

OTO FY 2025-2028

Transportation Improvement Program

Approved by the Board of Directors 7/18/2024
Approved by U.S. DOT 8/5/2024

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

U.S. Department of Transportation

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

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

August 5, 2024

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

Subject: USDOT Approval of the Springfield Metropolitan Area
Ozarks Transportation Organization (OTO)
FY 2025-2028 Transportation Improvement Program (TIP)
And Self-Certification for incorporation in the
FY 2025-2029 STIP

Dear Mr. McKenna:

As requested by your July 24, 2024, letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the proposed FY 2025-2028 Transportation Improvement Program (TIP), adopted by the Ozark Transportation Organization (OTO) on behalf of the Springfield Metropolitan Area on July 18, 2024, for the subsequent incorporation in the Missouri FY 2025-2029 STIP.

Based on our review, we find that the proposed TIP document is consistent with the requirements of the transportation planning processes as outlined in 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. Therefore, the request for document and self-certification approval and subsequent STIP incorporation is hereby granted.

If you have any questions or need additional information, please contact Cecelie Cochran or Dan Weitkamp of FHWA at (573) 638-2605 or Gerri Doyle of FTA Region 7 at (816) 329-3928.

Sincerely,

Mark Bechtel
Regional Administrator
Federal Transit Administration

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

cc:
Britni O'Connor, MoDOT
Frank Miller, MoDOT, SW
Sara Fields, OTO
Natasha Longpine, OTO

Cathy Monroe, FTA Region VII
Dawn Perkins, FHWA MO

MoDOT

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

Missouri Department of Transportation
Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

July 24, 2024

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

Mr. Mark Bechtel
Regional Administrator
Federal Transit Administration
901 Locust, Room 404
Kansas City, MO 64106

SUBJECT: Springfield Metropolitan Area
Ozarks Transportation Organization (OTO)
FY 2025-2028 Transportation Improvement Program (TIP)
Approval Request to Incorporate TIP into FY 2025-2029 STIP
Submittal of MPO Self-Certification

Dear Messrs. Ward and Bechtel:

In fulfillment of the requirements of the Bipartisan Infrastructure Law (BIL), Governor Parson 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 2025-2028 TIP and self-certification on July 18, 2024. All public involvement considerations have been met and fiscal constraint has been ensured. Public comments have been outlined in Section I of the TIP document.

We request approval of incorporating the OTO TIP into the 2025-2029 Statewide Transportation Improvement Program at your earliest convenience.

Sincerely,

Patrick K. McKenna
Director

Enclosure

cc: Cecelie Cochran-FHWA
Dan Weitkamp-FHWA
Gerri Doyle-FTA
Sara Fields-OTO
Natasha Longpine-OTO
Frank Miller-SW

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

22 July 2024

Mr. Ezekiel Hall
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Hall:

Please find the provided OTO Board of Directors approved FY 2025-2028 Ozarks Transportation Organization Transportation Improvement Program (TIP). The Board of Directors adopted the FY 2025-2028 TIP and on July 18, 2024 and approved the Self-Certifications also on July 18, 2024. 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 2025-2028 TIP be incorporated into the Missouri Statewide Transportation Improvement Program.

The TIP includes 9 aviation projects, 165 bike/ped/operations/roadway projects, and 35 transit projects, for a total of 209 projects. The OTO has programmed $364,804,838 in Federal funding, $102,771,129 in State funding, and $70,627,397 in local funding, for a total program of $538,203,364.

Please let me know if you need any other information.

https://www.ozarkstransportation.org/uploads/documents/DraftOTOFY2025-2028TIP_07182024.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

