000
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Total Engineering		\$10,000	\$10,000	\$12,000	\$8,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$12,000	\$8,000	\$10,000	-	\$50,000

MO2506-25 - JOB ORDER CONTRACTING FOR BRIDGE REPAIRS (2026)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$250,000

MoDoT ID
JSU0198

Federal ID
S605073

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,600	\$8,400	-	-	-	-	\$10,000
Engineering	MoDOT-AC	\$6,400	\$33,600	-	-	-	-	\$40,000
Total Engineering		\$8,000	\$42,000	-	-	-	-	\$50,000
Construction	MoDOT	-	\$40,000	-	-	-	-	\$40,000
Construction	MoDOT-AC	-	\$160,000	-	-	-	-	\$160,000
Total Construction		-	\$200,000	-	-	-	-	\$200,000
Total Prior Costs		\$8,000	-	-	-	-	-	\$8,000
Total Programmed		\$8,000	\$242,000	-	-	-	-	\$250,000

MO2507-25 - US 160 PAVEMENT IMPROVEMENT SPRINGFIELD TO NIXA



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Christian County,
Greene County

Municipality
Nixa, Springfield

Status
Programmed

Total Cost
\$3,344,000

MoDOT ID
JSU0156

Federal ID
-

Project From
Rte. 60 in Springfield

Project To
Rte. 14 in Nixa.

Project
Considerations
-

Project Description

Pavement improvement from Route 60 in Springfield to Route 14 in Nixa. Project involves bridge J0930.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$18,400	\$2,400	\$400	\$65,000	-	-	\$86,200
Engineering	NHPP (FHWA)	\$73,600	\$9,600	\$1,600	\$260,000	-	-	\$344,800
Total Engineering		\$92,000	\$12,000	\$2,000	\$325,000	-	-	\$431,000
Construction	MoDOT	-	-	-	\$582,600	-	-	\$582,600
Construction	NHPP (FHWA)	-	-	-	\$2,330,400	-	-	\$2,330,400
Total Construction		-	-	-	\$2,913,000	-	-	\$2,913,000
Total Prior Costs		\$92,000	-	-	-	-	-	\$92,000
Total Programmed		\$92,000	\$12,000	\$2,000	\$3,238,000	-	-	\$3,344,000

MO2508-25 - SCOPING SAFETY IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$100,000

MoDoT ID
JSU0240

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	SAFETY (FHWA)	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	-	\$90,000
Total Engineering		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$100,000
Total Prior Costs		\$20,000	-	-	-	-	-	\$20,000
Total Programmed		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$100,000

MO2510-25 - SCOPING SURVEY EXCESS RIGHT OF WAY

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$50,000

MoDoT ID
JSU0243

Federal ID
-

Project From
-

Project To
-

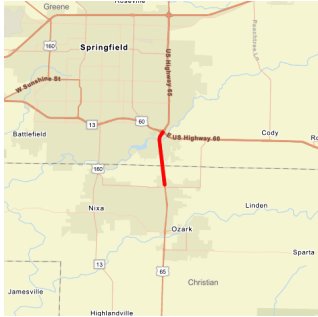
Project Considerations
-

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000

MO2511-25 - SCOPING US 65 PAVEMENT IMPROVEMENTS OZARK



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County,
Greene County

Municipality
Ozark, Springfield

Status
Programmed

Total Cost
\$20,000

MoDOT ID
JSU0254

Federal ID
-

Project From
Rte. 60 in Springfield

Project To
0.2 mile north of Rte.
CC in Ozark

Project
Considerations
-

Project Description

Scoping for pavement improvements from Rte. 60 in Springfield to 0.2 mile north of Rte. CC in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	-	-	\$4,000
Engineering	NHPP (FHWA)	\$4,000	\$4,000	\$4,000	\$4,000	-	-	\$16,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	-	-	\$20,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	-	-	\$20,000

MO2512-25 - SCOPING SIGNAGE IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$50,000

MoDoT ID
JSU0224

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Ongoing scoping for signage improvements 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	MoDOT-AC	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000

MO2513-25 - JOB ORDER CONTRACTING PAVEMENT REPAIR (2025)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$370,000

MoDOT ID
JSU0197

Federal ID
S605072

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Job Order Contracting for pavement repair on I-44, Rte. 65 and Rte. 60 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$13,000	-	-	-	-	\$14,000
Engineering	MoDOT-AC	\$4,000	\$52,000	-	-	-	-	\$56,000
Total Engineering		\$5,000	\$65,000	-	-	-	-	\$70,000
Construction	MoDOT	-	\$60,000	-	-	-	-	\$60,000
Construction	MoDOT-AC	-	\$240,000	-	-	-	-	\$240,000
Total Construction		-	\$300,000	-	-	-	-	\$300,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$365,000	-	-	-	-	\$370,000

MO2514-25 - JOB ORDER CONTRACTING FOR CONCRETE REPAIRS (2026)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$732,000

MoDOT ID
JSU0199

Federal ID
-

Project From
-

Project To
-

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$24,400	-	-	-	-	\$26,400
Engineering	MoDOT-AC	\$8,000	\$97,600	-	-	-	-	\$105,600
Total Engineering		\$10,000	\$122,000	-	-	-	-	\$132,000
Construction	MoDOT	-	\$120,000	-	-	-	-	\$120,000
Construction	MoDOT-AC	-	\$480,000	-	-	-	-	\$480,000
Total Construction		-	\$600,000	-	-	-	-	\$600,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$722,000	-	-	-	-	\$732,000

MO2515-25 - SCOPING MAJOR ROUTE PAVEMENT IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$100,000

MoDoT ID
JSU0241

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Scoping for pavement improvements on major routes at various locations in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	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 Prior Costs		\$20,000	-	-	-	-	-	\$20,000
Total Programmed		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$100,000

MO2516-25 - SCOPING MINOR ROUTE PAVEMENT IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$50,000

MoDoT ID
JSU0242

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Scoping for pavement improvements on minor routes 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	MoDOT-AC	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000

MO2517-25 - SCOPING SIGN REPLACEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$25,000

MoDoT ID
JSU0300

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Scoping for sign replacements 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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	MoDOT-AC	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

MO2518-25 - SCOPING FUTURE PROJECTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$100,000

MoDoT ID
JSU0222

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Scoping for future projects 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Engineering	MoDOT-AC	\$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 Prior Costs		\$20,000	-	-	-	-	-	\$20,000
Total Programmed		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$100,000

MO2519-25 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2026)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$1,810,000

MoDoT ID
JSU0273

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,600	\$60,400	-	-	-	-	\$62,000
Engineering	MoDOT-AC	\$6,400	\$241,600	-	-	-	-	\$248,000
Total Engineering		\$8,000	\$302,000	-	-	-	-	\$310,000
Construction	MoDOT	-	\$300,000	-	-	-	-	\$300,000
Construction	MoDOT-AC	-	\$1,200,000	-	-	-	-	\$1,200,000
Total Construction		-	\$1,500,000	-	-	-	-	\$1,500,000
Total Prior Costs		\$8,000	-	-	-	-	-	\$8,000
Total Programmed		\$8,000	\$1,802,000	-	-	-	-	\$1,810,000

MO2520-25 - SCOPING BRIDGE IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$50,000

MoDoT ID
JSU0237

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000

MO2521-25A3 - I-44 SAFETY PROJECT



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield, Strafford

Status
Programmed

Total Cost
\$223,849,000

MoDOT ID
ST0088

Federal ID
-

Project From
US 160, I-44

Project To
Route 125, I-44

Project
Considerations

-

Project Description

Safety and capacity improvements Rte. 160 to Rte. 125, improvements at Rte. 13, rehabilitate Rte. EE over I-44, WB pavement rehabilitation 2.1 miles to 0.7 mile EO Rte. 125, pavement resurfacing 9.5 miles to 1.1 miles EO Rte.125.

Funding Source Notes

Non-Federal Funding Source: SFY 2025 Special General Revenue Funds

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$911,000	\$5,476,000	-	-	-	-	\$6,387,000
Engineering	NHPP (FHWA)	\$1,234,000	\$7,417,000	-	-	-	-	\$8,651,000
Total Engineering		\$2,145,000	\$12,893,000	-	-	-	-	\$15,038,000
ROW	MoDOT	-	\$3,800	-	-	-	-	\$3,800
ROW	NHPP (FHWA)	-	\$15,200	-	-	-	-	\$15,200
Total ROW		-	\$19,000	-	-	-	-	\$19,000
Construction	MoDOT	-	\$163,870,400	-	-	-	-	\$163,870,400
Construction	NHPP (FHWA)	-	\$44,921,600	-	-	-	-	\$44,921,600
Total Construction		-	\$208,792,000	-	-	-	-	\$208,792,000
Total Prior Costs		\$2,145,000	-	-	-	-	-	\$2,145,000
Total Programmed		\$2,145,000	\$221,704,000	-	-	-	-	\$223,849,000

MO2523-25A2 - MODOT PERMIT REVIEW

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$75,000

MoDoT ID
SU0329

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Review of permit projects 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	-	\$15,000
Engineering	MoDOT-AC	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	-	\$60,000
Total Engineering		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	-	\$75,000
Total Prior Costs		\$15,000	-	-	-	-	-	\$15,000
Total Programmed		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	-	\$75,000

MO2605-25 - ON CALL WORK ZONE ENFORCEMENT (2026)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$214,000

MoDoT ID
JSU0196

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$1,400	-	-	-	-	\$1,400
Engineering	SAFETY (FHWA)	-	\$12,600	-	-	-	-	\$12,600
Total Engineering		-	\$14,000	-	-	-	-	\$14,000
Construction	MoDOT	-	\$20,000	-	-	-	-	\$20,000
Construction	SAFETY (FHWA)	-	\$180,000	-	-	-	-	\$180,000
Total Construction		-	\$200,000	-	-	-	-	\$200,000
Total Programmed		-	\$214,000	-	-	-	-	\$214,000

MO2606-26 - US 160 SAFETY IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$400,000

MoDoT ID
SU0352

Federal ID
-

Project From
I-44

Project To
Eagle Ridge Drive

Project Considerations
-

Project Description
Scoping for safety and operational improvements at various locations from I-44 in Springfield to Eagle Ridge Drive in Battlefield.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$20,000	\$20,000	\$20,000	\$20,000	-	\$80,000
Engineering	NHPP (FHWA)	-	\$80,000	\$80,000	\$80,000	\$80,000	-	\$320,000
Total Engineering		-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000
Total Programmed		-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000

MO2607-26 - ADA TRANSITION PLAN IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$320,000

MoDoT ID
SU0349

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction, Bike/Ped
Plan

Project Description
Job Order Contracting for ADA Transition Plan Improvements 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$24,000	-	-	-	-	\$24,000
Engineering	MoDOT-AC	-	\$96,000	-	-	-	-	\$96,000
Total Engineering		-	\$120,000	-	-	-	-	\$120,000
Construction	MoDOT	-	\$40,000	-	-	-	-	\$40,000
Construction	MoDOT-AC	-	\$160,000	-	-	-	-	\$160,000
Total Construction		-	\$200,000	-	-	-	-	\$200,000
Total Programmed		-	\$320,000	-	-	-	-	\$320,000

MO2608-26 - ADA TRANSITION PLAN IMPROVEMENTS 2028

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$302,000

MoDoT ID
SU0354

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction, Bike/Ped
Plan

Project Description
Job Order Contracting for ADA Transition Plan Improvements 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$1,000	\$4,000	\$13,000	-	-	\$18,000
Engineering	MoDOT-AC	-	\$4,000	\$16,000	\$52,000	-	-	\$72,000
Total Engineering		-	\$5,000	\$20,000	\$65,000	-	-	\$90,000
Construction	MoDOT	-	-	-	\$42,400	-	-	\$42,400
Construction	MoDOT-AC	-	-	-	\$169,600	-	-	\$169,600
Total Construction		-	-	-	\$212,000	-	-	\$212,000
Total Programmed		-	\$5,000	\$20,000	\$277,000	-	-	\$302,000

MO2609-26 - SCOPING FOR UTILITY COORDINATION

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$300,000

MoDoT ID
SU0333

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Scoping for utility coordination 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$15,000	\$15,000	\$15,000	\$15,000	-	\$60,000
Engineering	MoDOT-AC	-	\$60,000	\$60,000	\$60,000	\$60,000	-	\$240,000
Total Engineering		-	\$75,000	\$75,000	\$75,000	\$75,000	-	\$300,000
Total Programmed		-	\$75,000	\$75,000	\$75,000	\$75,000	-	\$300,000

MO2702-25 - ON-CALL WORK ZONE ENFORCEMENT (2027)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$200,000

MoDoT ID
JSU0220

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	MoDOT	-	-	\$20,000	-	-	-	\$20,000
Construction	SAFETY (FHWA)	-	-	\$180,000	-	-	-	\$180,000
Total Construction		-	-	\$200,000	-	-	-	\$200,000
Total Programmed		-	-	\$200,000	-	-	-	\$200,000

MO2802-26 - ON-CALL WORK ZONE ENFORCEMENT (2028)

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$200,000

MoDoT ID
SU0359

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	MoDOT	-	-	-	\$20,000	-	-	\$20,000
Construction	SAFETY (FHWA)	-	-	-	\$180,000	-	-	\$180,000
Total Construction		-	-	-	\$200,000	-	-	\$200,000
Total Programmed		-	-	-	\$200,000	-	-	\$200,000

NX1704 - SCOPING FOR ROUTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$24,000

MoDOT ID
J8P3033

Federal ID
1601062

Project From
Plainview Road

Project To
south of South Street

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

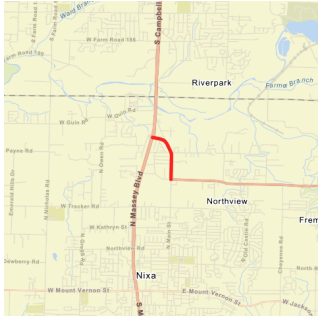
Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$3,600	\$400	\$400	\$400	-	-	\$4,800
Engineering	NHPP (FHWA)	\$14,400	\$1,600	\$1,600	\$1,600	-	-	\$19,200
Total Engineering		\$18,000	\$2,000	\$2,000	\$2,000	-	-	\$24,000
Total Prior Costs		\$18,000	-	-	-	-	-	\$18,000
Total Programmed		\$18,000	\$2,000	\$2,000	\$2,000	-	-	\$24,000

NX2203-22 - ROUTE CC SCOPING-US 160 TO MAIN STREET IN NIXA



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$50,000

MoDOT ID
J8S0736G

Federal ID
-

Project From
Rte. 160

Project To
Main Street

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

Scoping for Route CC capital improvements from Route 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$8,000	\$2,000	-	-	-	-	\$10,000
Engineering	MoDOT-AC	\$32,000	\$8,000	-	-	-	-	\$40,000
Total Engineering		\$40,000	\$10,000	-	-	-	-	\$50,000
Total Prior Costs		\$40,000	-	-	-	-	-	\$40,000
Total Programmed		\$40,000	\$10,000	-	-	-	-	\$50,000

OK2002-20A9 - ROUTE 14 ROADWAY IMPROVEMENTS 6TH TO W ON SOUTH



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$8,331,000

MoDOT ID
J8P0583

Federal ID
-

Project From
14th Avenue

Project To
Rte. W

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

Scoping for roadway improvements on South Street (Rte. 14) from 14th 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$78,600	\$10,000	\$10,000	\$10,000	-	-	\$108,600
Engineering	MoDOT-AC	\$314,400	\$40,000	\$40,000	\$40,000	-	-	\$434,400
Total Engineering		\$393,000	\$50,000	\$50,000	\$50,000	-	-	\$543,000
Construction	MoDOT	-	-	-	-	-	\$7,788,000	\$7,788,000
Total Construction		-	-	-	-	-	\$7,788,000	\$7,788,000
Total Prior Costs		\$393,000	-	-	-	-	-	\$393,000
Total Future Costs		-	-	-	-	-	\$7,788,000	\$7,788,000
Total Programmed		\$393,000	\$50,000	\$50,000	\$50,000	-	\$7,788,000	\$8,331,000

OK2201-24AM5 - MO 14 ROADWAY IMPROVEMENTS 6TH AVENUE TO 14TH AVENUE



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$7,825,254

MoDOT ID
J8P0583B

Federal ID
S604083

Project From
6th Avenue

Project To
14th Avenue

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

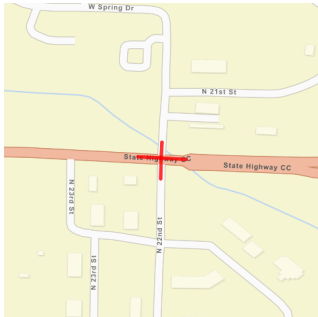
Add lanes and add sidewalk on South Street from 6th Avenue to 14th Avenue in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, Approved Sidewalk Cost Share to be programmed upon executed agreement (\$134,836 TAP)

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$40,000	\$202,600	\$244,600	-	-	-	\$487,200
Engineering	MoDOT-AC	\$160,000	\$810,400	\$978,400	-	-	-	\$1,948,800
Total Engineering		\$200,000	\$1,013,000	\$1,223,000	-	-	-	\$2,436,000
ROW	MoDOT	-	\$109,600	-	-	-	-	\$109,600
ROW	MoDOT-AC	-	\$438,400	-	-	-	-	\$438,400
Total ROW		-	\$548,000	-	-	-	-	\$548,000
Construction	Local	-	-	\$67,418	-	-	-	\$67,418
Construction	MoDOT	-	-	\$927,800	-	-	-	\$927,800
Construction	MoDOT-AC	-	-	\$3,711,200	-	-	-	\$3,711,200
Construction	TAP (FHWA)	-	-	\$134,836	-	-	-	\$134,836
Total Construction		-	-	\$4,841,254	-	-	-	\$4,841,254
Total Prior Costs		\$200,000	-	-	-	-	-	\$200,000
Total Programmed		\$200,000	\$1,561,000	\$6,064,254	-	-	-	\$7,825,254

OK2202-22 - ROUTE CC INTERSECTION IMPROVEMENTS IN OZARK



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$4,276,000

MoDOT ID
J8S0736E

Federal ID
S604078

Project From
Rte. CC and 22nd
Street intersection

Project To
-

Project
Considerations

Advance Construction,
Bike/Ped Plan

Project Description

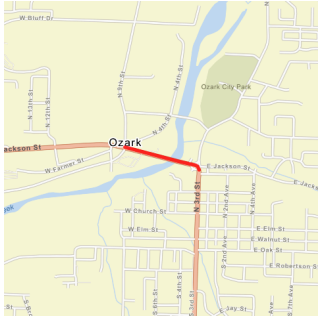
Add intersection turn lane, extend culvert and upgrade sidewalk and guardrail at 22nd Street in Ozark.
Project involves culvert A3861.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$131,400	\$127,000	-	-	-	-	\$258,400
Engineering	MoDOT-AC	\$525,600	\$508,000	-	-	-	-	\$1,033,600
Total Engineering		\$657,000	\$635,000	-	-	-	-	\$1,292,000
ROW	MoDOT	\$73,600	-	-	-	-	-	\$73,600
ROW	MoDOT-AC	\$294,400	-	-	-	-	-	\$294,400
Total ROW		\$368,000	-	-	-	-	-	\$368,000
Construction	MoDOT	-	\$523,200	-	-	-	-	\$523,200
Construction	MoDOT-AC	-	\$2,092,800	-	-	-	-	\$2,092,800
Total Construction		-	\$2,616,000	-	-	-	-	\$2,616,000
Total Prior Costs		\$1,025,000	-	-	-	-	-	\$1,025,000
Total Programmed		\$1,025,000	\$3,251,000	-	-	-	-	\$4,276,000