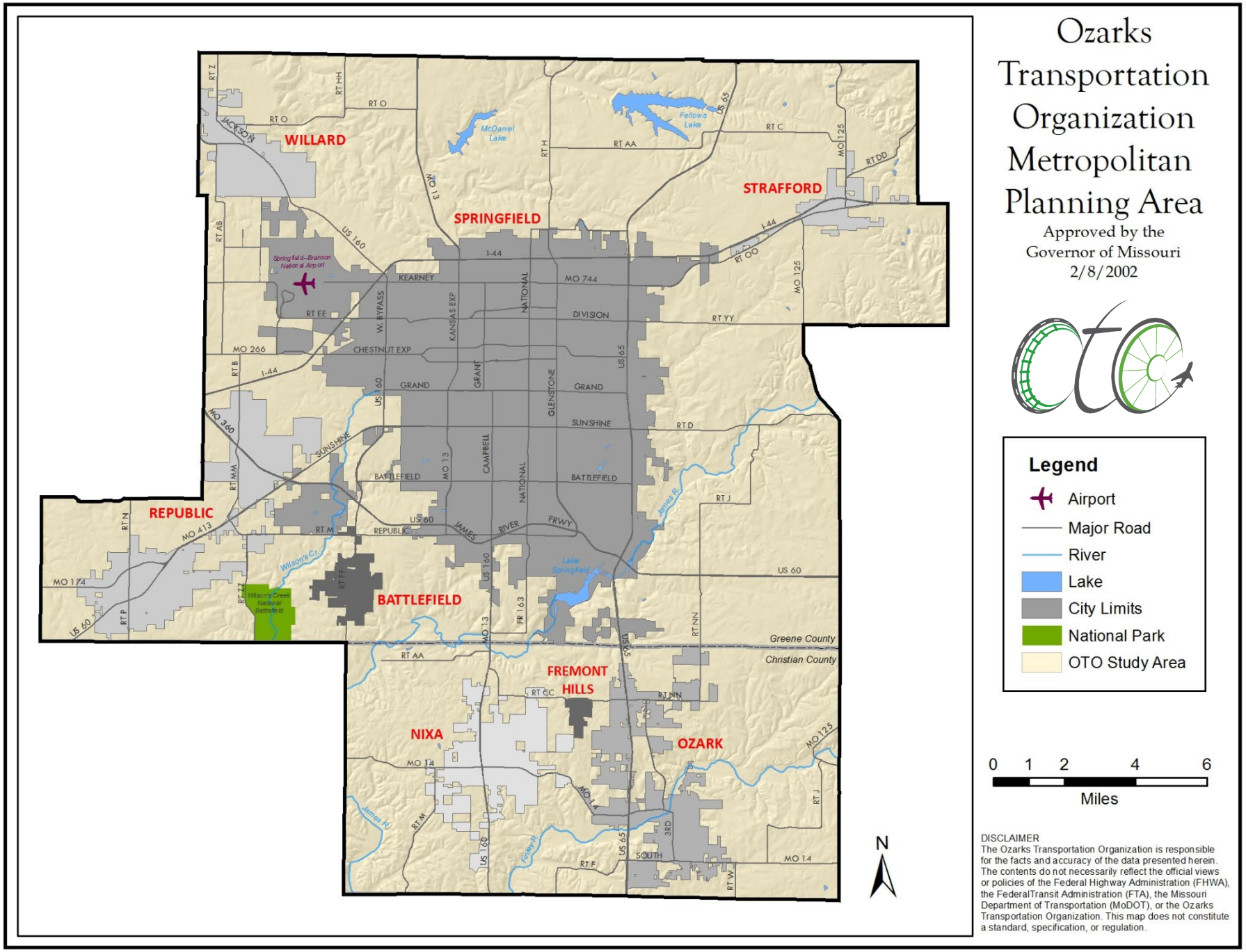
INTRODUCTION

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.