OK2204-22 - MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type

Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$80,000

MoDoT ID
J8P3249

Federal ID
-

Project From
Third Street

Project To
Rte. NN

Project Considerations

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

Project Description

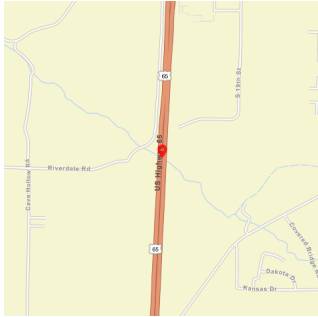
Scoping for Route 14 westbound operational improvements from Third Street to Route NN in Ozark. Project involves bridge A1002.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$8,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$16,000
Engineering	MoDOT-AC	\$32,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$64,000
Total Engineering		\$40,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$80,000
Total Prior Costs		\$40,000	-	-	-	-	-	\$40,000
Total Programmed		\$40,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$80,000

OK2501-25 - SCOPING ELK VALLEY CREEK BRIDGE IMPROVEMENT



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$304,000

MoDOT ID
JSU0322

Federal ID
-

Project From
over Elk Valley Creek

Project To
-

Project
Considerations

-

Project Description

Scoping for bridge improvement over Elk Valley Creek. Project involves bridge A0571 and A3803.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$10,000	\$10,000	\$20,000	\$10,000	\$10,800	-	\$60,800
Engineering	NHPP (FHWA)	\$40,000	\$40,000	\$80,000	\$40,000	\$43,200	-	\$243,200
Total Engineering		\$50,000	\$50,000	\$100,000	\$50,000	\$54,000	-	\$304,000
Total Prior Costs		\$50,000	-	-	-	-	-	\$50,000
Total Programmed		\$50,000	\$50,000	\$100,000	\$50,000	\$54,000	-	\$304,000

OK2502-25 - SCOPING FOR RTE 14 PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$10,000

MoDOT ID
JSU0287

Federal ID
-

Project From
**0.2 mile east of Rte.
NN, 6th Avenue**

Project To
**200 feet north of
Selmore Boulevard,
Rte. W**

Project
Considerations
-

Project Description

Scoping for pavement improvements from 0.2 mile east of Rte. NN to 200 feet north of Selmore Boulevard and from 6th Avenue to Rte. W in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$400	\$400	\$400	-	\$2,000
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	-	\$8,000
Total Engineering		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Total Prior Costs		\$2,000	-	-	-	-	-	\$2,000
Total Programmed		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000

RP1701 - SCOPING FOR ROADWAY IMPROVEMENTS ON ROUTE 60 FROM FR 194 TO WEST



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$90,000

MoDOT ID
J8P0865

Federal ID
-

Project From
Farm Road 194

Project To
West Ave in Republic

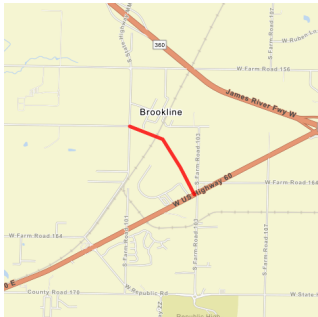
Project Considerations
Bike/Ped Plan

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$29,000	\$1,000	-	-	-	-	\$30,000
Engineering	NHPP (FHWA)	\$56,000	\$4,000	-	-	-	-	\$60,000
Total Engineering		\$85,000	\$5,000	-	-	-	-	\$90,000
Total Prior Costs		\$85,000	-	-	-	-	-	\$85,000
Total Programmed		\$85,000	\$5,000	-	-	-	-	\$90,000

RP1704-24AM5 - RT MM ROAD RELOCATION, RAILROAD GRADE SEPARATION, AND CORRIDOR SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$38,524,849

MoDOT ID
J8S0836, J8S0836D

Federal ID
S602092

Project From
Farm Road 160

Project To
Route 60

Project
Considerations
Bike/Ped Plan

Project Description

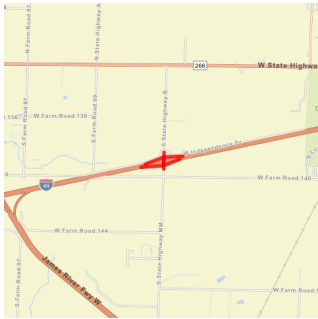
Relocate Brookline Avenue, add railroad overpass and sidewalks from Farm Road 160 to Rte. 60 and add lanes from Haile Street to Farm Road 160 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: \$1,744,000 Open Container, Approved Sidewalk Cost Share/Underpass (\$346,867 TAP)

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,741,800	\$981,800	-	-	-	-	\$2,723,600
Engineering	STBG (FHWA)	\$5,219,200	\$3,927,200	-	-	-	-	\$9,146,400
Total Engineering		\$6,961,000	\$4,909,000	-	-	-	-	\$11,870,000
ROW	MoDOT	-	\$707,200	-	-	-	-	\$707,200
ROW	STBG (FHWA)	-	\$2,828,800	-	-	-	-	\$2,828,800
Total ROW		-	\$3,536,000	-	-	-	-	\$3,536,000
Construction	Local	-	\$522,982	-	-	-	-	\$522,982
Construction	MoDOT	-	\$4,101,000	-	-	-	-	\$4,101,000
Construction	SAFETY (FHWA)	-	\$1,744,000	-	-	-	-	\$1,744,000
Construction	STBG (FHWA)	-	\$16,404,000	-	-	-	-	\$16,404,000
Construction	TAP (FHWA)	-	\$346,867	-	-	-	-	\$346,867
Total Construction		-	\$23,118,849	-	-	-	-	\$23,118,849
Total Prior Costs		\$6,961,000	-	-	-	-	-	\$6,961,000
Total Programmed		\$6,961,000	\$31,563,849	-	-	-	-	\$38,524,849

RP2301-23 - ROUTE MM INTERCHANGE SCOPING AT I-44



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$790,000

MoDoT ID
JSU0043

Federal ID
-

Project From
At I-44

Project To
-

Project
Considerations

Advance Construction

Project Description

Scoping for interchange and ramp improvements at 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$108,000	\$20,000	\$10,000	\$10,000	\$10,000	-	\$158,000
Engineering	MoDOT-AC	-	\$80,000	\$40,000	\$40,000	\$40,000	-	\$200,000
Engineering	STBG (FHWA)	\$432,000	-	-	-	-	-	\$432,000
Total Engineering		\$540,000	\$100,000	\$50,000	\$50,000	\$50,000	-	\$790,000
Total Prior Costs		\$540,000	-	-	-	-	-	\$540,000
Total Programmed		\$540,000	\$100,000	\$50,000	\$50,000	\$50,000	-	\$790,000

RP2303-23 - CAPITAL IMPROVEMENT ON US 60 IN REPUBLIC



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$19,349,000

MoDOT ID
JSU0078

Federal ID
0602124

Project From
west of County Road
103

Project To
Rte. 360 in Republic

Project
Considerations
-

Project Description

US 60 capital improvements from west of Farm Road 103 to James River Freeway (Route 360) in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$160,000	\$70,000	\$75,600	\$390,800	-	-	\$696,400
Engineering	NHPP (FHWA)	\$640,000	\$280,000	\$302,400	\$1,563,200	-	-	\$2,785,600
Total Engineering		\$800,000	\$350,000	\$378,000	\$1,954,000	-	-	\$3,482,000
ROW	MoDOT	-	-	\$1,082,200	-	-	-	\$1,082,200
ROW	NHPP (FHWA)	-	-	\$4,328,800	-	-	-	\$4,328,800
Total ROW		-	-	\$5,411,000	-	-	-	\$5,411,000
Construction	MoDOT	-	-	-	\$2,091,200	-	-	\$2,091,200
Construction	NHPP (FHWA)	-	-	-	\$8,364,800	-	-	\$8,364,800
Total Construction		-	-	-	\$10,456,000	-	-	\$10,456,000
Total Prior Costs		\$800,000	-	-	-	-	-	\$800,000
Total Programmed		\$800,000	\$350,000	\$5,789,000	\$12,410,000	-	-	\$19,349,000

Lead Agency
MoDOT

Total Cost
\$140,000

Project To
Rte. 60

Advance Construction, Bike/Ped Plan

Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$12,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$28,000
Engineering	MoDOT-AC	\$48,000	\$16,000	\$16,000	\$16,000	\$16,000	-	\$112,000
Total Engineering		\$60,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$140,000
Total Prior Costs		\$60,000	-	-	-	-	-	\$60,000
Total Programmed		\$60,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$140,000

RP2305-23 - ROUTE MM ROADWAY IMPROVEMENTS SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$500,000

MoDOT ID
J8S0836E

Federal ID
S605004

Project From
Rte 360

Project To
Haile Street

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

Scoping for roadway improvements from Rte. 360 to Haile Street in Republic. Project involves bridge A5907.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$60,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$100,000
Engineering	MoDOT-AC	-	\$40,000	\$40,000	\$40,000	\$40,000	-	\$160,000
Engineering	STBG (FHWA)	\$240,000	-	-	-	-	-	\$240,000
Total Engineering		\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$500,000
Total Prior Costs		\$300,000	-	-	-	-	-	\$300,000
Total Programmed		\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$500,000

RP2501-25 - SCOPING US 60 REPUBLIC PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$25,000

MoDoT ID
JSU0293

Federal ID
-

Project From
0.3 mile west of Illinois Street

Project To
Rte. 174 in Republic

Project Considerations
-

Project Description

Scoping for pavement improvements from 0.3 mile west of Illinois Street to Rte. 174 in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	NHPP (FHWA)	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

RP2502-25 - SCOPING US 60 PAVEMENT IMPROVEMENTS REPUBLIC FROM RTE 174



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$8,000

MoDOT ID
JSU0295

Federal ID
-

Project From
Rte. 174 in Republic

Project To
Rtes. 413/60/360

Project
Considerations

-

Project Description

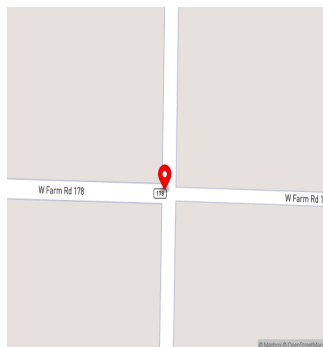
Scoping for pavement improvements from Rte. 174 in Republic to Rtes. 413/60/360.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$400	\$400	-	-	\$1,600
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$1,600	-	-	\$6,400
Total Engineering		\$2,000	\$2,000	\$2,000	\$2,000	-	-	\$8,000
Total Prior Costs		\$2,000	-	-	-	-	-	\$2,000
Total Programmed		\$2,000	\$2,000	\$2,000	\$2,000	-	-	\$8,000

RP2601-26 - RT ZZ INTERSECTION IMPROVEMENTS AT HINES STREET



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$30,000

MoDOT ID
SU0351

Federal ID
-

Project From
Hines St at Rte. ZZ

Project To
-

Project
Considerations

**Advance Construction,
Bike/Ped Plan**

Project Description

Review of scoping and design for intersection improvements on Wilson's Creek Boulevard at Hines Street in Republic. Scoping and design by 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$2,000	\$2,000	\$1,000	\$1,000	-	\$6,000
Engineering	MoDOT-AC	-	\$8,000	\$8,000	\$4,000	\$4,000	-	\$24,000
Total Engineering		-	\$10,000	\$10,000	\$5,000	\$5,000	-	\$30,000
Total Programmed		-	\$10,000	\$10,000	\$5,000	\$5,000	-	\$30,000

SP1405-18A1 - SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$712,000

MoDOT ID
J8P3032

Federal ID
0602095

Project From
Rte. 13

Project To
Rte. 13

Project
Considerations

**Advance Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridges A4141, A4142, A4143, A4144, A4147, A4148, A4149, A4150, A5842 and A5843.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$104,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$144,000
Engineering	NHPP (FHWA)	\$408,000	\$40,000	\$40,000	\$40,000	\$40,000	-	\$568,000
Total Engineering		\$512,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$712,000
Total Prior Costs		\$512,000	-	-	-	-	-	\$512,000
Total Programmed		\$512,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$712,000

SP1413-24AM6 - SUNSHINE STREET ADA IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Bicycle and Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$6,044,500

MoDOT ID
J8S3153

Federal ID
0652084,
S603067

Project From
Glenstone Avenue
(Bus. 65)

Project To
Blackman Road

Project
Considerations

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

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. \$626,000 Transportation Alternatives and \$156,500 in Springfield funds.

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$354,600	-	-	-	-	-	\$354,600
Engineering	MoDOT-AC	\$1,386,400	-	-	-	-	-	\$1,386,400
Engineering	STBG (FHWA)	\$32,000	-	-	-	-	-	\$32,000
Total Engineering		\$1,773,000	-	-	-	-	-	\$1,773,000
ROW	MoDOT	\$10,600	-	-	-	-	-	\$10,600
ROW	MoDOT-AC	\$42,400	-	-	-	-	-	\$42,400
Total ROW		\$53,000	-	-	-	-	-	\$53,000
Construction	Local	-	\$156,500	-	-	-	-	\$156,500
Construction	MoDOT	-	\$687,200	-	-	-	-	\$687,200
Construction	MoDOT-AC	-	\$2,748,800	-	-	-	-	\$2,748,800
Construction	TAP (FHWA)	-	\$626,000	-	-	-	-	\$626,000
Total Construction		-	\$4,218,500	-	-	-	-	\$4,218,500
Total Prior Costs		\$1,826,000	-	-	-	-	-	\$1,826,000
Total Programmed		\$1,826,000	\$4,218,500	-	-	-	-	\$6,044,500

SP1419-18A1 - SCOPING FOR I-44 ROADWAY IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$890,000

MoDOT ID
J8I3044

Federal ID
0442305

Project From
Rte. 360

Project To
Rte. 125

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Scoping for roadway improvements on I-44 from Route 360 north of Republic to Route 125 in Strafford.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	I/M (FHWA)	\$650,000	\$135,000	-	-	-	-	\$785,000
Engineering	MoDOT	\$90,000	\$15,000	-	-	-	-	\$105,000
Total Engineering		\$740,000	\$150,000	-	-	-	-	\$890,000
Total Prior Costs		\$740,000	-	-	-	-	-	\$740,000
Total Programmed		\$740,000	\$150,000	-	-	-	-	\$890,000

SP1709 - SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$120,000

MoDOT ID
J8P3103

Federal ID
-

Project From
-

Project To
-

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$23,200	\$800	-	-	-	-	\$24,000
Engineering	NHPP (FHWA)	\$92,800	\$3,200	-	-	-	-	\$96,000
Total Engineering		\$116,000	\$4,000	-	-	-	-	\$120,000
Total Prior Costs		\$116,000	-	-	-	-	-	\$116,000
Total Programmed		\$116,000	\$4,000	-	-	-	-	\$120,000

SP1802-22A4 - SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,896,000

MoDOT ID
J8S3133

Federal ID
S604067

Project From
Glenstone Ave.

Project To
Farm Road 199

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

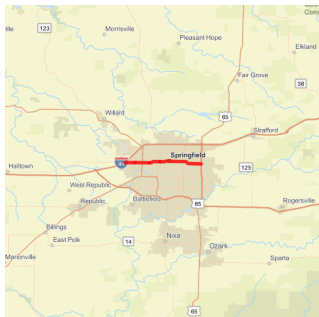
Add intersection turn lanes, pedestrian signals and raise medians at various locations on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$215,800	\$76,200	-	-	-	-	\$292,000
Engineering	NHPP (FHWA)	\$863,200	\$304,800	-	-	-	-	\$1,168,000
Total Engineering		\$1,079,000	\$381,000	-	-	-	-	\$1,460,000
ROW	MoDOT	\$50,600	-	-	-	-	-	\$50,600
ROW	NHPP (FHWA)	\$202,400	-	-	-	-	-	\$202,400
Total ROW		\$253,000	-	-	-	-	-	\$253,000
Construction	MoDOT	-	\$436,600	-	-	-	-	\$436,600
Construction	NHPP (FHWA)	-	\$1,746,400	-	-	-	-	\$1,746,400
Total Construction		-	\$2,183,000	-	-	-	-	\$2,183,000
Total Prior Costs		\$1,332,000	-	-	-	-	-	\$1,332,000
Total Programmed		\$1,332,000	\$2,564,000	-	-	-	-	\$3,896,000

SP1812-22A4 - CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,109,000

MoDOT ID
J8P3144

Federal ID
S604066

Project From
I-44

Project To
US 65

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

Chestnut Expressway signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue, and Eastgate Avenue, and signal upgrades and adding intersection turn lane at U.S. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$127,900	\$25,300	-	-	-	-	\$153,200
Engineering	SAFETY (FHWA)	\$1,157,100	\$227,700	-	-	-	-	\$1,384,800
Total Engineering		\$1,285,000	\$253,000	-	-	-	-	\$1,538,000
ROW	MoDOT	\$15,000	-	-	-	-	-	\$15,000
ROW	SAFETY (FHWA)	\$135,000	-	-	-	-	-	\$135,000
Total ROW		\$150,000	-	-	-	-	-	\$150,000
Construction	MoDOT	-	\$142,100	-	-	-	-	\$142,100
Construction	SAFETY (FHWA)	-	\$1,278,900	-	-	-	-	\$1,278,900
Total Construction		-	\$1,421,000	-	-	-	-	\$1,421,000
Total Prior Costs		\$1,435,000	-	-	-	-	-	\$1,435,000
Total Programmed		\$1,435,000	\$1,674,000	-	-	-	-	\$3,109,000

SP1906-19 - ROUTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN



Plan Revision
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Section
Sponsored by MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,083,000

MoDOT ID
J8S0745

Federal ID
S602071

Project From
Glenstone Avenue

Project To
Blackman Road

Project
Considerations

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

Project Description

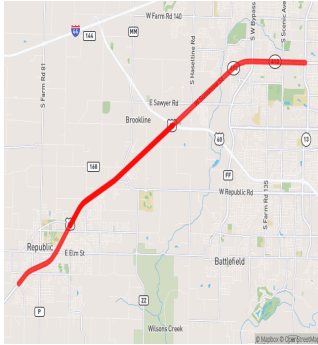
Pavement resurfacing on Sunshine Street from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$14,400	\$42,600	-	-	-	-	\$57,000
Engineering	NHPP (FHWA)	\$57,600	\$170,400	-	-	-	-	\$228,000
Total Engineering		\$72,000	\$213,000	-	-	-	-	\$285,000
Construction	MoDOT	-	\$359,600	-	-	-	-	\$359,600
Construction	NHPP (FHWA)	-	\$1,438,400	-	-	-	-	\$1,438,400
Total Construction		-	\$1,798,000	-	-	-	-	\$1,798,000
Total Prior Costs		\$72,000	-	-	-	-	-	\$72,000
Total Programmed		\$72,000	\$2,011,000	-	-	-	-	\$2,083,000

SP1909-19A2 - WEST SUNSHINE/RTE. 60 CORRIDOR



Plan Revision
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Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,402,000

MoDOT ID
J8S3159

Federal ID
4131008

Project From
**Kansas Expressway
(Rte. 13)**

Project To
Main Street (Rte. P)

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

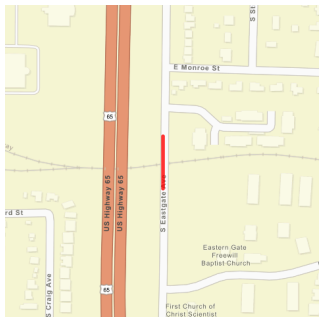
Scoping for safety, operations, and intersection improvements at various locations on Rte. 413 from Rte. 13 (Kansas Expressway) in Springfield to Illinois Street in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$100,400	\$60,000	\$60,000	\$40,000	\$20,000	-	\$280,400
Engineering	NHPP (FHWA)	\$401,600	\$240,000	\$240,000	\$160,000	\$80,000	-	\$1,121,600
Total Engineering		\$502,000	\$300,000	\$300,000	\$200,000	\$100,000	-	\$1,402,000
Total Prior Costs		\$502,000	-	-	-	-	-	\$502,000
Total Programmed		\$502,000	\$300,000	\$300,000	\$200,000	\$100,000	-	\$1,402,000

SP1910-19A2 - EASTGATE BRIDGE OVER BNSF



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,042,000

MoDOT ID
J8S3158

Federal ID
0652118

Project From
SB log mile 0.85500

Project To
0.879

Project Considerations
Bike/Ped Plan

Project Description

Bridge replacement on Eastgate Avenue over BNSF Railway and add sidewalk from south of Monroe Street to Lombard Street in Springfield. Project involves bridge W0574.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$94,200	\$93,800	-	-	-	-	\$188,000
Engineering	NHPP (FHWA)	\$376,800	\$375,200	-	-	-	-	\$752,000
Total Engineering		\$471,000	\$469,000	-	-	-	-	\$940,000
ROW	MoDOT	\$41,000	-	-	-	-	-	\$41,000
ROW	NHPP (FHWA)	\$164,000	-	-	-	-	-	\$164,000
Total ROW		\$205,000	-	-	-	-	-	\$205,000
Construction	MoDOT	-	\$579,400	-	-	-	-	\$579,400
Construction	NHPP (FHWA)	-	\$2,317,600	-	-	-	-	\$2,317,600
Total Construction		-	\$2,897,000	-	-	-	-	\$2,897,000
Total Prior Costs		\$676,000	-	-	-	-	-	\$676,000
Total Programmed		\$676,000	\$3,366,000	-	-	-	-	\$4,042,000

SP2212-22 - MO 13 SCOPING FOR CAPITAL IMPROVEMENTS GRAND TO JAMES RIVER FREEWAY



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,000,000

MoDOT ID
J8S3195

Federal ID
0132094

Project From
Grand Street

Project To
**James River Freeway
(Rte. 13)**

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

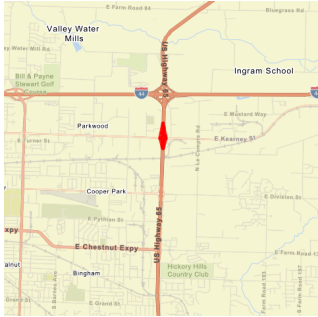
Scoping for capital improvements on Kansas Expressway (Rte. 13) from Grand Street to James River Freeway (Rte. 60) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$110,000	\$30,000	\$30,000	\$30,000	-	-	\$200,000
Engineering	NHPP (FHWA)	\$440,000	\$120,000	\$120,000	\$120,000	-	-	\$800,000
Total Engineering		\$550,000	\$150,000	\$150,000	\$150,000	-	-	\$1,000,000
Total Prior Costs		\$550,000	-	-	-	-	-	\$550,000
Total Programmed		\$550,000	\$150,000	\$150,000	\$150,000	-	-	\$1,000,000

SP2214-22 - US 65 SCOPING FOR INTERCHANGE AND BRIDGE IMPROVEMENTS AT KEARNEY STREET



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$13,849,000

MoDOT ID
J8P3220

Federal ID
0652121

Project From
Kearney Street

Project To
-

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

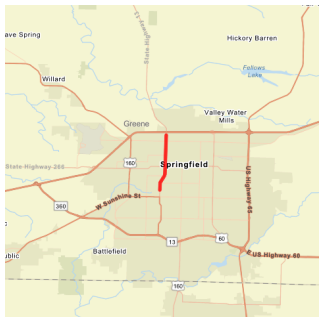
Interchange and bridge improvements on Kearney Street at Rte. 65 in Springfield. Project involves twin bridges A1648, A1649, and A2364.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$16,000	\$280,000	\$286,000	\$400,000	\$400,000	-	\$1,382,000
Engineering	NHPP (FHWA)	\$64,000	\$1,120,000	\$1,144,000	\$1,600,000	\$1,600,000	-	\$5,528,000
Total Engineering		\$80,000	\$1,400,000	\$1,430,000	\$2,000,000	\$2,000,000	-	\$6,910,000
ROW	MoDOT	-	-	-	-	\$1,387,800	-	\$1,387,800
ROW	NHPP (FHWA)	-	-	-	-	\$5,551,200	-	\$5,551,200
Total ROW		-	-	-	-	\$6,939,000	-	\$6,939,000
Total Prior Costs		\$80,000	-	-	-	-	-	\$80,000
Total Programmed		\$80,000	\$1,400,000	\$1,430,000	\$2,000,000	\$8,939,000	-	\$13,849,000

SP2217-22A1 - KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$500,000

MoDOT ID
J8S3253

Federal ID
0132095

Project From
south of Evergreen
Street

Project To
Grand Street

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

Scoping for safety and operational improvements on Kansas Expressway (Rte. 13) from south of Evergreen Street to Grand Street.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$70,000	\$10,000	\$10,000	\$10,000	-	-	\$100,000
Engineering	NHPP (FHWA)	\$280,000	\$40,000	\$40,000	\$40,000	-	-	\$400,000
Total Engineering		\$350,000	\$50,000	\$50,000	\$50,000	-	-	\$500,000
Total Prior Costs		\$350,000	-	-	-	-	-	\$350,000
Total Programmed		\$350,000	\$50,000	\$50,000	\$50,000	-	-	\$500,000

SP2218-22A3 - GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,932,000

MoDOT ID
JSU0003

Federal ID
0652117

Project From
Valley Water Mill Road

Project To
James River Freeway
(Rte. 60)

Project
Considerations

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

Project Description

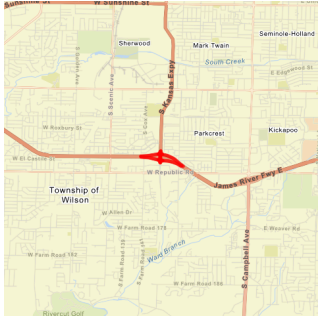
Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$195,800	\$400	\$400	\$1,000	\$87,400	-	\$285,000
Engineering	MoDOT-AC	\$777,600	-	-	-	-	-	\$777,600
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$4,000	\$349,600	-	\$358,400
Engineering	SAFETY (FHWA)	\$9,000	-	-	-	-	-	\$9,000
Total Engineering		\$984,000	\$2,000	\$2,000	\$5,000	\$437,000	-	\$1,430,000
ROW	MoDOT	-	-	-	\$45,800	-	-	\$45,800
ROW	NHPP (FHWA)	-	-	-	\$183,200	-	-	\$183,200
Total ROW		-	-	-	\$229,000	-	-	\$229,000
Construction	MoDOT	-	-	-	-	\$454,600	-	\$454,600
Construction	NHPP (FHWA)	-	-	-	-	\$1,818,400	-	\$1,818,400
Total Construction		-	-	-	-	\$2,273,000	-	\$2,273,000
Total Prior Costs		\$984,000	-	-	-	-	-	\$984,000
Total Programmed		\$984,000	\$2,000	\$2,000	\$234,000	\$2,710,000	-	\$3,932,000

SP2219-22A3 - JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$190,000

MoDOT ID
JSU0005

Federal ID
-

Project From
-

Project To
-

Project
Considerations

Bike/Ped Plan

Project Description

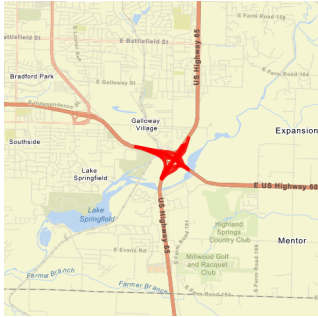
Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$32,000	\$2,000	\$2,000	\$2,000	-	-	\$38,000
Engineering	NHPP (FHWA)	\$128,000	\$8,000	\$8,000	\$8,000	-	-	\$152,000
Total Engineering		\$160,000	\$10,000	\$10,000	\$10,000	-	-	\$190,000
Total Prior Costs		\$160,000	-	-	-	-	-	\$160,000
Total Programmed		\$160,000	\$10,000	\$10,000	\$10,000	-	-	\$190,000

SP2220-22A3 - US 60 & US 65 INTERCHANGE IMPROVEMENTS SCOPING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$230,000

MoDoT ID
JSU0006

Federal ID
-

Project From
At James River
Freeway (Rte. 60)

Project To
-

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

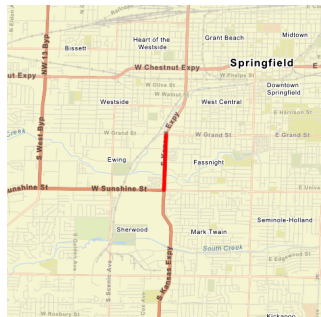
Scoping for interchange operational improvements at Rte. 60 (James River Freeway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$34,000	\$4,000	\$4,000	\$4,000	-	-	\$46,000
Engineering	NHPP (FHWA)	\$136,000	\$16,000	\$16,000	\$16,000	-	-	\$184,000
Total Engineering		\$170,000	\$20,000	\$20,000	\$20,000	-	-	\$230,000
Total Prior Costs		\$170,000	-	-	-	-	-	\$170,000
Total Programmed		\$170,000	\$20,000	\$20,000	\$20,000	-	-	\$230,000

SP2302-23 - KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$10,757,000

MoDOT ID
JSU0093

Federal ID
0132096

Project From
Grand Street

Project To
Sunshine Street (Rte. 413)

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

Capital improvement on Kansas Expressway (Rte. 13) from Grand Street to Rte. 413 (Sunshine Street) in Springfield. Project involves bridge A3259.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$86,000	\$70,000	\$70,000	\$282,600	-	-	\$508,600
Engineering	NHPP (FHWA)	\$344,000	\$280,000	\$280,000	\$1,130,400	-	-	\$2,034,400
Total Engineering		\$430,000	\$350,000	\$350,000	\$1,413,000	-	-	\$2,543,000
ROW	MoDOT	-	-	\$5,200	-	-	-	\$5,200
ROW	NHPP (FHWA)	-	-	\$20,800	-	-	-	\$20,800
Total ROW		-	-	\$26,000	-	-	-	\$26,000
Construction	MoDOT	-	-	-	\$1,637,600	-	-	\$1,637,600
Construction	NHPP (FHWA)	-	-	-	\$6,550,400	-	-	\$6,550,400
Total Construction		-	-	-	\$8,188,000	-	-	\$8,188,000
Total Prior Costs		\$430,000	-	-	-	-	-	\$430,000
Total Programmed		\$430,000	\$350,000	\$376,000	\$9,601,000	-	-	\$10,757,000

SP2304-23 - BRIDGE PAINTING ON US 160, ROUTES 266 AND FF AND REPUBLIC STREET



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,225,000

MoDoT ID
JSU0051

Federal ID
1601080

Project From
over James River
Freeway, over I-44

Project To
-

Project
Considerations
-

Project Description

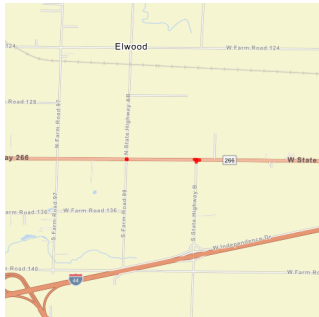
Bridge painting on US 160 over James River Freeway (Route 60), on Republic Street over Route 60 and on Chestnut Expressway (Route 266) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$8,800	\$8,000	\$8,000	\$58,800	-	-	\$83,600
Engineering	NHPP (FHWA)	\$35,200	\$32,000	\$32,000	\$235,200	-	-	\$334,400
Total Engineering		\$44,000	\$40,000	\$40,000	\$294,000	-	-	\$418,000
Construction	MoDOT	-	-	-	\$361,400	-	-	\$361,400
Construction	NHPP (FHWA)	-	-	-	\$1,445,600	-	-	\$1,445,600
Total Construction		-	-	-	\$1,807,000	-	-	\$1,807,000
Total Prior Costs		\$44,000	-	-	-	-	-	\$44,000
Total Programmed		\$44,000	\$40,000	\$40,000	\$2,101,000	-	-	\$2,225,000

SP2306-23 - ROUNDABOUTS ON ROUTE 266



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,155,000

MoDOT ID
JSU0080

Federal ID
2661018

Project From
**at Rte. Ab, at Rte. B
west of Springfield**

Project To
-

Project
Considerations

Advance Construction

Project Description

Add roundabouts on Route 266 at Route AB and at Route 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$115,400	\$400	\$118,800	-	-	-	\$234,600
Engineering	MoDOT-AC	\$461,600	\$1,600	\$475,200	-	-	-	\$938,400
Total Engineering		\$577,000	\$2,000	\$594,000	-	-	-	\$1,173,000
ROW	MoDOT	\$20,200	-	-	-	-	-	\$20,200
ROW	MoDOT-AC	\$80,800	-	-	-	-	-	\$80,800
Total ROW		\$101,000	-	-	-	-	-	\$101,000
Construction	MoDOT	-	-	\$576,200	-	-	-	\$576,200
Construction	MoDOT-AC	-	-	\$2,304,800	-	-	-	\$2,304,800
Total Construction		-	-	\$2,881,000	-	-	-	\$2,881,000
Total Prior Costs		\$678,000	-	-	-	-	-	\$678,000
Total Programmed		\$678,000	\$2,000	\$3,475,000	-	-	-	\$4,155,000

SP2309-23 - JAMES RIVER FREEWAY PAVEMENT RESURFACING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$818,000

MoDOT ID
JSU0014

Federal ID
3601007

Project From
I-44

Project To
Rte. 60

Project Considerations
-

Project Description

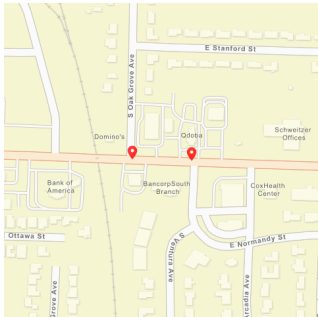
Pavement resurfacing and replacement of rumble stripes on James River Freeway from I-44 to Route 60 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$3,600	\$400	\$400	\$400	\$35,800	-	\$40,600
Engineering	NHPP (FHWA)	\$14,400	\$1,600	\$1,600	\$1,600	\$143,200	-	\$162,400
Total Engineering		\$18,000	\$2,000	\$2,000	\$2,000	\$179,000	-	\$203,000
Construction	MoDOT	-	-	-	-	\$123,000	-	\$123,000
Construction	NHPP (FHWA)	-	-	-	-	\$492,000	-	\$492,000
Total Construction		-	-	-	-	\$615,000	-	\$615,000
Total Prior Costs		\$18,000	-	-	-	-	-	\$18,000
Total Programmed		\$18,000	\$2,000	\$2,000	\$2,000	\$794,000	-	\$818,000

SP2401-24 - SUNSHINE SIGNALS AT OAK GROVE AND VENTURA AVE



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management -
Other

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,103,000

MoDOT ID
JSU0148

Federal ID
S605043

Project From
at Oak Grove Avenue

Project To
and at Ventura
Avenue.