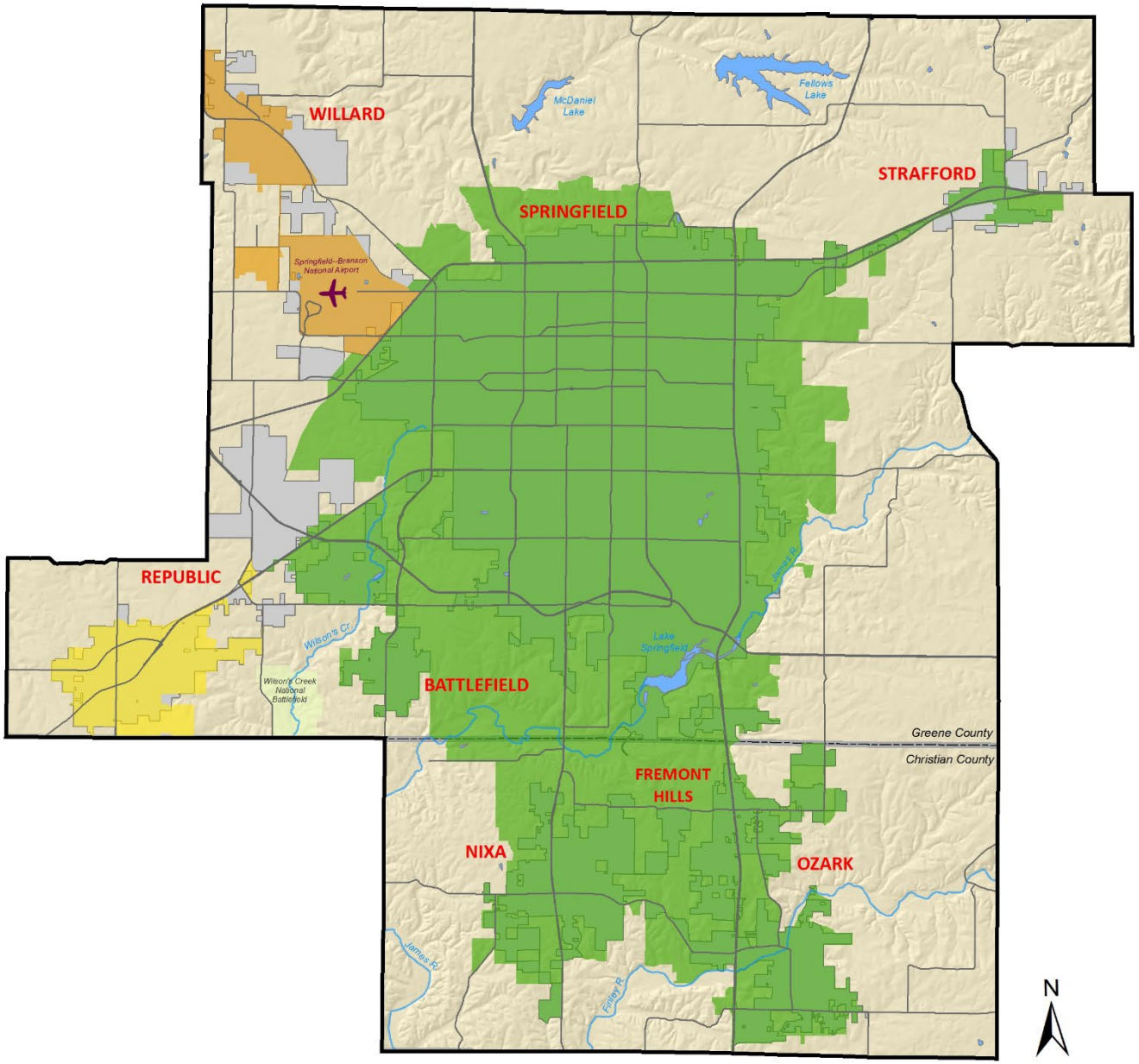
Ozarks Transportation Organization Metropolitan Planning Area

Approved by the Governor of Missouri
2/8/2002

Legend

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

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



Ozarks Transportation Organization 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

0 1 2 4 6
Miles

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

OZARKS TRANSPORTATION ORGANIZATION MEMBERSHIP

BOARD OF DIRECTORS

Voting Members include:

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

Non-Voting Members include:

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

TECHNICAL PLANNING COMMITTEE

Voting Members include:

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

Non-Voting Members include:

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

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

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

LOCAL COORDINATING BOARD FOR TRANSIT

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

TRANSPORTATION PLAN COMPLIANCE

The FY 2025-2028 Ozarks Transportation Organization Transportation Improvement Program considers the Long Range Transportation Plan, *Destination 2045*, for the metropolitan planning area when placing projects in the program. Improvements are considered on a regional basis. Projects considered for placement in the Transportation Improvement Program must appear in the Long Range Transportation Plan.

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

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

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

PUBLIC INVOLVEMENT PROCESS

OZARKS TRANSPORTATION ORGANIZATION

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

OTO provides annual notice to the agencies and groups considered interested parties and to the agencies that have previously submitted projects. This list may be found Section I of this document. The notice includes information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

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

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

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

CITY UTILITIES OF SPRINGFIELD

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

In January of 2015, City Utilities of Springfield, Missouri – Transit (CU) and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements

for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

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

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

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

MISSOURI DEPARTMENT OF TRANSPORTATION

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), the regional planning commissions (RPCs), MPOs, city officials, and county officials form regional partnerships to gather and evaluate local input on transportation needs. This allows members with common interests and goals to tailor their level of participation as they desire. Their roles can then evolve as participants gain more experience in transportation planning. Although members' roles and specific processes may differ from group to group, some common themes exist among them. Public comments concerning transportation needs are gathered from many sources, including county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing

transportation needs in the region. Each RPC and MPO develops a prioritized list of needs for MoDOT's consideration in programming.