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

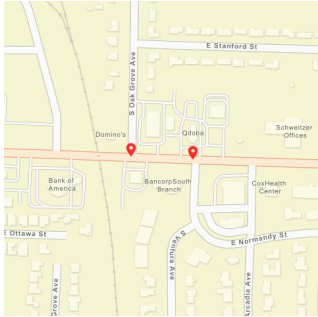
Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$10,000	\$22,000	-	\$40,000
Engineering	NHPP (FHWA)	\$16,000	\$8,000	\$8,000	\$40,000	\$88,000	-	\$160,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$50,000	\$110,000	-	\$200,000
ROW	MoDOT	-	-	-	\$2,200	-	-	\$2,200
ROW	NHPP (FHWA)	-	-	-	\$8,800	-	-	\$8,800
Total ROW		-	-	-	\$11,000	-	-	\$11,000
Construction	MoDOT	-	-	-	-	\$178,400	-	\$178,400
Construction	NHPP (FHWA)	-	-	-	-	\$713,600	-	\$713,600
Total Construction		-	-	-	-	\$892,000	-	\$892,000
Total Prior Costs		\$20,000	-	-	-	-	-	\$20,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$61,000	\$1,002,000	-	\$1,103,000

SP2403-24 - SCOPING FOR INTERSECTION IMPROVEMENTS AT OAK GROVE AND VENTURA ON SUNSHINE



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$180,000

MoDOT ID
JSU0167

Federal ID
S605051

Project From
-

Project To
-

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$12,000	\$6,000	\$6,000	\$6,000	\$6,000	-	\$36,000
Engineering	NHPP (FHWA)	\$48,000	\$24,000	\$24,000	\$24,000	\$24,000	-	\$144,000
Total Engineering		\$60,000	\$30,000	\$30,000	\$30,000	\$30,000	-	\$180,000
Total Prior Costs		\$60,000	-	-	-	-	-	\$60,000
Total Programmed		\$60,000	\$30,000	\$30,000	\$30,000	\$30,000	-	\$180,000

SP2504-25 - SCOPING I-44 PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$25,000

MoDOT ID
JSU0253

Federal ID
-

Project From
**0.2 mile east of Rte.
360**

Project To
**0.6 mile west of Rte.
266 in Springfield**

Project
Considerations
-

Project Description

Scoping for pavement improvements from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	NHPP (FHWA)	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

SP2506-25 - SCOPING US 160 PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$10,000

MoDoT ID
JSU0289

Federal ID
-

Project From
**0.3 mile west of Rte.
AB**

Project To
0.4 mile west of I-44

Project
Considerations
-

Project Description

Scoping for pavement improvements 0.3 mile west of Rte. AB to 0.4 mile west of I-44.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$400	\$400	\$400	-	\$2,000
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	-	\$8,000
Total Engineering		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Total Prior Costs		\$2,000	-	-	-	-	-	\$2,000
Total Programmed		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000

SP2507-25 - SCOPING US 60 PAVEMENT IMPROVEMENTS RTE 13 TO RTE 65



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$50,000

MoDOT ID
JSU0294

Federal ID
-

Project From
Rte. 13 (Kansas
Expressway)

Project To
Rte. 65 in Springfield

Project
Considerations
-

Project Description

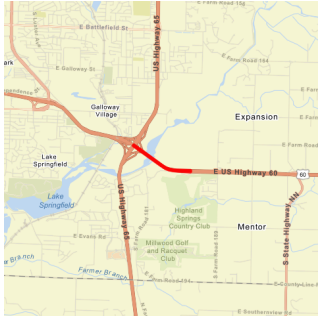
Scoping for pavement improvements on James River Freeway from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$10,000
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	-	\$40,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$50,000

SP2508-25 - SCOPING US 60 PAVEMENT IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$22,000

MoDoT ID
JSU0291

Federal ID
-

Project From
Rte. 65

Project To
Highland Springs
Boulevard in
Springfield

Project
Considerations
-

Project Description

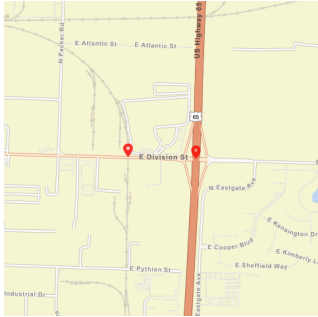
Scoping for pavement improvements from Rte. 65 to Highland Springs Boulevard in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$600	\$1,000	\$1,000	\$1,200	\$600	-	\$4,400
Engineering	NHPP (FHWA)	\$2,400	\$4,000	\$4,000	\$4,800	\$2,400	-	\$17,600
Total Engineering		\$3,000	\$5,000	\$5,000	\$6,000	\$3,000	-	\$22,000
Total Prior Costs		\$3,000	-	-	-	-	-	\$3,000
Total Programmed		\$3,000	\$5,000	\$5,000	\$6,000	\$3,000	-	\$22,000

SP2509-25 - SCOPING RTE YY INTERCHANGE IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,550,000

MoDOT ID
JSU0209

Federal ID
-

Project From
**at Rte. 65, over BNSF
RR at Crossing 664-
101V**

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description

Scoping for interchange improvements at Rte. 65 and railroad grade separation at BNSF railway in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues. Off system components to be funded by City of Springfield, OTO and/or Multimodal Division.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$50,000	\$50,000	\$5,000	\$5,000	\$5,000	-	\$115,000
Engineering	Other	-	\$100,000	-	-	-	-	\$100,000
Engineering	SAFETY (FHWA)	\$450,000	\$450,000	\$45,000	\$45,000	\$45,000	-	\$1,035,000
Engineering	STBG-U (FHWA)	-	\$300,000	-	-	-	-	\$300,000
Total Engineering		\$500,000	\$900,000	\$50,000	\$50,000	\$50,000	-	\$1,550,000
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Programmed		\$500,000	\$900,000	\$50,000	\$50,000	\$50,000	-	\$1,550,000

SP2510-25 - SCOPING I-44 HIGH MAST LIGHTING MAINTENANCE



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$5,000

MoDOT ID
JSU0100

Federal ID
-

Project From
at Rte. 65

Project To
-

Project
Considerations
-

Project Description

Scoping for high mast lighting maintenance at Rte. 65 and on Rte. 60 at Rte. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$200	\$200	\$200	\$200	\$200	-	\$1,000
Engineering	NHPP (FHWA)	\$800	\$800	\$800	\$800	\$800	-	\$4,000
Total Engineering		\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Total Prior Costs		\$1,000	-	-	-	-	-	\$1,000
Total Programmed		\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000

SP2511-25 - US 65 BRIDGE PAINTING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,109,000

MoDOT ID
JSU0298

Federal ID
0133100

Project From
US 65, US 60

Project To
US 60, US 65, I-44

Project Considerations
-

Project Description

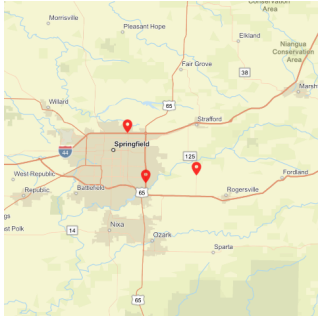
Bridge painting - northbound US 65 to westbound US 60 ramp bridge (A7542), eastbound US 60 to northbound US 65 ramp bridge (A7541), northbound US 65 to westbound I-44 ramp bridge (A7024).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$400	\$18,000	\$54,400	-	\$73,600
Engineering	NHPP (FHWA)	\$1,600	\$1,600	\$1,600	\$72,000	\$217,600	-	\$294,400
Total Engineering		\$2,000	\$2,000	\$2,000	\$90,000	\$272,000	-	\$368,000
Construction	MoDOT	-	-	-	-	\$348,200	-	\$348,200
Construction	NHPP (FHWA)	-	-	-	-	\$1,392,800	-	\$1,392,800
Total Construction		-	-	-	-	\$1,741,000	-	\$1,741,000
Total Prior Costs		\$2,000	-	-	-	-	-	\$2,000
Total Programmed		\$2,000	\$2,000	\$2,000	\$90,000	\$2,013,000	-	\$2,109,000

SP2512-25 - REHABILITATION OF VARIOUS BRIDGES



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Area Wide

Status
Programmed

Total Cost
\$914,000

MoDOT ID
JSU0169

Federal ID
S605064

Project From
**over Rte. 65, over I-44,
over BNSF Railway**

Project To
-

Project Considerations
-

Project Description

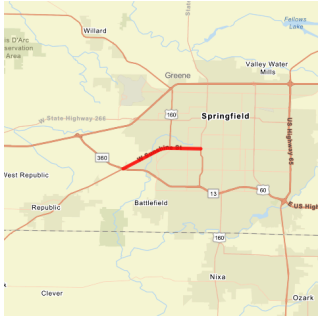
Bridge rehabilitation - Gasconade over Rte. 65 (A2040), Rte. H (Glenstone Avenue) over I-44, and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501, and A8269.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$14,000	\$400	\$23,200	-	-	-	\$37,600
Engineering	NHPP (FHWA)	\$56,000	\$1,600	\$92,800	-	-	-	\$150,400
Total Engineering		\$70,000	\$2,000	\$116,000	-	-	-	\$188,000
Construction	MoDOT	-	-	\$145,200	-	-	-	\$145,200
Construction	NHPP (FHWA)	-	-	\$580,800	-	-	-	\$580,800
Total Construction		-	-	\$726,000	-	-	-	\$726,000
Total Prior Costs		\$70,000	-	-	-	-	-	\$70,000
Total Programmed		\$70,000	\$2,000	\$842,000	-	-	-	\$914,000

SP2513-25 - SCOPING MO 413 PAVEMENT RESURFACING



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$25,000

MoDOT ID
JSU0292

Federal ID
-

Project From
on Sunshine Street
from Rte. 360

Project To
Rte. 13 (Kansas
Expressway)

Project
Considerations
-

Project Description

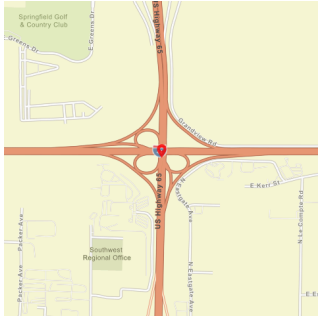
Scoping for pavement resurfacing on Sunshine Street (Rte. 413) from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$5,000
Engineering	NHPP (FHWA)	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$20,000
Total Engineering		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$25,000

SP2514-25 - US 65 RAMP BRIDGE REHABILITATION



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,344,000

MoDOT ID
JSU0297

Federal ID
0602125

Project From
over I-44 in
Springfield

Project To
-

Project
Considerations
-

Project Description

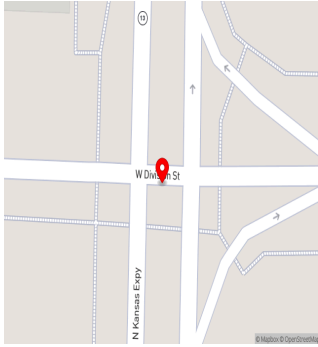
Bridge rehabilitation over I-44 in Springfield. Project involves bridge A7024.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$6,000	\$35,600	\$112,000	-	-	-	\$153,600
Engineering	NHPP (FHWA)	\$24,000	\$142,400	\$448,000	-	-	-	\$614,400
Total Engineering		\$30,000	\$178,000	\$560,000	-	-	-	\$768,000
Construction	MoDOT	-	-	\$715,200	-	-	-	\$715,200
Construction	NHPP (FHWA)	-	-	\$2,860,800	-	-	-	\$2,860,800
Total Construction		-	-	\$3,576,000	-	-	-	\$3,576,000
Total Prior Costs		\$30,000	-	-	-	-	-	\$30,000
Total Programmed		\$30,000	\$178,000	\$4,136,000	-	-	-	\$4,344,000

SP2601-26 - INTERSECTION IMPROVEMENTS ON KANSAS EXPWY AT DIVISION STREET



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$175,000

MoDOT ID
SU0350

Federal ID
-

Project From
At Division Street

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Scoping for intersection improvements on Kansas Expressway at Division Street in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$20,000	\$5,000	\$5,000	\$5,000	-	\$35,000
Engineering	NHPP (FHWA)	-	\$80,000	\$20,000	\$20,000	\$20,000	-	\$140,000
Total Engineering		-	\$100,000	\$25,000	\$25,000	\$25,000	-	\$175,000
Total Programmed		-	\$100,000	\$25,000	\$25,000	\$25,000	-	\$175,000

SP2602-25 - SCOPING FOR PAVEMENT IMPROVEMENTS

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$40,000

MoDOT ID
SU0364

Federal ID
-

Project From
south of JRF

Project To
north of JRF

Project Considerations
-

Project Description
Scoping for pavement improvements over James River Freeway.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$2,000	\$2,000	\$2,000	\$2,000	-	\$8,000
Engineering	NHPP (FHWA)	-	\$8,000	\$8,000	\$8,000	\$8,000	-	\$32,000
Total Engineering		-	\$10,000	\$10,000	\$10,000	\$10,000	-	\$40,000
Total Programmed		-	\$10,000	\$10,000	\$10,000	\$10,000	-	\$40,000

SP2603-25 - MO 413 SIGNAL FIBER INTERCONNECT

Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
ITS

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$85,000

MoDoT ID
SU0200B

Federal ID
-

Project From
Zimmer Road

Project To
east of Rte. 160 (West Bypass)

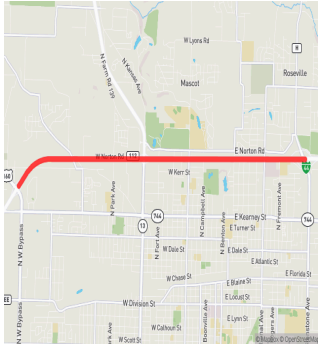
Project Considerations
-

Project Description
Signal fiber interconnect from Zimmer Road to east of Rte. 160 (West Bypass).

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	-	\$2,000	-	-	-	-	\$2,000
Engineering	SCRP (FHWA)	-	\$8,000	-	-	-	-	\$8,000
Total Engineering		-	\$10,000	-	-	-	-	\$10,000
Construction	MoDOT	-	\$15,000	-	-	-	-	\$15,000
Construction	SCRP (FHWA)	-	\$60,000	-	-	-	-	\$60,000
Total Construction		-	\$75,000	-	-	-	-	\$75,000
Total Programmed		-	\$85,000	-	-	-	-	\$85,000

SP2606-26 - I-44 AESTHETICS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$500,000

MoDoT ID
-

Federal ID
-

Project From
US 160

Project To
Glenstone

Project Considerations
-

Project Description

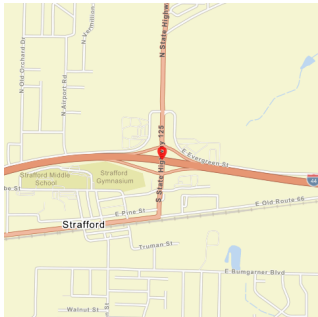
Aesthetic improvements as part of MO2521 (to be determined as part of design-build process).

Funding Source Notes

Non-Federal Funding Source: City of Springfield

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

ST2401-24 - BRIDGE REHABILITATION OVER I-44 IN STRAFFORD



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$1,804,000

MoDOT ID
JSU0174

Federal ID
0132101

Project From
-

Project To
over I-44

Project Considerations
Bike/Ped Plan

Project Description
Bridge rehabilitation over I-44 in Strafford. Project involves bridge A5400.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$50,000	\$1,000	\$1,000	\$49,000	-	-	\$101,000
Engineering	NHPP (FHWA)	\$200,000	\$4,000	\$4,000	\$196,000	-	-	\$404,000
Total Engineering		\$250,000	\$5,000	\$5,000	\$245,000	-	-	\$505,000
Construction	MoDOT	-	-	-	\$259,800	-	-	\$259,800
Construction	NHPP (FHWA)	-	-	-	\$1,039,200	-	-	\$1,039,200
Total Construction		-	-	-	\$1,299,000	-	-	\$1,299,000
Total Prior Costs		\$250,000	-	-	-	-	-	\$250,000
Total Programmed		\$250,000	\$5,000	\$5,000	\$1,544,000	-	-	\$1,804,000

ST2402-24A1 - EVERGREEN ROAD IMPROVEMENTS



Plan Revision
26Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$45,000

MoDOT ID
JSU0160

Federal ID
-

Project From
Rte. 125

Project To
1.1 miles east of Rte. 125

Project
Considerations

Advance Construction

Project Description

Scoping for improvement to Evergreen Road from Rte. 125 to 1.1 miles east of Rte. 125 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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$8,000	\$1,000	-	-	-	-	\$9,000
Engineering	MoDOT-AC	\$32,000	\$4,000	-	-	-	-	\$36,000
Total Engineering		\$40,000	\$5,000	-	-	-	-	\$45,000
Total Prior Costs		\$40,000	-	-	-	-	-	\$40,000
Total Programmed		\$40,000	\$5,000	-	-	-	-	\$45,000

PROJECTS

SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

CU – CITY UTILITIES

MO – MISSOURI DEPARTMENT OF TRANSPORTATION

OT – OZARKS TRANSPORTATION ORGANIZATION

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 2,300 destinations in North America and Jefferson Lines, which has stops in fourteen states and nineteen stops in Missouri, including Springfield. There are 28 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 shares the City Utilities Transit Center. Greyhound's service to Kansas City and St. Louis provides a connection to Amtrak service. Jefferson Lines, with 13 stops in Missouri, also uses the CU Transit 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 May 2022. The Program Management Plan was most recently updated in 2024. 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.”

CU2501-22 - FY 2025 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$10,103,893

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	\$2,118,923	-	-	-	-	\$2,118,923
Operations	Local	-	\$7,940,165	-	-	-	-	\$7,940,165
Operations	MoDOT	-	\$44,805	-	-	-	-	\$44,805
Total Operations		-	\$10,103,893	-	-	-	-	\$10,103,893
Total Programmed		-	\$10,103,893	-	-	-	-	\$10,103,893

CU2502-22 - FY 2025 PREVENTATIVE MAINTENANCE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$576,676

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	\$164,800	-	-	-	-	\$164,800
Maintenance	Local	-	\$411,876	-	-	-	-	\$411,876
Total Maintenance		-	\$576,676	-	-	-	-	\$576,676
Total Programmed		-	\$576,676	-	-	-	-	\$576,676

CU2503-22 - FY 2025 TRANSIT PLANNING

Plan Revision
26Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$216,300

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	\$173,040	-	-	-	-	\$173,040
Planning	Local	-	\$43,260	-	-	-	-	\$43,260
Total Planning		-	\$216,300	-	-	-	-	\$216,300
Total Programmed		-	\$216,300	-	-	-	-	\$216,300

CU2506-24 - FY 2025 TRANSIT SAFETY

Plan Revision
26Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$37,217

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
This project is for safety projects required to meet the .75% 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 .75% on safety projects per Section 5307 requirements.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5307-Safety (FTA)	-	\$29,773	-	-	-	-	\$29,773
Capital	Local	-	\$7,444	-	-	-	-	\$7,444
Total Capital		-	\$37,217	-	-	-	-	\$37,217
Total Programmed		-	\$37,217	-	-	-	-	\$37,217

CU2601-23 - FY 2026 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$10,181,421

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	\$2,197,756	-	-	-	-	\$2,197,756
Operations	Local	-	\$7,940,165	-	-	-	-	\$7,940,165
Operations	MoDOT	-	\$43,500	-	-	-	-	\$43,500
Total Operations		-	\$10,181,421	-	-	-	-	\$10,181,421
Total Programmed		-	\$10,181,421	-	-	-	-	\$10,181,421

CU2602-23 - FY 2026 PREVENTATIVE MAINTENANCE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$206,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	\$164,800	-	-	-	-	\$164,800
Maintenance	Local	-	\$41,200	-	-	-	-	\$41,200
Total Maintenance		-	\$206,000	-	-	-	-	\$206,000
Total Programmed		-	\$206,000	-	-	-	-	\$206,000

CU2603-23 - FY 2026 TRANSIT PLANNING

Plan Revision
26Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$216,300

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	\$173,040	-	-	-	-	\$173,040
Planning	Local	-	\$43,260	-	-	-	-	\$43,260
Total Planning		-	\$216,300	-	-	-	-	\$216,300
Total Programmed		-	\$216,300	-	-	-	-	\$216,300

CU2605-24 - FY 2026 TRANSIT SAFETY

Plan Revision
26Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$37,959

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
This project is for safety projects required to meet the .75% 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 .75% on safety projects per Section 5307 requirements.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5307-Safety (FTA)	-	\$30,368	-	-	-	-	\$30,368
Capital	Local	-	\$7,591	-	-	-	-	\$7,591
Total Capital		-	\$37,959	-	-	-	-	\$37,959
Total Programmed		-	\$37,959	-	-	-	-	\$37,959

CU2606-24 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$595,548

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
FTA FY 2024, 2025, and 2026 Non-Traditional 5310 Projects

Funding Source Notes
Federal Funding Source: FTA Section 5310 FY 2024-2026 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers; FYI: Pending approval from the Local Coordinating Board for Transit

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	\$476,438	-	-	-	-	\$476,438
Capital	Local	-	\$119,110	-	-	-	-	\$119,110
Total Capital		-	\$595,548	-	-	-	-	\$595,548
Total Programmed		-	\$595,548	-	-	-	-	\$595,548

CU2607-25 - FY26 PURCHASE OF (1) FIXED ROUTE BUS

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$573,434

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Capital replacement of (1) low floor, fixed route bus.

Funding Source Notes
Federal Funding Source: FY25 & FY26 Section 5339 discretionary funds; FY24 & FY25 MoDOT flexed funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5339 (FTA)	-	\$385,534	-	-	-	-	\$385,534
Capital	Local	-	\$87,900	-	-	-	-	\$87,900
Capital	MoDOT	-	\$100,000	-	-	-	-	\$100,000
Total Capital		-	\$573,434	-	-	-	-	\$573,434
Total Programmed		-	\$573,434	-	-	-	-	\$573,434

CU2701-24 - FY 2027 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$10,918,822

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	\$3,143,297	-	-	-	\$3,143,297
Operations	Local	-	-	\$7,732,025	-	-	-	\$7,732,025
Operations	MoDOT	-	-	\$43,500	-	-	-	\$43,500
Total Operations		-	-	\$10,918,822	-	-	-	\$10,918,822
Total Programmed		-	-	\$10,918,822	-	-	-	\$10,918,822

CU2702-24 - FY 2027 PREVENTATIVE MAINTENANCE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$978,500

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	-	\$782,800	-	-	-	\$782,800
Maintenance	Local	-	-	\$195,700	-	-	-	\$195,700
Total Maintenance		-	-	\$978,500	-	-	-	\$978,500
Total Programmed		-	-	\$978,500	-	-	-	\$978,500

CU2703-24 - FY 2027 TRANSIT PLANNING

Plan Revision
26Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$216,301

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

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	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	\$173,041	-	-	-	\$173,041
Planning	Local	-	-	\$43,260	-	-	-	\$43,260
Total Planning		-	-	\$216,301	-	-	-	\$216,301
Total Programmed		-	-	\$216,301	-	-	-	\$216,301

CU2705-24 - FY 2027 TRANSIT SAFETY

Plan Revision
26Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$38,721

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
This project is for safety projects required to meet the .75% 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 .75% on safety projects per Section 5307 requirements.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5307-Safety (FTA)	-	-	\$30,976	-	-	-	\$30,976
Capital	Local	-	-	\$7,745	-	-	-	\$7,745
Total Capital		-	-	\$38,721	-	-	-	\$38,721
Total Programmed		-	-	\$38,721	-	-	-	\$38,721

CU2706-25 - FY27 PURCHASE OF (6) FIXED ROUTE BUSES

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,152,960

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Capital replacement of (6) low floor, fixed route buses

Funding Source Notes
Funding Source not identified; will look at FTA competitive grant program

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5339 (FTA)	-	-	\$3,322,368	-	-	-	\$3,322,368
Capital	Local	-	-	\$830,592	-	-	-	\$830,592
Total Capital		-	-	\$4,152,960	-	-	-	\$4,152,960
Total Programmed		-	-	\$4,152,960	-	-	-	\$4,152,960

CU2707-25 - FY27 PURCHASE OF (1) FIXED ROUTE BUS

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$555,824

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Capital replacement of (1) low floor, fixed route bus.

Funding Source Notes
Federal Funding Source: FY26/27 Section 5337 discretionary funds, FY26/27 MoDOT flex funds; Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5339 (FTA)	-	-	\$370,911	-	-	-	\$370,911
Capital	Local	-	-	\$84,913	-	-	-	\$84,913
Capital	MoDOT	-	-	\$100,000	-	-	-	\$100,000
Total Capital		-	-	\$555,824	-	-	-	\$555,824
Total Programmed		-	-	\$555,824	-	-	-	\$555,824

CU2708-26 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$622,269

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
FTA FY 2027, 2028, and 2029 Non-Traditional 5310 Projects

Funding Source Notes
Federal Funding Source: FTA Section 5310 FY 2027-2029 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers; FYI: Pending approval from the Local Coordinating Board for Transit

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	-	\$162,663	\$165,917	\$169,235	-	\$497,815
Capital	Local	-	-	\$40,666	\$41,479	\$42,309	-	\$124,454
Total Capital		-	-	\$203,329	\$207,396	\$211,544	-	\$622,269
Total Programmed		-	-	\$203,329	\$207,396	\$211,544	-	\$622,269

CU2801-25 - FY2028 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$11,084,427

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Operating assistance up to 75% of apportionment to operate public transit services.

Funding Source Notes
Non-Federal Funding Sources: CU Transit Advertising and Utility Ratepayers.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	-	\$3,308,902	-	-	\$3,308,902
Operations	Local	-	-	-	\$7,732,025	-	-	\$7,732,025
Operations	MoDOT	-	-	-	\$43,500	-	-	\$43,500
Total Operations		-	-	-	\$11,084,427	-	-	\$11,084,427
Total Programmed		-	-	-	\$11,084,427	-	-	\$11,084,427

CU2802-25 - FY2028 PREVENTATIVE MAINTENANCE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$978,500

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Subsidy of preventive maintenance expenses for existing public transit services.

Funding Source Notes
Non-Federal Funding Sources: CU Farebox, Advertising and Utility Ratepayers.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Preventative Maintenance (FTA)	-	-	-	\$782,800	-	-	\$782,800
Operations	Local	-	-	-	\$195,700	-	-	\$195,700
Total Operations		-	-	-	\$978,500	-	-	\$978,500
Total Programmed		-	-	-	\$978,500	-	-	\$978,500

CU2803-25 - FY2028 TRANSIT PLANNING

Plan Revision
26Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$216,300

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
This project is listed in the OTO Unified Planning Work Program each year for short-range planning activities.

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	-	\$173,040	-	-	\$173,040
Planning	Local	-	-	-	\$43,260	-	-	\$43,260
Total Planning		-	-	-	\$216,300	-	-	\$216,300
Total Programmed		-	-	-	\$216,300	-	-	\$216,300

CU2805-25 - FY2028 TRANSIT SAFETY

Plan Revision
26Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$40,281

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Safety projects required to meet the .75% requirement for FTA Section 5307 Funding

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Safety (FTA)	-	-	-	\$32,227	-	-	\$32,227
Operations	Local	-	-	-	\$8,054	-	-	\$8,054
Total Operations		-	-	-	\$40,281	-	-	\$40,281
Total Programmed		-	-	-	\$40,281	-	-	\$40,281

CU2901-26 - FY2029 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$11,977,634

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Operating assistance up to 75% of apportionment to operate public transit services.

Funding Source Notes
Non-Federal Funding Sources: CU Transit Advertising and Utility Ratepayers.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	-	-	\$3,510,414	-	\$3,510,414
Operations	Local	-	-	-	-	\$8,423,720	-	\$8,423,720
Operations	MoDOT	-	-	-	-	\$43,500	-	\$43,500
Total Operations		-	-	-	-	\$11,977,634	-	\$11,977,634
Total Programmed		-	-	-	-	\$11,977,634	-	\$11,977,634

CU2902-26 - FY2029 PREVENTATIVE MAINTENANCE

Plan Revision
26Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,007,855

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Subsidy of preventive maintenance expenses for existing public transit services.

Funding Source Notes
Non-Federal Funding Sources: CU Farebox, Advertising and Utility Ratepayers.

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Preventative Maintenance (FTA)	-	-	-	-	\$806,284	-	\$806,284
Operations	Local	-	-	-	-	\$201,571	-	\$201,571
Total Operations		-	-	-	-	\$1,007,855	-	\$1,007,855
Total Programmed		-	-	-	-	\$1,007,855	-	\$1,007,855

CU2903-26 - FY2029 TRANSIT PLANNING

Plan Revision
26Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$211,764

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
This project is listed in the OTO Unified Planning Work Program each year for short-range planning activities.

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	-	-	\$168,504	-	\$168,504
Planning	Local	-	-	-	-	\$43,260	-	\$43,260
Total Planning		-	-	-	-	\$211,764	-	\$211,764
Total Programmed		-	-	-	-	\$211,764	-	\$211,764

CU2904-26 - FY2029 TRANSIT SAFETY

Plan Revision
26Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$42,366

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Safety projects required to meet the .75% requirement for FTA Section 5307 Funding

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	5307-Safety (FTA)	-	-	-	-	\$33,893	-	\$33,893
Operations	Local	-	-	-	-	\$8,473	-	\$8,473
Total Operations		-	-	-	-	\$42,366	-	\$42,366
Total Programmed		-	-	-	-	\$42,366	-	\$42,366

MO2304-22 - 5310-MODOT ADMIN 2024

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$25,240

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
MoDOT Administration portion of FY 2024 FTA 5310 funding.

Funding Source Notes
Non-Federal Funding Source: No Local Match Required

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Administration	5310-Admin (FTA)	-	\$25,240	-	-	-	-	\$25,240
Total Administration		-	\$25,240	-	-	-	-	\$25,240
Total Programmed		-	\$25,240	-	-	-	-	\$25,240

MO2305-22 - 5310-TRADITIONAL PROJECTS RESERVE 2024

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$283,948

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding

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

OT2501-25 - 5310-OTO ADMIN 2025-2026

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$57,687

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
OTO Administration portion of FY 2025 through FY 2026 FTA 5310 funding.

Funding Source Notes
Non-Federal Funding Source: No Local Match Required

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Administration	5310-Admin (FTA)	-	\$57,687	-	-	-	-	\$57,687
Total Administration		-	\$57,687	-	-	-	-	\$57,687
Total Programmed		-	\$57,687	-	-	-	-	\$57,687

OT2502-25 - 5310-TRADITIONAL PROJECTS RESERVE 2025-2026

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$537,068

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2025-2026.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	\$456,508	-	-	-	-	\$456,508
Capital	Local	-	\$80,560	-	-	-	-	\$80,560
Total Capital		-	\$537,068	-	-	-	-	\$537,068
Total Programmed		-	\$537,068	-	-	-	-	\$537,068

OT2701-26 - 5310-TRADITIONAL PROJECTS RESERVE 2027-2029

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$846,560

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Funding to be awarded for the 55 percent traditional 5310 project category for FYs 2027-2029.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	-	\$235,125	\$239,827	\$244,624	-	\$719,576
Capital	Local	-	-	\$41,493	\$42,322	\$43,169	-	\$126,984
Total Capital		-	-	\$276,618	\$282,149	\$287,793	-	\$846,560
Total Programmed		-	-	\$276,618	\$282,149	\$287,793	-	\$846,560

OT2702-26 - 5310-OTO ADMIN 2027-2029

Plan Revision
26Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$90,928

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
OTO Administration portion of FY 2027 through FY 2029 FTA 5310 funding.

Funding Source Notes
Non-Federal Funding Source: No Local Match Required

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Administration	5310-Admin (FTA)	-	-	\$29,711	\$30,305	\$30,912	-	\$90,928
Total Administration		-	-	\$29,711	\$30,305	\$30,912	-	\$90,928
Total Programmed		-	-	\$29,711	\$30,305	\$30,912	-	\$90,928

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, the Infrastructure Investment and Jobs Act (IIJA) was signed into law, 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 71 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 22 cents to 24.5 cents per gallon on July 1, 2023. 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. Before SB 262, the last increase was in 1996.

In the past 10 years, MoDOT has completed 4,099 projects, worth \$9.7 billion, at 3.8 percent under budget. MoDOT's 2026-2030 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$2.0 billion, with more than 50 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. Approximately 37 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 27-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon tax on aviation fuel, which must be spent on airport projects. These tax revenues provide approximately 25 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 14 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 9 percent of transportation revenues MoDOT's transportation revenue.

Interest

The interest earned on invested funds and other miscellaneous collections provides approximately 3 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 \$1,315.8 million at the beginning of fiscal year 2026 to approximately \$890 million by the end of fiscal year 2030. 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 and Budget Stabilization Funds for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments, Improve I-70 Project, Improve I-70 Project debt service payments, Forward 44 Project, Forward 44 Project debt service payments, General Assembly Designated and Funded Initiatives and multimodal programs provide about 12 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 IIJA 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

IIJA provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately \$300,000 annually for this program.

On the Job Training Program

IIJA 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 \$2.5 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 \$125 to \$160 million per year on preventive maintenance activities. Activities currently pursued include: striping, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, pipe culvert repair and bridge maintenance. Preventive maintenance activities recently added in 2022/2023 include bridge joint repairs/replacement, bridge structural painting, intersection marking, sign replacement and highway lighting. MoDOT is also working on future activities to include signal maintenance.

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. IIA 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 State Freight and Rail Plan's Freight Investment Plan.

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.

BUILD and RAISE Discretionary Grant Programs

This program, known over the years as BUILD, RAISE, and TIGER, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. The eligibility requirements allow project sponsors at the State and local levels to obtain funding for projects that have a significant local or regional impact.

Bridge Investment Program

The Bridge Investment Program provides dedicated, discretionary funds to invest in improving bridge (and culvert) conditions, safety, efficiency, and reliability.

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.

Safe Streets and Roads for All (SS4A) Grant Program

The IIJA established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years (2022-2026). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Other Discretionary Programs

IIJA included a variety of discretionary funding programs, which operate on varying application schedules. More can be learned about the competitive grant funding available by visiting the FHWA web page dedicated to this purpose - https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm.

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 STBG-Urban, Carbon Reduction Program, and Transportation Alternative Program funding categories.

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.

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 2022, the City of Ozark extended 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 and a 3/4-cent sales tax that, among other things, will fund priority capital improvement projects. 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.

Property Tax

Greene County levies just over ten 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 special 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.

Calculations are \$488,403,137/ 77,537** lane miles of roadway.

*Source: Fiscal Year 2025 Budget Approved

** Source: Official 2023 State System Mileage

This would make MoDOT's cost \$6,299 per lane mile.

Assumptions (dollars in thousands)

Maintenance Operations*	\$444,955,723
Fleet Investments*	\$43,447,414
Total	\$488,403,137

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. The MoDOT cost per lane mile for operations and maintenance has been applied to the non-state federal-aid system for each jurisdiction. A 2.5 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 are about 2 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 2026-2030 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 2.6 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.

Several projects sponsored by local public agencies are also listed in the FY 2026-2029 TIP as utilizing advance construction, identified by the Local-AC funding source. This will allow OTO flexibility in the timing of fund obligation while projects move forward.

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 will administer the traditional projects for the OTO region through the use of FY 2024 funds, and OTO is set to assume administration and procurement for funding beyond FY 2024. The following pages outline the use of this funding from FY 2022 through FY 2026 as previously and currently programmed, as well as the future splits for funding in FY 2027 through 2029.

Traditional Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT Traditional Reserve MO1729	N/A	N/A	FY 2021- 2023	Obligated	\$637,402.00	\$159,329.00	\$796,731.00
MoDOT Traditional Reserve MO2305	N/A	N/A	FY 2024	Programmed	\$227,158.00	\$56,790.00	\$283,948.00
OTO Traditional Reserve OT2502	N/A	N/A	FY 2025-2026	Programmed	\$456,508.00	\$80,560.00	\$537,068.00
Total					\$1,321,068.00	\$296,679.00	\$1,617,747.00

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	FY 2021-2023	Obligated	\$450,688.00	\$112,672.00	\$563,360.00
Unawarded Balance CU2606	Remove Barriers to Services	N/A	FY 2024-2026	Programmed	\$476,438.00	\$119,110.00	\$595,548.00
Total					\$927,126.00	\$231,782.00	\$1,158,908.00

Administration Section 5310						
Program of Projects and Subrecipients	Project Description	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT MO1901	Admin	FY 2022-2023	Obligated	\$52,379.00	\$ -	\$52,379.00
MoDOT MO2304	Admin	FY 2024	Programmed	\$25,240.00	\$ -	\$25,240.00
OTO OT2501	Admin	FY 2025-2026	Programmed	\$57,686.00	\$ -	\$57,686.00
Total				\$135,305.00	N/A	\$135,305.00

FY 2021 remaining traditional 5310 capital amount available	\$165,994
Total FY 2022 - FY 2026 traditional 5310 capital amount available	\$1,155,074
FY 2021 traditional 5310 capital amount awarded	(\$131,158)
FY 2022 - FY 2026 traditional 5310 capital amount awarded	(\$506,244)
Balance Remaining in reserve for 5310 traditional projects	\$683,666
FY 2021 remaining other capital amount available	\$117,369
Total FY 2022 - 2026 other capital amount available	\$809,757
FY 2021 - 2026 other capital amount awarded	(\$450,688)
Balance remaining for other capital	\$476,438
Total FY 2022 - FY 2026 administration available	\$135,305
FY 2022 - FY 2026 administration awarded	(\$52,379)
Balance remaining for administration	\$82,926

Funding has not yet been made available through the OTO process for FY 2027-2029. Below is a table of how those funds would be split, once made available in a reauthorized surface transportation bill.

	TOTAL	Traditional (55%) OT2701-26	Traditional Local Share (85%) OT2701-26	OTO Admin (10%) OT2702-26	Total CU* CU2708-26	CU Local Share (20%) CU2708-26
FY 2027	\$427,499	\$235,125	\$41,493	\$29,711	\$162,663	\$40,666
FY 2028	\$436,049	\$239,827	\$42,322	\$30,305	\$165,917	\$41,479
FY 2029	\$444,770	\$244,624	\$43,169	\$30,912	\$169,235	\$42,309
TOTAL	\$1,308,319	\$719,575	\$126,984	\$90,928	\$497,815	\$124,454

*CU may use up to 30.5% of 10% of the total FY Appropriation as Admin, with 0% local share.