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

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

CONGESTION MANAGEMENT PROCESS

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

FUNDING SOURCES

FEDERAL

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

Major Federal-Aid Highway Programs under BIL		
Program	**Eligible Uses**	**Percent (%) Federal Share of Funded Projects**
Bridge Formula Program	Formula program to replace, rehabilitate, preserve, protect, and construct highway bridges.	In accordance with 23 USC 120 unless used on a locally-owned off-system bridge (100)
Congestion Mitigation and Air Quality (CMAQ)	A wide range of projects in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions.	80
Carbon Reduction Program	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-highway sources.	In accordance with 23 USC 120
Highway Safety Improvement Program	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.	90
Metropolitan Planning (PL)	All planning activities are eligible (e.g., modeling, air quality analysis, public outreach, environmental analysis).	80 unless the Secretary determines that changing this contribution level is warranted
National Electric Vehicle Infrastructure Formula Program	Provide funding to states to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.	80
National Highway Freight Program	Contributes to the efficient movement of freight on the National Highway Freight Network and be identified in a freight investment plan included in the State's freight plan.	In accordance with 23 USC 120
National Highway Performance Program	Support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	80
Highway Infrastructure Program (as defined in annual appropriations funding)	As defined by Section 133(b)(1)(A) of Title 23, U.S.C. – construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.	80
Off-System Bridge Replacement and Rehabilitation Program	Replacement and rehabilitation of deficient bridges located on roads functionally classified as local or rural minor collectors.	80
Surface Transportation Block Grant Program (STBG)	Broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.	80
Transportation Alternatives Program – STBG Set-Aside	A variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs.	80

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

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

STATE OF MISSOURI

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

LOCAL GOVERNMENT

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

ANNUAL LISTING OF OBLIGATED PROJECTS

EXPLANATION OF SEPARATE PUBLICATION

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

ENVIRONMENTAL JUSTICE

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

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

While it is difficult to make any significant change to the transportation system without negatively affecting someone, the focus of environmental justice is on these impacts and alternative solutions. Any major

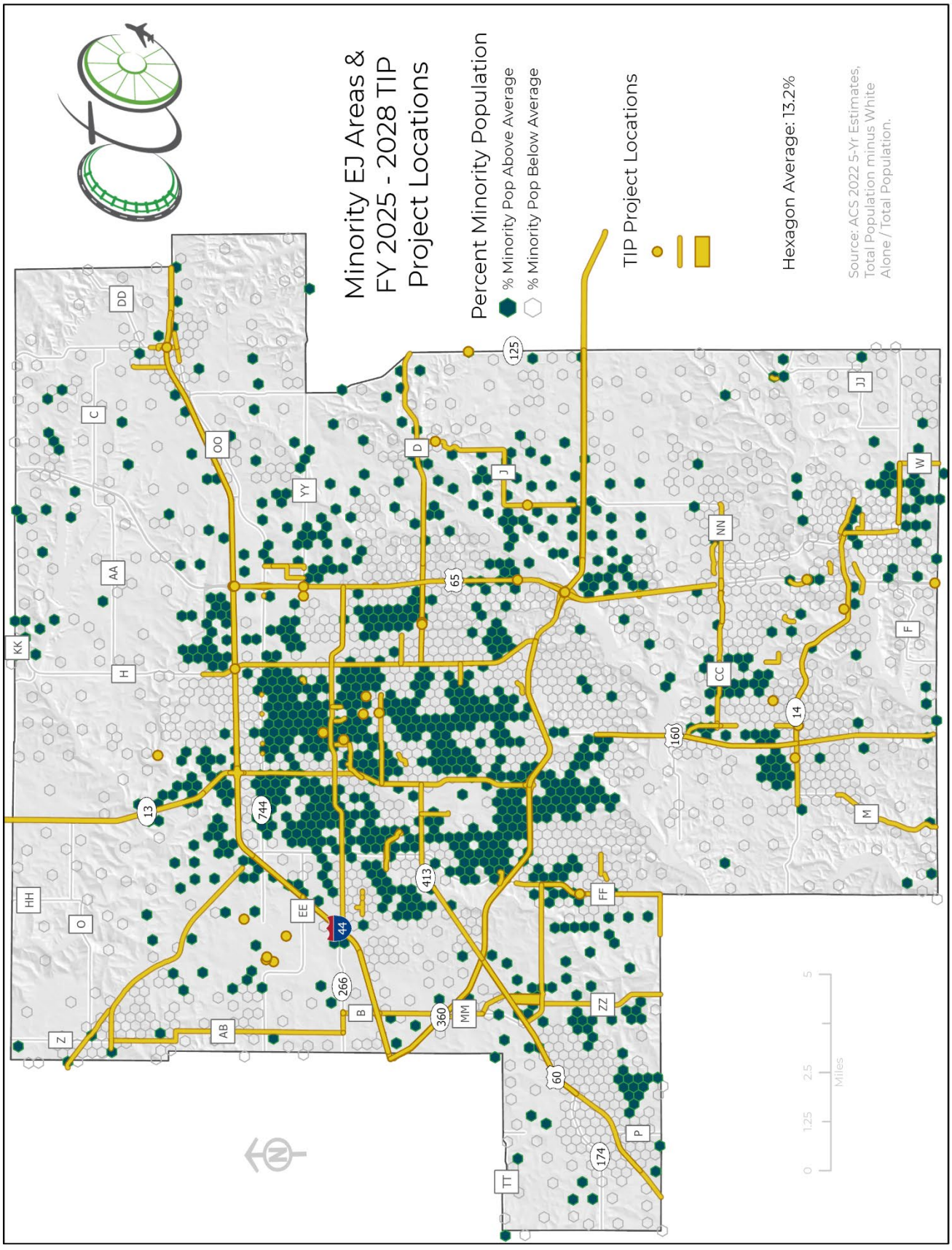
transportation system change should first consider whether society will be better off with the change, and second, determine the distributional impacts. The first consideration addresses the economic efficiency of a project; that is benefit-cost analysis. The second addresses the equity of who will receive more of the benefits and who will pay more of the costs. This question of equity is the concern of environmental justice. If it is determined that a project negatively impacts a population, the project can be rejected or the population impacted can be compensated. Should a project still move forward, attempts should be made to minimize the negative impacts.

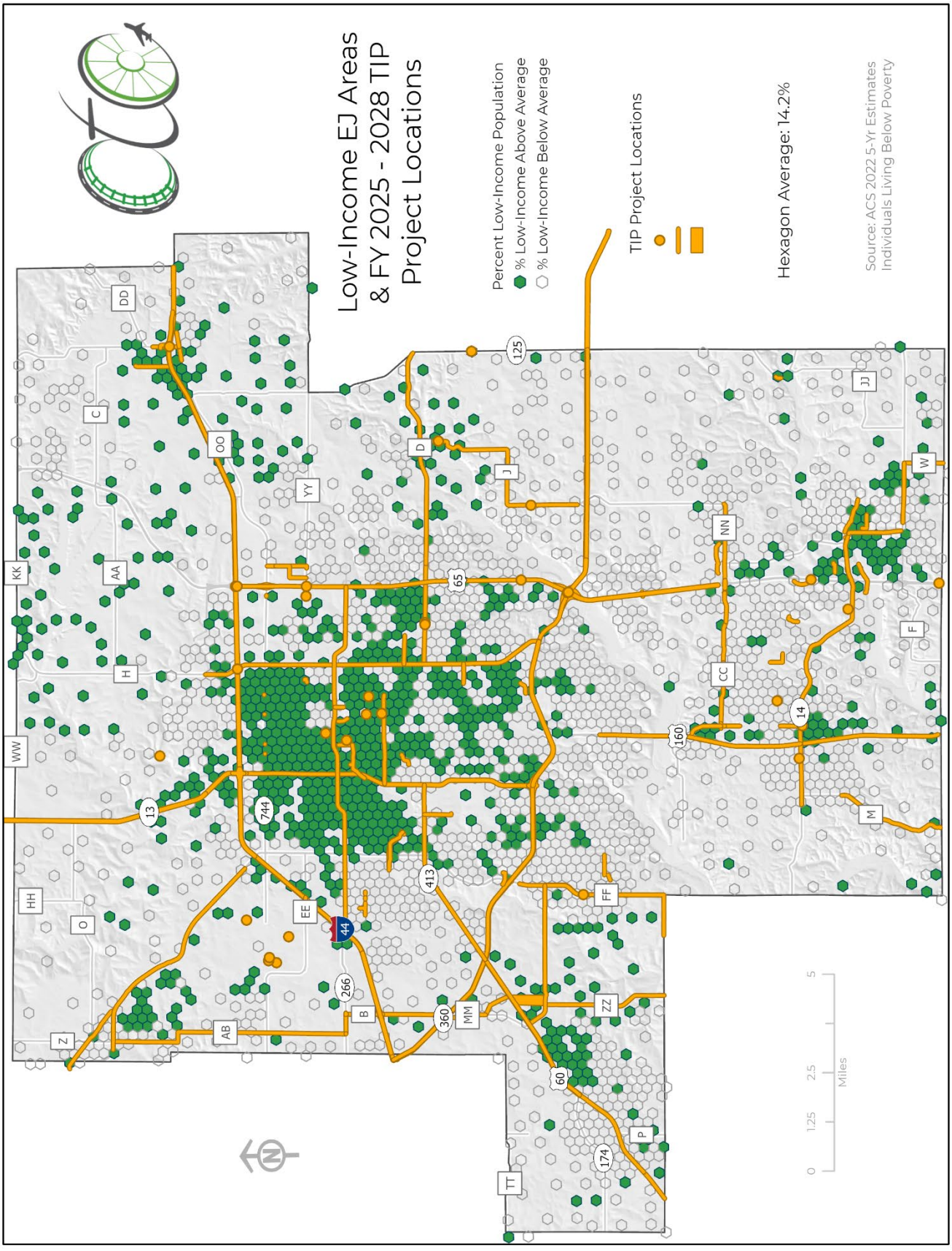
IDENTIFYING PROJECTS IN AREAS OF ENVIRONMENTAL JUSTICE CONCERN

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

OTO has also developed an Equity Index that compares the OTO region to a variety of factors which help identify underserved populations. This can be found on the OTO website at https://experience.arcgis.com/experience/bac0937f5e4a48878381f493aaad7988/.

The following pages show how the projects in the TIP interface with areas with populations higher than the OTO average for minorities and those who are impoverished. An interactive map of these areas can be found here - https://oto.maps.arcgis.com/apps/dashboards/9e24ea953642461d983be2c7346cc9fa. Over 150 projects in the TIP are marked as having environmental justice considerations, equating to more than $461 million dollars over four years of programmed funding.


Minority EJ Areas &
FY 2025 - 2028 TIP
Project Locations
Percent Minority Population
% Minority Pop Above Average
% Minority Pop Below Average
TIP Project Locations
Hexagon Average: 13.2%
Source: ACS 2022 5-Yr Estimates,
Total Population minus White
Alone / Total Population.
0
1.25
2.5
5
Miles


Low-Income EJ Areas
& FY 2025 - 2028 TIP
Project Locations
Percent Low-Income Population
% Low-Income Above Average
% Low-Income Below Average
TIP Project Locations
Hexagon Average: 14.2%
Source: ACS 2022 5-Yr Estimates
Individuals Living Below Poverty
0
1.25
2.5
5
Miles

PERFORMANCE BASED PLANNING

SECTION B

NATIONAL GOALS AND PERFORMANCE MEASURES

OTO GOALS AND PERFORMANCE MEASURES

PROGRAMMING FOR PERFORMANCE

PERFORMANCE MEASURES

NATIONAL GOALS AND PERFORMANCE MEASURES

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

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

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

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

SAFETY TARGETS

After review of the information, at its meeting on November 16, 2023, the OTO Board of Directors voted to support the statewide safety targets for Calendar Year (CY) 2024, 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 secured funding to complete a Safe Streets and Roads for All grant through FHWA to develop a Safety Action Plan.

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 19, 2023, the OTO Board of Directors voted to support the safety targets set by City Utilities Transit. OTO was informed by CU Transit that the targets would not be changing for 2024 and will coordinate with City Utilities to set revised targets for 2025.

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 October 2022. 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 19, 2023, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan.

INFRASTRUCTURE CONDITION TARGETS

Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on January 19, 2023, 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 19, 2023, 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 2025-2028 TIP Projects
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit stop connections
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	Transit operations; Transit service coordination

Performance Measure	Target	FY 2025-2028 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

PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2025-FY 2028 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 $107 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 $225 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.

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 44 percent of funding is dedicated to Asset Management projects. Other major projects on the system have the benefit of improving infrastructure also in need of maintenance, even if that is not the overall goal of the project.