REVENUE

Revenue Source	Carryover	2026	2027	2028	2029	Total
MoDOT State/Federal	\$23,867,000	\$280,068,000	\$36,997,000	\$45,133,000	\$45,862,000	\$431,927,000
RAISE	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313
SS4A	\$1,152,000	\$0	\$0	\$0	\$0	\$1,152,000
Suballocated STBG-U	\$5,628,795	\$8,251,401	\$8,416,429	\$85,848	\$8,756,453	\$31,138,926
Suballocated TAP	\$1,662,371	\$1,786,840	\$1,703,775	\$1,737,851	\$1,772,608	\$8,663,445
Suballocated CRP	\$1,650,174	\$984,404	\$1,004,092	\$1,024,174	\$1,044,657	\$5,707,501
Aviation - FAA	\$0	\$25,474,500	\$11,745,000	\$3,000,000	\$8,051,000	\$48,270,500
FTA 5307	\$2,486,536	\$3,950,171	\$4,029,174	\$4,109,757	\$4,191,952	\$18,767,590
FTA 5310	\$823,914	\$419,117	\$427,499	\$436,049	\$444,771	\$2,551,350
FTA 5339	\$324,432	\$330,921	\$3,563,139	\$344,290	\$351,176	\$4,913,958
Transit MO HealthNet Contract	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
Transit State Operating Funding	\$43,500	\$153,415	\$153,415	\$153,415	\$153,415	\$657,160
CU Transit Utility Ratepayers	\$7,447,745	\$7,284,226	\$8,063,689	\$7,024,039	\$7,722,024	\$37,541,723
CU Transit Farebox, Ads, Rent	\$955,000	\$955,000	\$955,000	\$955,000	\$955,000	\$4,775,000
Human Service Agencies		\$57,629	\$58,781	\$59,957	\$61,156	\$237,523
TOTAL	\$70,863,780	\$329,760,624	\$77,161,993	\$64,108,380	\$79,411,212	\$621,305,989

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2026	2027	2028	2029	Total
CART All Jurisdictions (Projected)	\$21,185,583	\$21,185,583	\$21,185,583	\$21,185,583	\$84,742,330
O&M (637.42 miles * \$6,299/mile)	(\$4,015,109)	(\$4,115,487)	(\$4,218,374)	(\$4,323,833)	(\$16,672,803)
TIP Programmed Funds All Jurisdictions	(\$11,773,428)	(\$3,396,523)	(\$1,149,004)	(\$220,567)	(\$16,539,522)
Other Committed Funds All Jurisdictions	\$57,515,582	\$57,515,582	\$57,515,582	\$57,515,582	\$230,062,328
TOTAL	\$62,912,628	\$71,189,155	\$73,333,787	\$74,156,765	\$281,592,334

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

FINANCIAL CONSTRAINT

FAA Sponsored Projects

	Federal Funding		Local	MoDOT	TOTAL
	AIP	BIL-AIG			
FY 2026					
Funds Anticipated	\$ 19,228,500	\$ 6,246,000	\$ 2,830,500	\$ -	\$ 28,305,000
Funds Programmed	(\$19,228,500)	(\$6,246,000)	(\$2,830,500)	\$ -	(\$28,305,000)
Balance FY 2025	\$0	\$0	\$0	\$0	\$0
FY 2027					
Funds Anticipated	\$ 11,745,000	\$ -	\$ 1,305,000	\$ -	\$ 13,050,000
Funds Programmed	(\$11,745,000)	\$0	(\$1,305,000)	\$ -	(\$13,050,000)
Balance FY 2026	\$0	\$0	\$0	\$0	\$0
FY 2028					
Funds Anticipated	\$ 3,000,000	\$ -	\$ 1,000,000	\$ -	\$ 4,000,000
Funds Programmed	(\$3,000,000)	\$0	(\$1,000,000)	\$ -	(\$4,000,000)
Balance FY 2027	\$0	\$0	\$0	\$0	\$0
FY 2029					
Funds Anticipated	\$ 8,051,000	\$ -	\$ 1,539,000	\$ -	\$ 9,590,000
Funds Programmed	(\$8,051,000)	\$0	(\$1,539,000)	\$ -	(\$9,590,000)
Balance FY 2028	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	\$36,000	\$36,000	\$36,000	\$36,000
CRP (FHWA)	\$1,563,899	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$0	\$0	\$0
NHPP (FHWA)	\$61,886,600	\$11,379,200	\$28,394,400	\$35,775,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,931,000	\$262,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,176,000	\$0	\$0	\$0
STBG-U (FHWA)	\$15,463,504	\$4,054,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$134,402,480	\$15,867,505	\$32,728,081	\$36,738,466
STATE				
MoDOT	\$181,579,066	\$8,609,000	\$9,197,400	\$9,365,400
MoDOT-AC	\$13,753,203	\$21,718,000	\$7,078,400	\$442,400
MoDOT O&M	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444
State Subtotal	\$201,926,188	\$37,072,579	\$23,176,528	\$16,867,244
LOCAL/OTHER				
Local	\$7,278,707	\$3,396,523	\$1,149,004	\$220,567
Local-AC	\$4,494,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$11,873,428	\$3,396,523	\$1,149,004	\$220,567
Total	\$348,202,096	\$56,336,607	\$57,053,613	\$53,826,277

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$280,068,000	\$36,997,000	\$45,133,000	\$45,862,000	\$431,927,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$11,873,428	\$3,396,523	\$1,149,004	\$220,567	\$16,639,522
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
TOTAL AVAILABLE FUNDING	\$58,782,653	\$309,557,992	\$58,263,398	\$56,030,605	\$64,715,729	\$547,350,378
Carryover		\$58,782,653	\$20,138,549	\$22,065,340	\$21,042,332	--
Programmed State and Federal Funding		(\$348,202,096)	(\$56,336,607)	(\$57,053,613)	(\$53,826,277)	(\$515,418,594)
TOTAL REMAINING	\$58,782,653	\$20,138,549	\$22,065,340	\$21,042,332	\$31,931,784	\$31,931,784

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 2,486,536	\$ 823,914	\$ 324,432	\$ 8,402,745	\$ 44,805	\$ 12,082,432
FY 2026						
Funds Anticipated	\$ 3,950,171	\$ 419,117	\$ 330,921	\$ 8,341,855	\$ 153,415	\$13,195,479
Funds Programmed	(\$5,052,500)	(\$1,243,031)	(\$385,534)	(\$16,779,321)	(\$188,305)	(\$23,648,691)
Running Balance	\$1,384,207	\$0	\$269,819	-\$34,721	\$9,915	\$1,629,220
FY 2027						
Funds Anticipated	\$ 4,029,174	\$ 427,499	\$ 3,563,139	\$ 9,122,470	\$ 153,415	\$17,295,697
Funds Programmed	(\$4,130,114)	(\$427,499)	(\$3,693,279)	(\$8,976,394)	(\$143,500)	(\$17,370,786)
Running Balance	\$1,283,267	\$0	\$139,679	\$111,355	\$19,830	\$1,554,131
FY 2028						
Funds Anticipated	\$ 4,109,757	\$ 436,049	\$ 344,290	\$ 8,083,996	\$ 153,415	\$13,127,507
Funds Programmed	(\$4,296,969)	(\$436,049)	\$0	(\$8,062,840)	(\$43,500)	(\$12,839,358)
Running Balance	\$1,096,055	\$0	\$483,969	\$132,511	\$129,745	\$1,842,280
FY 2029						
Funds Anticipated	\$ 4,191,952	\$ 444,771	\$ 351,176	\$ 8,783,180	\$ 153,415	\$13,924,494
Funds Programmed	(\$4,519,095)	(\$444,771)	\$0	(\$8,762,502)	(\$43,500)	(\$13,769,868)
Running Balance	\$768,912	\$0	\$835,145	\$153,189	\$239,660	\$1,996,906

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 decision making 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 metropolitan planning area. 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 and the Governor. 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 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, 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 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 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 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.

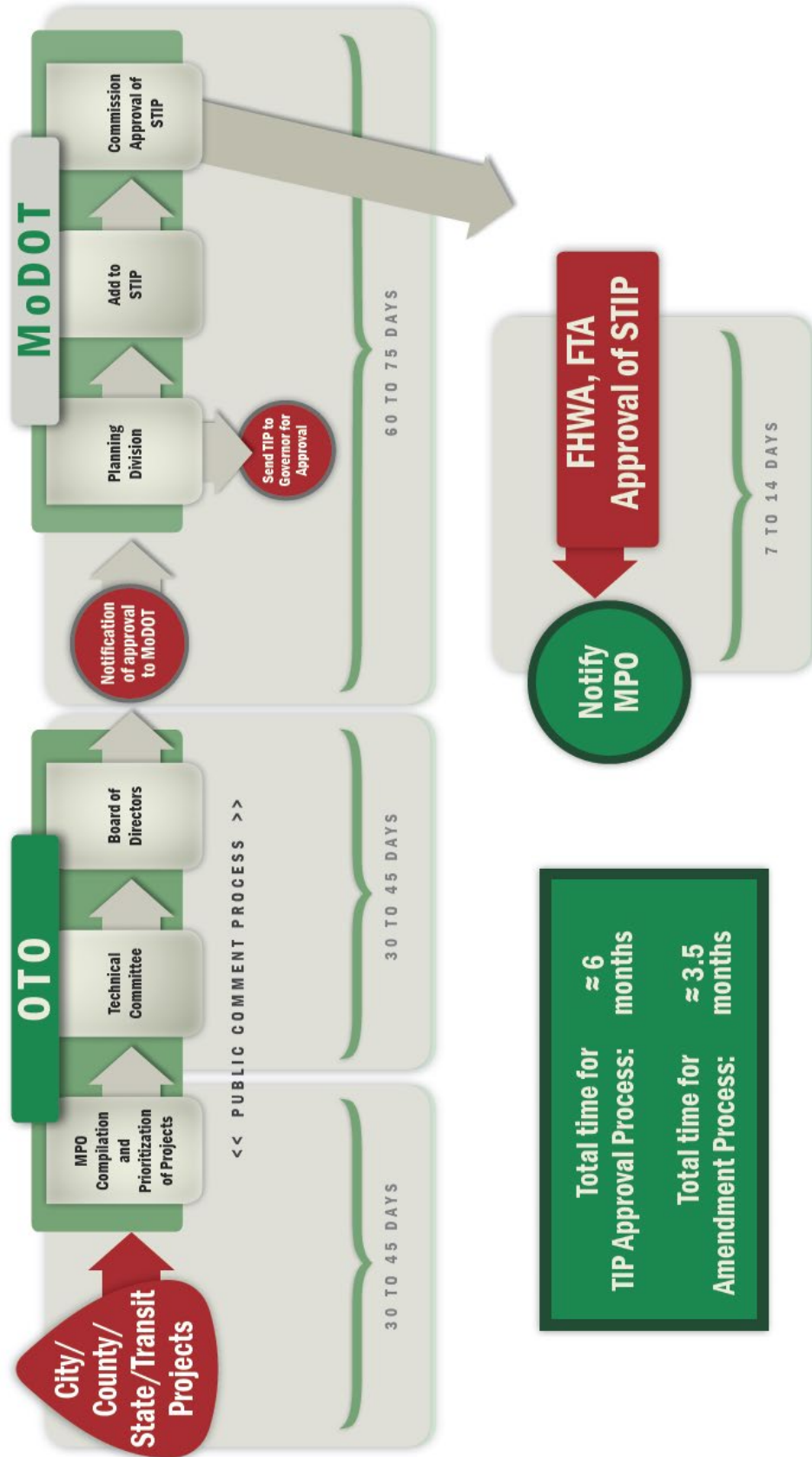
- (j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, 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 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, 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, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.330).

Ozarks Transportation Organization

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 25% (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 improvement 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 total 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 funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;

6. 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;
7. Minor changes to funding sources between federal funding categories or between state and local sources;
8. 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);
9. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;
10. Changing a project's lead agency when agreed upon by the two agencies affected;
11. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project;
12. 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 25% or \$2,000,000);
13. 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 (an additional administrative modification may be made to the split project, as allowed elsewhere in this list);
14. 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
15. Technical corrections.

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:

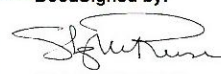
1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 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.

Signed by:

607D0305E79E40C...
Signature

John Russell
Chair
Ozarks Transportation Organization

July 17, 2025
Date

DocuSigned by:

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Signature

Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 17, 2025
Date

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 2026-2029 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the Ozarks Transportation Organization, 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.

Signed by:

607D0305E79E40C...
Signature

July 17, 2025

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 21 st 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	David Cameron City of Republic	Matt Crawford City Utilities
Keith Adams Springfield Public Schools	Valerie Carr City of Ozark	Justin Crighton City of Springfield
Kimberly Ader MoDOT	Greg Chapman MoDOT	Matt Crouse City of Nixa
Sydney Allen Greene County	David Christenson City of Strafford	Don Currence City of Ozark
Stephen Bach Citizen-at-Large	Eric Claussen City of Springfield	Shawn Dilday Springfield Public Schools
Scott Bachman City of Springfield	Cecelie Cochran FHWA	Gerri Doyle USDOT/FTA
Miranda Beadles Christian County	Doug Colvin City of Nixa	Greg Drake Arc of the Ozarks
Corey Becker City of Nixa	Jerry Compton JWC Architecture	John Elkins Citizen-At-Large
Paula Brookshire City of Springfield	Travis Cossey City of Nixa	Christy Evers MoDOT
Kimberly Brown Springfield Public Schools	Chris Coulter Greene County	Angel Falig City of Republic
George Buchanan City Utilities	Chuck Cowan Springfield-Branson National Airport	R.J. Flores Citizen-at-Large
Mandy Buettgen-Quinn City of Springfield	Mark Crabtree City of Battlefield	Brett Foster City of Springfield

Eric Franklin City of Republic	Marshall Kinne Citizen-at-Large	Paige Oxendine Springfield-Branson National Airport Board
Rene Frazier OATS	Jason Knight City of Willard	Jeremy Parsons City of Ozark
Ashley French City of Strafford	Derek Lee City of Springfield	Hayden Ponsar City of Ozark
Jarad Giddens City of Nixa	Tristan Losh City of Battlefield	Grady Porter City of Springfield
Scott Godbey City of Nixa	Rusty MacLachlan Greene County	Shannon Porter Empower:Abilities
Joe Hamp City of Springfield	Todd Madison FAA	Chad Ray Springfield-Branson National Airport
Scott Hayes Christian County	John Matthews Missouri State University	Jason Ray SMCOG
Karen Haynes City of Republic	Laurel McKean MoDOT	Stacy Reese MoDOT
Ginny Highfill SWI Industrial Solutions	Kyle Meadows CoxHealth EMS	Jeff Roussell City of Nixa
Marissa Hodges City of Ozark	Frank Miller MoDOT	Mike Ruesch City of Willard
Adam Humphrey Greene County	Cathy Monroe FTA	John Russell Greene County
D. LaRee Huse Senior Age	John Montgomery Ozark Greenways	Beth Schaller MoDOT
David Hutchison Citizen	Kyle Meadows CoxHealth EMs	David Schaumburg Springfield-Branson National Airport
Bradley Jackson Christian County	Lynn Morris Christian County	Mark Schenkelberg Federal Aviation Administration
Brandon Jenson City of Springfield	Daniel Nguyen FTA	Tim Schowe City of Strafford
Eric Johnson City of Ozark	Andy Novinger City of Battlefield	Aishwarya Shrestha SMCOG
Joel Keller Greene County	Alana Owen City of Springfield	Matthew Simpson City of Springfield
Kirsty Ketchum Greene County		

Martha Smartt City of Strafford	Chris Tabor City of Republic	Jeremy Wegner BNSF Railway Company
Dan Smith City of Springfield	Ben Tegeler Ozark Greenways	Brian Weiler Springfield-Branson National Airport
Jeff Smith Springfield-Greene County Park Board	Andy Thomason City Utilities	Daniel Weitkamp FHWA
Troy Smith City of Willard	Kelly Turner City Utilities	Todd Wiesehan Christian County
Justin Sorgen City of Willard	Tommy VanHorn City of Battlefield	Jacob Wimsatt MoDOT
Cliff Spangler City of Ozark	Ben Vickers Springfield Area Chamber of Commerce	Wesley Young City of Willard
Linda Starr SWI Industrial Solution	Jenette Vomund MoDOT	Zachary Young MoDOT
Andrea Swope CCLInks-SB40 Board	Mark Webb Greene County	

TRANSPORTATION PROVIDERS

Abilities First	Lakeland Regional Medical Center	Nova Center of the Ozarks
Adult Tendercare Center	MainTrans Mobility Solution	OATS, Inc.
Burrell Center - Admin	Maranatha Village, Inc.	Ozarks Dialysis Services
City Utilities Transit Services	Mercy Medical Center	Rehabilitation Services for the Blind
Community Partnership of the Ozarks	Missouri Council of the Blind	Royal Taxi
Council of Churches of the Ozarks	Missouri Department of Mental Health - Springfield Regional Center	SeniorAge Area Agency on Aging
Developmental Center of the Ozarks	Missouri State University	Southside Senior Center
Greene Valley State School	Muscular Dystrophy Association	Southwest Missouri Council of Governments
Greyhound Springfield Bus Station	National Alliance on Mental Illness	Southwest Missouri Office on Aging
J. Howard Fisk Limousines LTD	National Federation for the Blind	Springfield-Branson National Airport
Janes Ride	Northview Senior Center	

Springfield-Greene County Park Board

SWI Industrial Solutions

Vocational Rehabilitation

Springfield Yellow Cab Co.

The Arc of the Ozarks

CITIZENS GROUPS

Bissett Neighborhood Association

Heart of the Westside Neighborhood Association

Rountree Neighborhood Association

Bradford Park Neighborhood Association

Mark Twain Neighborhood Association

Seminole Holland Neighborhood Association

Brentwood Neighborhood Association

Meador Park Neighborhood Association

Spring Creek Property Owners Association

Delaware Neighborhood Association

Mid-Town Neighborhood Association

Tom Watkins Neighborhood Association

Doling Neighborhood Association

Oak Grove Neighborhood Association

University Heights Neighborhood Association

Fassnight Neighborhood Association

Phelps Grove Neighborhood Association

Weller Neighborhood Association

Galloway Village Neighborhood Association

Quail Creek Property Owners Association

West Central Neighborhood Alliance

Grant Beach Neighborhood Association

Ravenwood Homeowners Association

Westside Neighborhood Betterment Association

Greater Parkcrest Neighborhood Association

Robberson Neighborhood Association

Woodland Heights Neighborhood Association

NON-PROFIT GROUPS & OTHER

AIDS Project of the Ozarks

Catholic Charities of Southern Missouri Inc.

Convoy of Hope

Alzheimer's Association

Creskide at Elfindale

American Cancer Society

Cedarhurst Senior Living

Disabled American Veterans & Auxiliary

American Red Cross

Christian County Library District

Drew Lewis Foundation at the Fairbanks

BLC Transportation

Christian County Lions Club

Boys & Girls Clubs of Springfield Inc

Community Blood Center of the Ozarks

Federal Express

Breast Cancer Foundation of the Ozarks

Community Foundation of the Ozarks

Franciscan Villa

Gerry Pool Senior Friendship Center	Ozark Senior Center	Southwest Missouri Office on Aging
Good Samaritan Boys Ranch	Ozarks Area Community Action Group: Greene County	Springbike Bicycle Club
Greene County Senior Citizens' Services Tax Fund	Ozarks Food Harvest	Springfield Area Chamber of Commerce
Grupo Latinoamericano	Ozarks Regional YMCA	Springfield Association for the Blind
Hand in Hand Multicultural Center	Ozarks Retired Services	Springfield-Greene County Library
Jacobs Care Center	Parkinson's Group of the Ozarks	Springfield Missouri Vet Center
Jordan Valley Community Health Center	Preferred Family Healthcare	Springfield NAACP
Karlovich & Associates Inc.	Prime, Inc.	Springfield Sister Cities Association (SSCA)
Lakeland Regional Medical Center	Rare Breed Youth Services	Springfield Victory Mission
Maplewood Alzheimer's Special Care	Ravenwood Assisted by Americare	Strafford Senior Center
Maranatha Village, Inc.	Republic Area Chamber of Commerce	Steelman Transportation
Minorities in Business	Republic Senior Friendship Center	The Gardens Senior Living
Missouri and Northern Arkansas Railroad	Safe at Home	The Gathering Tree
Missouri Career Center	Schweitzer Brentwood Branch Library	The Kitchen, Inc.
Muscular Dystrophy Association	SeniorAge Missouri	The Salvation Army
NAACP	Senior Corps	The Waterford at Ironbridge
Natural Senior Transitions, LLC	Sherman Avenue Project Area Committee, Inc.	United Parcel Service
Neighborhood at Quail Creek	Show Me Christian County	United States Post Office
Nixa Area Chamber of Commerce	Shrock Trucking	United States Customs Services and Border Protection
Nixa Senior Center	Sonshine Manor	West Central Motor Freight, Inc.
Northview Senior Center	Southwest Missouri Indian Center	Willard Area Chamber of Commerce
O'Reilly Center for Hope	Southside Senior Center	Wilson Logistics
Ozark Chamber of Commerce	Southwest Missouri Indian Center	Women's Medical Respite

CHURCH GROUPS

Assembly of God – Chinese Church	El Faro Assembly of God Pastor	Pathways United Methodist Church
Assembly of God Immanuel Korean Church	Enabled, Inc.	Sacred Heart/Iglesia Sagrado Corazon
Assemblies of God Southern MO District Headquarters	First Korean Presbyterian Church	Second Baptist Church
Baha’l Information Office for SW MO	Greene County Baptist Association	Slavic Evangelical Church
Catholic Charities of SW Missouri, Inc.	Islamic Center of Springfield	South Fremont Free Will Baptist
Dol Seminary Korean Church	Korean Presbyterian Church	St. Agnes Catholic Church
Ebenezer Romanian Assembly	Life 360 Intercultural Campus	St. Thomas the Apostle Orthodox Church
Ebenezer Romanian Assembly	Mission University	Trinity Lutheran Church
	Ozark Mountain Deaf Church	

EDUCATION

Adah Fulbright Early Childhood Center	Cherokee Middle School Springfield School District	Evangel University Springfield
Bingham Elementary Springfield School District	Cogdill Early Childhood Center Strafford School District	Finley River School Ozark School District
Bissett Elementary Springfield School District	Cowden Elementary Springfield School District	Fremont Elementary Springfield School District
Bowerman Elementary Springfield School District	Delaware Elementary Springfield School District	Glendale High School Springfield School District
Boyd Elementary Springfield School District	Disney Elementary Springfield School District	Greene Valley State School Springfield
Campbell Early Childhood Ctr Springfield School District	Drury University Springfield	Harrison Elementary Springfield School District
Carver Middle School Springfield School District	East Elementary School Ozark School District	Hickory Hills Elementary & Middle School
Central High School Springfield School District	Espy Elementary Nixa School District	High Pointe Elementary School Nixa School District
Century Elementary Nixa School District	Eugene Field Elementary Springfield School District	Hillcrest High School Springfield School District

Holland Elementary Springfield School District	Nixa Junior High School Nixa School District	Republic High School Republic School District
Horace Mann Elementary Springfield School District	Nixa Public Schools Nixa	Republic Intermediate School Republic School District
Inman Intermediate Nixa School District	North Elementary School Ozark School District	Republic Middle School Republic School District
Jarrett Middle School Springfield School District	Ozark High School Ozark School District	Republic R-III School District Republic
Jeffries Elementary Springfield School District	Ozark Junior High Ozark School District	Robberson Elementary Springfield School District
John Thomas School of Discovery Nixa School District	Ozark Middle School Ozark School District	Rountree Elementary Springfield School District
Kickapoo High School Springfield School District	Ozark R-VI School District Ozark School District	Schofield Elementary School Republic School District
Lyon Elementary School Republic School District	Ozark Technical College	SCORE Nixa School District
Mallory Early Childhood Ctr Springfield School District	Parkview High School Springfield School District	Sequiota Elementary Springfield School District
Mark Twain Elementary Springfield School District	Pershing Middle School Springfield School District	Shady Dell Early Childhood Center Springfield School District
Mathews Elementary Nixa School District	Phelps Center for Gifted Education Springfield School District	Sherwood Elementary Springfield School District
McBride Elementary Springfield School District	Pipkin Middle School Springfield School District	South Elementary School Ozark School District
McCulloch Elementary School Republic School District	Pittman Elementary Springfield School District	Springfield Public Schools Springfield
McGregor Elementary Springfield School District	Pleasant View Elementary & Middle School Springfield School District	Strafford Elementary Strafford School District
Missouri State University Springfield	Price Elementary School Republic School District	Strafford High School Strafford School District
Nixa Early Childhood Program Nixa School District	Reed Academy Springfield School District	Strafford Middle School Strafford School District
Nixa High School Nixa School District	Republic Early Childhood Center Republic 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 North
Willard School District

Willard Intermediate 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 2024 and to-date in 2025 is linked here, with a summary of such comments:

[2024 Public Comment](#)

[2025 Public Comment through March 1](#)

2024

- FF Alignment - (Nixa, Christian) > Are there any updates on this?
- Farm Road 129 - Sunshine to University (Springfield, Greene) > The stretch of FR 129 from the intersection with Sunshine north to the intersection with University needs to be restriped. It doesn't help that the NB thru lane on FR 129 doesn't line up even remotely close going from south to north across the intersection. Some organization (county?) tried to do some striping in spring, but they did a very poor job. Also, the timing of the green light going north on 129 thru the intersection is very short compared to other comparable intersections.
- I-44 - (Springfield, Greene) > I-44 needs to be 6 lanes. I wouldn't waste money on just repaving it when it needs to be widened to 6 lanes. There is so much semi-truck traffic on I-44. It's actually scary on I-44 during rush hour or any time for that matter.
- Battlefield - Blackman (Springfield, Greene) > The intersection of Battlefield and Blackman has become more dangerous in the last 2 years as the amount of traffic has increased. Many times I have witnessed cars failing to stop at the 3 way stop signs. I feel that this intersection would benefit from a traffic circle which would slow traffic and decrease the amount of near accidents caused by failure to stop.
- Bike/Ped - (Springfield, Greene) > I took the survey (SS4A) but forgot to add a comment about walking routes. Seems like we should identify more than one complete bike/ped connection (The Link) in our city. I think we need to identify at least two or three in each directions (N-S / E-W). Also why is it that we US citizens decide we can walk 10 miles when we go to Europe but can't walk to the coffee shop when we get home?
- Bike/Ped Bridge over JRF - From Kansas Ave/Maplewood to Kansas Ct (Springfield, Greene) > There should be a walking & biking bridge put here
- "Bike Lanes - OTO MPO Area (,) > I see that Springfield is expanding greenways and un-gapping the greenway map. I think that's great and we should continue these efforts, but there is SO much more potential for Springfield to becoming a biking city for commuting and not just recreating. Instead of building entire separated 10 foot bike paths, Springfield's bike-ability could be made so much better with nothing more than some paint and maybe some flex posts here and there.
- Protected and/or buffered bike lanes do a lot to increase cyclist safety and comfort level while cycling. It could go a long way in increasing people's confidence to get started cycling. If we could narrow driving lanes and do buffered bike lanes on many of our collector streets it could pack a huge punch in increasing the modal share of bicycles by making cyclist feel safer.
- Biking really is built around a common culture with it. I started cycling just a few years ago because I had some friends that got me into it and now I think it's so underutilized in our city. Springfield is just small enough that it's on a scale that is pretty damn bikeable. We just need to make biking a priority so that it feels like a legit mode of transportation and the people can really buy into the culture of it.

- The more folks that start riding bikes means less cars on our roads. Traffic congestion can be eased and bikes cause less wear and tear on roads— less maintenance in the long run."
- Bike Lanes - Battlefield/Plainview (Springfield, Greene) > I am terribly disappointed that the bike lanes on Battlefield and Plainview road have now become a hazard. The new pavement is covered in less gravel and is very rough to use. I do hope there are plans for an improvement.
- Campbell - Grand (Springfield, Greene) > Traffic light section's confusing. Can it be a roundabout?
- Campbell - Grand (Springfield, Greene) > People are crossing here without going through the crosswalk to get to the bus stop.
- Campbell / US 160 - (, Greene) > The terminating left lane SB on US 160 is a terrible idea. It causes a lot of dangerous driving behavior, C&I driving, etc. Every time I drive through there I witness a near accident. The left lane is now for anyone who has enough horsepower to pass other cars, the center lane is where you go to get cut off, and the right lane is where you go in hopes of avoiding the pending crashes.
- Campbell - Plainview (Springfield, Greene) > Here in front of Kum & Go sidewalk needs to be added I see a lot of people walking here. Looks like they need to get to the bus stop in front of the library
- Chadwick Flyer - Fremont Hills (Fremont Hills, Christian) > I would like to submit an underpass and dedicated lane connection to the front entrance of Fremont Hills to the Chadwick Flyer Greenway Trail. It would be a safety improvement of the greenway planned that could be incorporated into the 4-lane design of CC highway west of Fremont road in Christian County. Currently the plan was to use a grade crossing at Fremont street that has not been completed. That plan and the greenway lane in front of Sunrise Church will be in the westbound lane of the new road to be constructed in the future and will have to be removed for the new 4-lane highway. I wanted to submit a much safer underpass in the area of the old railroad right of way to avoid the on grade crossing at Fremont Street. Please consider this as you are planning the future greenway construction as well as the new four lane highway design. Attached map and photos of the area where the railroad crossed the highway.
- Church Street - 3rd Street (Ozark, Christian) > Call - stating safety concerns for this intersection. Needs a safer/better pedestrian crossing. Many children use this crossing. Intersection should have had a light a long time ago. Caller has personally experienced a wait time of at least 10 minutes to get onto 3rd Street. Caller called MoDOT who said they were on top of it and then referred them to OTO.
- Cox Road - Vincent & Warren (Springfield, Greene) > Construct a raised median island on S Cox Road from W Vincent to S Warren. Not only will it create a traffic calming effect and slow down the speeding vehicles, it will prevent bad drivers from using the center turn lane as a dangerous passing lane. Now driveways are in this area so there will be no impact on the resident.
- Cox Road - Vincent & Warren (Springfield, Greene) > Also put in a protected crosswalk.
- Evergreen Road - (Strafford, Greene) > Death & injury accident - road is dangerously narrow with no shoulder along the stretch from Wilson Logistics to the Northview exit - multiple accidents over the years
- Fremont - Jackson (Ozark, Greene) > Even with improvements, this intersection is still difficult to turn left from Fremont during busy times of day. Cars coming from the West tend to drive in the lefthand lane making it difficult to pull into traffic.
- Grant Ave - College to Hillcrest HS (Springfield, Greene) > Please complete the Grant Ave. Project to Hillcrest High School. It will allow those north of Chestnut Expressway without a car to have a safe path to make it to the bus transfer station. It will allow students at some of our lower income areas to have safer paths to school. It will also address some of the harm done in the area by redlining. Please advocate hard for completing the project to Hillcrest High School.
- Grant Ave - Lost Hill (Springfield, Greene) > Please complete the Grant Street project to Lost Hill and create a path to Reed Academy. It will allow students to have a safer path to school, which aligns with SPS's goals of improving attendance. Improved attendance leads to improved lives and will have a long-term benefit in our

community. Safe paths to schools will benefit our community in real ways. Completing the Grant St. project to Lost Hill will benefit Hillcrest, Watkins, Bowerman, Weaver, & Pipkins students & the community at large.

- Highway 13 - Deer Ridge Drive & Hiawatha Road (, Christian) > This area needs a turn lane I seen the vehicles have to put on the brake let them people turn
- Highway 13 - Citydel Lane & Sunrise Dr (Nixa, Christian) > Right turn lane and sidewalk would probably help in the future of easing traffic and make it better walk ability The new Dollar General was getting built.
- Highway 13 - Highway 86 (,) > 13hwy in between Springfield and 86hwy is getting too busy and dangerous. We need 4 lanes and a new safer bridge over Table Rock Lake in Kimberling City.
- Highway 13 - FR 182 / Manchester Road (Nixa, Christian) > The SB leftmost lane should terminate as a left turn lane on FR182. If another turn lane is needed for Manchester Road...it should begin after the FR182 intersection. There should be no opportunity for people to use the turn lanes for passing other traffic.
- Highway 14 - Highway W (Ozark, Christian) > Intersection 14 hwy and W getting very busy and increasingly dangerous to navigate. Widening will bring more traffic. Hoping our elected officials recognize the need for some controls out this way.
- Highway 14 - (Ozark, Christian) > Hwy 14 East of Ozark needs widening past Hwy W, and especially need help at the intersection at 14 & W with parents taking children to East Elementary, especially trying to cross 14. In the mornings, west bound traffic on 14 can be backed up to the Dollar General store. This project needs moved up to Tier 1. In addition, people think the speed limit is 55 when is not. Need a flashing your speed limit sign when approaching Hwy W and heading toward Hwy W. I appreciate the opportunity to comment and the services you provide. Also I recommend a decoy Police vehicle on Hwy 65 construction over the Finley River, people are not slowing down for the construction.
- Highway 125 - (Strafford, Greene) > Why can't 125 be turned into a boulevard where walking, biking and vehicles? Also get rid of train truck crossing.
- Highway 160 - Croley Boulevard (Nixa, Christian) > Croley Boulevard needs a turn lane - how many times will I see rear end accidents here
- Highway N - Farm Road 168 (, Greene) > The intersection of FR 168 and N Highway north of Republic is extremely dangerous. Can this area be considered for a roundabout or something to make it safer? Plus N Highway (FR81) needs widen from this intersection to Highway 174 to handle the traffic that is on it. Thank you for the work you do and for considering this request.
- Highway ZZ - (Greene, Republic) > Highway ZZ corridor extension questions.
- I-44 - (Greene, Springfield) > Really disappointed to see this project being followed through with. I drive this stretch in rush hour frequently and it's really not that bad. It's a waste of money and is going to further entrench our region in auto-dependency.
- Independence - (Springfield , Greene) > There's no protected crosswalk anywhere on this road. I have walked this several times. You cross over to those very risky where I point out that's a right-in a right out. It'd be good place protecting crosswalk
- "J-Turns - (OTO MPO Area,) > Why does MoDOT not plan for runners and cyclists when planning J Turns. This backwards thinking does not take into consideration the large number of runners and cyclists that like to enjoy the rural Missouri backroads. J Turns are extremely unsafe for those of use that like to get out and enjoy the outdoors. J Turns are extremely dangerous to cross for runners and cyclists.
- The states of Iowa and Arkansas have greenway paths that blend well with the roads thru the use of bollards. The Arkansas Big Dam Bridge is a good example. The closing of FR 194 is just another example of poor planning. These are very popular routes that a large number of athletes use. Planning a safe haven in the middle should be in the early planning.
- Others include Hwy 160 & FR 123 Hwy 13 & Hwy O Hwy 13 & WW

- The crossing at Hwy 60 & Chicory is better to cross but to have to hop the curb. But none of these provide the runners and cyclists a safe haven for crossing.
- Big Dam Bridge | Little Rock, AR
- High Trestle Trail | Bike Trail | Travel Iowa
- Please feel free to contact me I am an active member of Springbike Bike club and I sit on the board. I run the TandemOftheOzarks tandem Bike Club here in Springfield. With poor planning it is becoming harder to enjoy the rural roads of the Ozarks."
- JRF Ext Study - (, Greene) > The JRF extension study should not be funded by your organization. It is outside your boundaries. There are many other projects that funding could go towards. I-44 is already the connector to Hwy 65. And with the recent funding for improvements to I-44, travel will be greatly improved. An industrial park can still be put in at James River and I-44.
- Kansas Exp - Republic Rd (Springfield, Greene) > This needs to be restriped or proper turning lane put in because it's a rear end accident waiting because the new striping they did at Kansas expressway stoplight were stringing down to one lane going through
- Kansas Exp - Republic Rd (Springfield, Greene) > Agree about the concerns re: striping. In particular, the southbound lanes of Kansas Expressway north of the Republic interchange - the way the lanes jog out quickly is an accident waiting to happen. Who thought this was a good idea?
- Lyon - El Camino Alto (Springfield, Greene) > This area of road is constant bottleneck. Traffic stopped at the light block vehicles trying to enter and exit Lyon Avenue.
- Main Street - Aldersgate (Nixa, Christian) > Bicycle lanes terminate right before this very busy intersection with no location to cross, get to a sidewalk, or integrate safely with automobile traffic.
- Maryland Avenue, 2300 blk - (Springfield, Greene) > We have no sidewalks on our street due to it being a dead-end avenue-people try to cut through get mad and come tearing back down the street. We have small children and lots of walkers who could be hit. We also have several neighbors that don't abide by the no parking signs which increase the hazard when people step out into the roadway to bypass parked vehicles.
- Massey Blvd - Aldersgate Dr (Nixa, Christian) > There is no pedestrian crossing at this intersection. I've seen kids run across this road many times across this high-speed road.
- Massey Blvd - Mt. Vernon (Nixa, Christian) > The walking pathway between these businesses (Walgreens and CVS, in my example) is inconvenient and dangerous for people walking. Getting to sidewalks requires crossing long parking areas, crossing two slip-lanes where drivers don't watch and crossing 5-lanes of road 3 times.
- Massey Blvd - Wasson Drive (Nixa, Christian) > Right here needs a crosswalk and sidewalks I see people across here a lot to get to the park
- OATS - (,) > Hello & thank you for reading my input. I ride the OATS bus and sometimes scheduling is difficult because there are so many riders in Springfield. My ride is never on time causing me to be late for my medical appointments. Some doctors will forfeit the appointment if the patient is late. Also, I think the OATS' drivers are overworked. They deal with a lot of disabled drivers who need help boarding the bus and help getting off of the bus. I think a helper riding along would save time and wear and tear on the driver. I am never asked to pay for my ride but I would be happy to do so. My daughter, who is disabled, rides with me and we are both willing to pay. These funds could be used to enhance the program. Presently, I think it is difficult for the driver to collect and account for fees. They are just too busy. A helper could take care of fees. Thank you for allowing my input.
- OATS - (,) > There is a huge need for OATS transportation for individuals with disabilities. Navigating the city bus system can be overwhelming and unsafe for this population so having OATS available is very important.
- Passenger Rail - Springfield / St. Louis (Springfield, Greene) > I think there is a need to bring back daily train service between SGF and STL. What studies have been done to determine how this can be accomplished?