The TIP continues to support the transit system as well, including technology projects that will improve transit operations. Coordination of service, with support for service outside of the City Utilities Transit region is also addressed. Transit State of Good Repair is provided by preventative maintenance and bus replacement projects totaling $15 million. Transit Safety is provided through funds available to City Utilities Transit and is programmed at over $1.2 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 2025-2028 TIP.

SECTION D

TIP #	Project Description	Type of Improvement	Status
NA1300	Runway Pavement Condition Study and Master Plan Update	Master Plan Update	Complete
NA1603	Taxiway Bravo Reconstruction and Direct Access Mitigation	Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo at Taxiway November.	Under Construction
NA1801	Reconstruction of the Cargo Apron	Cargo apron construction north of Taxiway Bravo - includes the center portion of the current cargo apron.	Under Construction
NA2103	Taxiway November Reconstruction from Taxiway Alpha to Runway 20	Reconstruct Taxiway November from approach end of Runway 20 to Taxiway Alpha. Construction of General Aviation Apron Rehabilitation.	Under Construction
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

SECTION E

TIP #	Project Description	Type of Improvement	Status
BA2402	Weaver Road Improvements	Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.	In Progress
CC1802	Route 160 Roadway Improvements	Intersection improvements at Rte. CC near Nixa.	Under Construction
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
CC2101	Route 14 High Friction Surface Treatment	High friction surface treatment from west of Carroll Road to west of Hilltop Court and at Richwood Road.	Complete
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

TIP #	Project Description	Type of Improvement	Status
CC2103	Nelson Mill Bridge	Rehabilitation, widening, and redecking of Nelson Mill Bridge, as well as widening the approach roadway to match the new bridge width.	Complete
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.	Under Construction
CC2304	Green Bridge Replacement	Bridge replacement of Green Bridge in Christian County.	Removed from TIP
EN1706	Scoping for ADA Improvements	Scoping for ADA improvements at various locations in the urban Southwest District.	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
EN1904	Battlefield Third St. Sidewalk Connection	Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.	Complete
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
EN2008	Chadwick Flyer Jackson to Clay	Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.	Complete
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
EN2011	Trail of Tears Elm to Somerset	Constructing approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail.	Complete
EN2103	Norton Road ADA Improvements in Springfield	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Norton Road near Rte. 13 in Springfield and on Rte. Z at the Frisco Highline Trail north of Jackson Street in Willard.	Complete
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
EN2203	Chadwick Flyer Phase III	Construction of Chadwick Flyer Phase III near Lake Springfield.	Complete
EN2204	Chadwick Flyer Phase II	Construction of Chadwick Flyer west of US 65 in Ozark.	Under Construction
EN2205	Wilson's Creek Boulevard Trail	Bicycle and pedestrian improvements on Rte. ZZ from Rte. M to Farm Road 182 in Republic.	Under Construction
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
GR1502	East/West Arterial (Riverbluff Blvd) Phase I	Design/Environmental Approval from Farm Road 141 to Campbell Avenue for the future East/West Arterial.	Removed from TIP/In-Progress with Local Funds
GR1707	East/West Arterial – Campbell to Kissick	Scoping for the East-West Arterial from Campbell to Kissick.	Removed from TIP

TIP #	Project Description	Type of Improvement	Status
GR1901	Kansas Extension Phase I	New roadway from Republic Road to Plainview with bicycle and pedestrian accommodations.	Complete
GR1902	Kansas Extension Phase II	New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.	Under Construction
GR1907	Route 60 Resurfacing Highland Springs to 125	Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville.	Complete
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.	Under Construction
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.	Under Construction
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
GR2106	Mill/Fill and ADA Upgrades on FR 135 and FR 102	Mill/Fill and ADA upgrades on Farm Road 135 (Golden Ave.) from Republic Road to City Limits and Farm Road 102 (Valley Water Mill) from Farm Road 171 to Farm Road 175.	Complete
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.	Under Construction
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.	Under Construction
GR2207	Route WW Pavement Resurfacing MO 13 to Route H	Pavement resurfacing and add shoulders on Route WW from Route 13 to Route H.	Under Construction
GR2209	MO 360/US 60 Bridge Rehabilitations	Bridge rehabilitation on eastbound bridge over Farm Road 156 and BNSF Railroad and on Rte. 60 eastbound bridge over South Creek west of Rte. 160. Project involves bridges A5842 and A4148.	Under Construction
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.	Under Construction