- Plainview - Campbell (Springfield, Greene) > There should be a barrier making this a right in or right out some people trying get in straight line to go straight or try to go across all the line to go to Nixa. (West side of intersection)
- Plainview - Stonegate (Springfield, Greene) > This area needs protected crosswalk, seen people across the street, also I keep vehicle passive in turn lane
- Road Safety - (,) > It good idea made the road safe to drive and walk like see make the road slow make safe
- Scenic - between Grand/Sunshine (Springfield, Greene) > This bridge is very narrow and highly trafficked by cars, bicycles, and pedestrians. The bridge needs to be widened and sidewalks need to be added the entire length of Scenic between Grand and Sunshine.
- "Sidewalks - Public Transportation Access (OTO MPO Area,) > The two biggest things you can do to make our streets safer is
 - 1. Add sidewalks to streets that don't have them
 - 2. Expand public transportation access
 - Anything else is superfluous."
- Study - Large Scooters/Golf Carts (,) > I would like to see some consideration and possibly a study devoted to the use of a large scooter or golf cart type vehicles on Springfield city streets. I understand Nixa has provisions for this type of transport and wonder if, along with allowances for bicycles, we might provide for the use of these more economical vehicles.
- "Sunshine Street - Multi Use Path (Springfield, Greene) > I saw some info about a proposed median in the Sunshine street project. I wanted to take this opportunity to throw in a plug for a adding a "multi-use protected side path" to this project. We just don't have enough protected bike lanes in Springfield. If you are not a savvy cyclist the options for getting around town are too intimidating, overwhelming, and unsafe for most people. People just won't use cycling as a means of commuting is we don't build any infrastructure. Look at Fayetteville, AR or Bentonville, AR and other towns that focus on this, and you'll find the impact has been overwhelmingly positive. We should be actively looking for ways to decrease motor vehicle traffic and increase other forms of commuting such as cycling. I enjoy riding my bicycle to and from work. Not getting in a car and riding my bike is less stressful, allows me time to decompress from a day at work, and also has the added benefit of some exercise. What I can tell you is that a lot more people would do this sort of thing if we made it safe and convenient. I encourage you to take a look at the Facebook page "Melissa & Chris Bruntlett" or their website "modacitylife.com". They are authors of "Building the Cycling City: The Dutch Blueprint for Urban Vitality" and "Curbing Traffic: The Human Case for Fewer Cars in Our Lives" This isn't something that happens overnight. It has taken the Dutch many years to make cycling a seamless part of the overall transportation system. What they have done is truly amazing. We can start by making the conscious decision to make Springfield a better place to live. It's time to start thinking outside the box.
- I am a husband, father of 3 kids, physician, avid cyclist, coach and team director of Springfield Youth Cycling Club (nationalmtb.org, missourimtb.org), and outdoor enthusiast. I love living in Springfield, and I'm hopeful that we can continue to enrich our outdoor spaces. Increasing the connection and vibrancy of our town by making it more pedestrian/cycling friendly would help make Springfield more appealing to visit and live in."
- Sunshine Street - Haseltine (Springfield, Greene) > There really needs to be a streetlight to make it more visible at night where the north side of Haseltine/115 intersects with Sunshine. It's really tough making the left turn from WB Sunshine to NB 115 at night, you can't even see where the road is it's so dark.
- Sunshine Street - Haseltine (Springfield, Greene) > How about a traffic circle
- Tracker Road - Nicholas Road (, Christian) > A roundabout should be put here
- Trails - (OTO MPO Area,) > More trails, more outdoor access...it's helpful in more ways than we recognize. It's good for physical, mental, and emotional health. It helps us get rid of stress built up by engaging in our fast-

paced world. Contrary to popular belief, taking time to slow down actually helps increase productivity and will do whatever the task is better vs if you were stuck in a rush mindset.

- Urban Sprawl - (,) > Until Springfield reigns in its sprawling suburban development pattern I won't be optimistic about the future of transit in our region. Sprawl makes it very difficult for public transit to be viable. If we're going to increase funding to public transit (which I agree, we should) then we also need to combat sprawl so that the transit that we fund isn't set up to fail.
- US 65 - Bluegrass Road (, Greene) > Patron called with safety concerns over the J-turn going in at 65 & Bluegrass Road. Specific examples included buses and semi-trucks being able to use them safely.
- US 65 - Buffalo to Warsaw (,) > The same road that carries Springfield and Branson with tons of improvements, turns into the final destination franchise a half hour north... There are four fatality crosses within 12 miles Buffalo to Urbana, approx. every 3 minutes. Today was a brutal head on north of Preston.. CONSTANT tractor trailers, winging 70 oncoming make for toxic chunks with nothing to stop disaster. DIVIDING THE ROADWAY from Buffalo to Warsaw needs to be completed and continually gets shuffled under the rug.. please help this area - Thank you
- West Bypass - James River Freeway (Springfield, Greene) > The striping on the West Bypass overpass over James River Freeway is awful. They never redid it after they did the bridge maintenance/surface treatment. Particularly bad for the center turn lanes. It's tough to see even during the day and good weather. And it's been like this for over a year now. Can MODOT just restripe it????

2025

- Battlefield - Crosswalk - between Fort & Campbell (Springfield, Greene) > No crosswalk in the middle. Have to go to light to cross. See people cross in the middle.
- Battlefield - between Kansas Exp & Kansas Ave (Springfield, Greene) > There needs to be a fence and this raised medium keep Pedestrian from crossing it see several people not taking a stoplight to cross
- Bicycle Infrastructure - (Springfield, OTO MPO Area) > Please consider bicycle infrastructure as street development occurs in and around Springfield. It will encourage new riders and better protect those that ride now. The road congestion and health benefits are documented in those communities that have done so.
- Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Our neighborhood needs sidewalks. As a person that has trained over 100 miles in Brentwood, it's scary with the vehicles running 30+ MPH.
- Bus Route Request - 2233 N East Avenue (Springfield, Greene) > Church requesting bus route until 6pm-7pm on Sundays for dinner after service that feeds many from the homeless community.
- Campbell - Bike/Pedestrian Underpass (Springfield, Greene) > The walkway under Campbell is unusable and a general disaster. It was not built to account for the flow of Ward Creek under Campbell, resulting in the creek having completely flooded out the walkway and filled it with rocks and debris of all sorts. It seems reasonable to have at least something put in place to better divert the creek into the portion of the underpass built for it, especially since there is more walking path on the west side of Campbell that's going unused due to lack of access.
- Campbell - Republic Rd & JRF (Springfield, Greene) > This section of road is constantly congested. Cars are always getting stuck in cross-traffic from the exit off 60. People are dangerously trying to cross from the exit to the left-turn lane onto W.Republic. Extremely dangerous sort of "double" intersection.
- Chestnut Expressway - Crosswalks West of W.Bypass (Springfield, Greene) > Crosswalks. Crosswalks. Crosswalks. Four lane road with middle turn lane and people are crossing it all the time. Very dangerous. I drive this road every day going to and coming from work. It is insane the people in the turn lane (between high

speed traffic) trying to get the rest of the way across the street. There are limited side walks but NO cross walks.

- "Division - Kansas Expressway (Springfield, Greene) > Hello, I contacted MoDOT about a suggested improvement for the traffic lights at Division and Kansas Expressway and was referred to OTO.
- I travel through that intersection during morning and evening rush hours and routinely have to sit through the light in the morning waiting to turn left from Division onto southbound KE while no or limited traffic moves through the intersection coming from the west. I believe traffic would move more efficiently though the intersection with the addition of flashing yellow lights for left turns.
- The MoDOT rep explained that the sight lines through the intersection do not allow for that and that additional right away would be needed to create the angled left turn lanes that we're seeing in some of the revamped intersections. They indicated that a project needing additional right away starts with you as the planning organization for the area. I'm writing to request that OTO consider looking at this intersection and placing it on the list of priorities"
- Farm Road 186/Steinert Rd - (, Greene) > Several residential streets connect FR 186/Steinert Road. Residents here would be able to take better advantage of the walkways going in alongside Kansas Phase II if they had sidewalk access along this road. It would create a loop with the sidewalks currently along Plainview Road to the north.
- Golf Carts/Scooters - (Springfield, Greene) > I would like to see more attention given to the use of electric scooter or golf cart type vehicles in Springfield. This would reduce the pollution, reduce transportation cost for senior citizens and lessen some of the traffic congestion. This could be limited to less traveled side streets and some sidewalks.
- Grant Avenue Parkway - (Springfield, Greene) > It would be helpful to our community if the Grant Avenue Parkway could extend to Hillcrest High School. It would allow students to have a safer path to school. Currently, there are electric poles in the sidewalk near the Fair Grounds on Grant Avenue, which many students have to walk to get to school. Taking the parkway to Hillcrest would improve safety in our community and allow those who live north of Chestnut Expressway with a vehicle to have a safer path to ride a bike to the bus transfer station. Which would help some citizens have a better path to connect to the community. A connected community is a benefit to all citizens.
- Independence - Weller (Springfield, Greene) > Right here would be a good place to put a crossing the road
- James River Freeway - Natures Way & Republic Rd (Springfield, Greene) > Having an underpass for bikes and pedestrians here where Republic Road used to connect (similar to the underpass existing under James River Expwy between National and Campbell) would be conducive in getting more walkers/bikers into the Galloway/Sequiota Park area without having to make their way all the way down to and through the Nature Center. Bikes can't use the Nature Center at all, so this would definitely be a plus for them.
- "James River Freeway - Kansas to Sunshine (Springfield, Greene) > Why don't you reach out to Eric Burleson and try to get federal funding for more james river freeway expansion money. They are currently working on a highway bill which might include I 44 and with Springfield areas growth it needs to happen??
- Thank you!"
- Kansas Expressway - (Springfield, Greene) > The right travel-lane becomes a right-turn only lane, rather than a right-turn lane merely being offered. The left-lane is the travel lane, but only between Hwy 60 and Republic Rd. This is confusing and would be impossible if the odd lanes drawn were obscured by snow or rain.
- Luster Ave - Glenstone (Springfield, Greene) > There are two left-turn off Luster onto S Glenstone, but the rightmost left-turn lane deposits you onto an exit-lane onto 60 west. This then requires that most people try to merge with the travel lane...causing congestion.
- Massey Blvd - Aldersgate Drive (Nixa, Christian) > I also see kids walking up to tracker road too in the grass by Kenneth St

- Massey Blvd - Rosedale Road (Nixa, Christian) > This should be traffic circle ?People turn left to go to Nixa. That is them going uphill. Trying to see traffic is clear. It's a bit of a blind spot because I was almost hit in the side when someone was pulling out and also a slow down traffic before getting to Nixa when it reduces to 45 mph.
- National - Walking Path - near JRF (Springfield, Greene) > The portion of the walking path coming out from under National Avenue and heading westward is susceptible to the accumulation of standing water and debris. Can something be done to clean up the area and fix the problems with water retention?
- Nicolas - Cox Road (Nixa, Christian) > The proposed FF expressway expansion is unnecessary and a waste of money and resources at this time. Meanwhile the Nicolas/Cox Rd is already a straight shot, but does not have any passing lanes and is only a 35 zone, slowing traffic. It's even closer to the growth areas in your own data maps.
- Ozark St - South St / Old Bittersweet St (Nixa, Christian) > No sidewalks exist for any of this. Walking anywhere outside of these neighborhoods has to be on the road with automobile traffic, or more often than not in the ditch to not get hit by drivers.
- Plainview Road - Melbourne St (Springfield, Greene) > Need to be a left hand turn in and out because think for hard semi with trail to turn left
- Speeding - Road Design (,) > A lot of the speeding our community is up against boils down to problematic road design. It's not just an issue of enforcement. When you design roads that invite speeding, people will speed. If y'all truly want to improve traffic safety then stop designing roads to be super wide and easy to speed on.
- Trans Ozark Trail - Missouri - Arkansas (,) > Trans Ozark Trail
- Ward Creek Branch Greenways - (Springfield, Greene) > There is ample space between Ward Creek and the residential property lines to the west to install a concrete ramp (or stairs), which would rise from the end of this currently dead-end path to the sidewalk on the bridge crossing over Ward Creek. Together with fixing the flooded walkway under Campbell, this would make a decent portion of walkway usable by residents in the area, on both sides of Campbell Avenue.

DRAFT PUBLIC COMMENT

Public Comment through July 17, 2025:

- Campbell - Bike/Pedestrian Underpass (Springfield, Greene) > The walkway under Campbell is unusable and a general disaster. It was not built to account for the flow of Ward Creek under Campbell, resulting in the creek having completely flooded out the walkway and filled it with rocks and debris of all sorts. It seems reasonable to have at least something put in place to better divert the creek into the portion of the underpass built for it, especially since there is more walking path on the west side of Campbell that's going unused due to lack of access.
- Farm Road 186/Steinert Rd - (, Greene) > Several residential streets connect FR 186/Steinert Road. Residents here would be able to take better advantage of the walkways going in alongside Kansas Phase II if they had sidewalk access along this road. It would create a loop with the sidewalks currently along Plainview Road to the north.
- James River Freeway - Natures Way & Republic Rd (Springfield, Greene) > Having an underpass for bikes and pedestrians here where Republic Road used to connect (similar to the underpass existing under James River Expwy between National and Campbell) would be conducive in getting more walkers/bikers into the Galloway/Sequiota Park area without having to make their way all the way down to and through the Nature Center. Bikes can't use the Nature Center at all, so this would definitely be a plus for them.
- Ward Creek Branch Greenways - (Springfield, Greene) > There is ample space between Ward Creek and the residential property lines to the west to install a concrete ramp (or stairs), which would rise from the end of

this currently dead-end path to the sidewalk on the bridge crossing over Ward Creek. Together with fixing the flooded walkway under Campbell, this would make a decent portion of walkway usable by residents in the area, on both sides of Campbell Avenue.

- Plainview Road - Melbourne St (Springfield, Greene) > Need to be a left hand turn in and out because think for hard semi with trail to turn left
- National - Walking Path - near JRF (Springfield, Greene) > The portion of the walking path coming out from under National Avenue and heading westward is susceptible to the accumulation of standing water and debris. Can something be done to clean up the area and fix the problems with water retention?
- Battlefield - Crosswalk - between Fort & Campbell (Springfield, Greene) > No crosswalk in the middle. Have to go to light to cross. See people cross in the middle.
- Battlefield - between Kansas Exp & Kansas Ave (Springfield, Greene) > There needs to be a fence and this raised medium keep Pedestrian from crossing it see several people not taking a stoplight to cross
- Grant Avenue Parkway - (Springfield, Greene) > It would be helpful to our community if the Grant Avenue Parkway could extend to Hillcrest High School. It would allow students to have a safer path to school. Currently, there are electric poles in the sidewalk near the Fair Grounds on Grant Avenue, which many students have to walk to get to school. Taking the parkway to Hillcrest would improve safety in our community and allow those who live north of Chestnut Expressway with a vehicle to have a safer path to ride a bike to the bus transfer station. Which would help some citizens have a better path to connect to the community. A connected community is a benefit to all citizens.
- Nicolas - Cox Road (Nixa, Christian) > The proposed FF expressway expansion is unnecessary and a waste of money and resources at this time. Meanwhile the Nicolas/Cox Rd is already a straight shot, but does not have any passing lanes and is only a 35 zone, slowing traffic. It's even closer to the growth areas in your own data maps.
- Fremont - Powell (Bradford Park neighborhood) (Springfield, Greene) > I am the president of the Bradford Park neighborhood; it was brought to my attention that a few neighbors on the corner of Powell St and Fremont are concerned about noise and that a wider Fremont will be noisier. I do not see semis on Fremont, but I do not live on Fremont. I would like to know if it is legal to drive such a truck on Fremont. I know most of the neighborhood would like to see a wider Fremont as the street is so busy. The neighborhood is in communication with the city, and we are grateful for their support.
- Highway 125 - N of Hwy 60 and Hwy J/Sunshine/FR 164 (, Greene) > State Highway 125 north of Highway 60 beginning at the north end of the improvement paving for the new dogbone is in bad shape. Washboard all the way passed Logan Rogersville Middle School. Also, a pothole at J Highway and Sunshine needs repair AGAIN. A pothole at the curve of J Highway where it intersects with Farm Road 164 needs filling again.
- Plainview Road - 160 (Springfield, Greene) > Two left turn lanes are needed at the Plainview/160 intersection. Following MoDOT changes to 160 south, Plainview is the last west bound Springfield road that allows left (south bound) turns onto 160. As such, left turning traffic causes long lines of traffic on west bound Plainview during evening rush hour. These back ups impede west bound travel on Plainview.
- Plainview Road - Cherokee Middle School (, Greene) > During the SPS school year, traffic backups on Plainview in front of Cherokee MS cause dangerous congestion. Parents waiting to pick up children from school line up in the west bound lane of Plainview, blocking cross streets (Holland) and impeding west bound travel on Plainview to the 160 intersection.
- Walnut Lawn - FR 164 (Springfield, Greene) > No sidewalks on FR 164 aka Walnut Lawn. W of Golden. Lots of kids walking to school. Plus a lot of adults and bikes. Road is hilly so you can't always see what's over the hill. VERY dangerous.
- Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Someone commented as follows: "Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Our

neighborhood needs sidewalks. As a person that has trained over 100 miles in Brentwood, it's scary with the vehicles running 30+ MPH." It is true people can go fast in the neighborhood. On the other hand, in parts of the neighborhood that do have sidewalks I have wondered repeatedly why people are walking and jogging on the street and NOT USING THE SIDEWALK?! There's no one else in the way, yet I've seen a lot of people in Brentwood using the street instead when there is actually a sidewalk! I'm a fan of sidewalks where needed, busy streets, dangerous streets, school routes...not all neighborhoods. That should be a low priority for funding.

- Fremont - between Independence & Primrose (Springfield, Greene) > I think it could be good to improve the northbound side of Fremont between Independence and Primrose. That intersection gets jammed up going that way.
- Glenstone - between Seminole & Sunset (Springfield, Greene) > There needs to be a middle turn lane on S. Glenstone between Seminole and Sunset for those turning east into neighborhoods.
- Greenwood St East - between Marlan and Lone Pine (Springfield, Greene) > E Greenwood St between Marlan and Lone Pine is awful. Many people have commented on how bumpy and bad it is to drive on. The entry off Lone Pine onto Greenwood would be nice if it was a smoother transition. I go slow not wanting to scrape my bumper in and out, but people zoom on Lone Pine and again zoom up your derriere and probably get mad because they don't understand why people go slower turning in there.
- Highway 160 - Farm Road 192 (, Christian) > I'm glad they put a much-needed turn lane in heading north off 160 onto W Farm Rd 192, but it's still insufficient. It's short and people zoom up your derriere. Also, what's with the highly unnatural painted curve once you do turn? Nobody follows that, it's weird.
- Kansas Expressway - VA Clinic (Springfield, Greene) > This is so confusing turning into the VA hospital. (Commentor referencing the entry off of Kasas Exp, south of Republic Rd)
- Roundabouts - (,) > I don't understand the thrill it seems to be to put roundabouts in at every conceivable intersection. Enough already!
- Battlefield - between Kansas Exp & Nettleton (Springfield, Greene) > Better pedestrian crossing. There have been several times where people have been nearly hit from cars wanting to speed through the intersection or ignore the person crossing in the middle of intersection.
- Light Rail System - (Springfield, Greene) > With the growth we see year over year in Springfield, and the number of universities within this city, I feel like Springfield would really benefit from a light rail system! And since the city is already essentially a square, it would help our public transit system and propel us into the future! I went to college at California State University, Sacramento, and the universities in the area had a decal on the University students identification cards showing they had paid their tuition. Within that tuition was included an annual fee for the light rail and bus system, so university students could ride as much as they needed. Of course, not all students utilized the public transit. And bus routes were based off the light rail system, so it ran incredibly efficiently. In the years I used public transportation there in Sacramento, CA, the light rail was only significantly late once.



OZARKS TRANSPORTATION ORGANIZATION
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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.

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