TIP #	Project Description	Type of Improvement	Status
MO1405	Surveying for Excess Right-of-Way	Surveying to sell excess right-of-way in the urban Southwest District.	Complete
MO1719	Scoping for Bridge Improvements	Scoping for bridge improvements at various locations in the urban Southwest District.	Complete
MO1720	Scoping for Bridge Preventative Maintenance	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.	Complete
MO1721	Scoping for Safety Improvements	Scoping for safety improvements at various locations in the urban Southwest District.	Complete
MO1722	Scoping for Pavement Improvements on Major Routes	Scoping for pavement improvements on major routes in the urban Southwest District.	Complete
MO1723	Scoping for Pavement Improvements on Minor Routes	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.	Complete
MO2106	Add ITS for Ozarks Traffic in Various Locations in OTO Area	Add ITS for Ozarks Traffic at various locations on Route 60 (James River Freeway) in Springfield, Route FF (West Bypass) near Battlefield, and various locations in Ozark.	Complete
MO2107	Upgrade ITS Message Boards in OTO Area	Upgrade ITS message boards at various locations in the Urban Southwest District.	Complete
MO2202	Various Routes Pavement Preservation	Pavement preservation treatment on Rte. 14 from Antler Drive to Rte. M in Nixa, on Rte. F from Riverdale Road to Rte. 65 in Ozark, and on Rte. DD from Rte. 125 to the end of state maintenance near Strafford.	Complete
MO2205	Replace Signs at Various Locations	Replace signs at various locations on Rte. 744 (Kearney Street), Loop 44 (Chestnut Expressway), Bus. 65 (Glenstone Avenue), Rte. 13 (Kansas Expressway), Rte. 413 (Sunshine Street), and Rte. 160 (West Bypass) in Greene and Christian Counties.	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.	Under Construction
MO2211	Concrete Repairs at Various Locations (2022)	Concrete repairs at various locations in the urban Southwest District.	Complete

TIP #	Project Description	Type of Improvement	Status
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. 60at 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
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
MO2310	Interstate Striping	Striping upgrade at various locations from 0.15 mile east of Route 360 to 2 miles east of Route 125.	Complete
MO2401	Job Order Contracting Pavement Repair (2024)	Job Order Contracting for pavement repair in the urban Southwest District.	Complete
MO2402	ITS Operations and Management (2024)	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Complete
MO2404	On-Call Work Zone Enforcement (2024)	On-call work zone enforcement at various locations in the Ozarks Transportation Organization area.	Complete
NX2102	North Street Maplewood Hills to Cheyenne	Engineering for North Street Improvements from east of Maplewood Hills to the intersection at Cheyenne.	Complete
OT2401	Safe Streets and Roads for All Action Plan	Development of a Safe Streets and Roads for All Action Plan.	In Progress
RG0901	Interchange Improvements at Route 60 & Route 125	Add interchange at Route 125 in Rogersville.	Under Construction

TIP #	Project Description	Type of Improvement	Status
RP2201	Route MM Ramp Intersection Improvements at I-44	Add signals at Route MM ramps and reconfigure lanes at I-44.	Under Construction
RP2202	US 60 Pavement Resurfacing FR 194 to Illinois Street in Republic	Pavement resurfacing from Farm Road 194 to 0.2 miles west of Illinois Street in Republic.	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
RP2401	Route MM Ramp Intersection Improvements at I-44 ROW	Right of way acquisition for interchange improvements at I-44.	Complete
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
SP1811	Kearney Street Safety Scoping	Scoping for safety improvements on Kearney Street (Route 744) from Springfield-Branson National Airport to Le Compte Ave.	Removed from TIP
SP1815	Kearney and West Bypass Intersection Improvements	Add intersection turn lanes on West Bypass (Rte. 160) at Kearney Street (Rte. 744) in Springfield.	Complete
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
SP1818	Campbell and Republic Road Intersection	Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.	Complete
SP1902	Republic Road Lane Widening	Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.	Complete
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

TIP #	Project Description	Type of Improvement	Status
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
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
SP2008	West Bypass Resurfacing I-44 to Sunshine	Pavement resurfacing on West Bypass from I-44 to Sunshine Street (Rte. 413).	Complete
SP2009	West Bypass Resurfacing Sunshine to 60	Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).	Complete
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
SP2016	Traffic Signal System Improvements	Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.	Complete
SP2114	Galloway Street Improvements – GOVCS	Add center turn lane, multi-use path and roundabouts on Galloway Street from Luster Ave. to Lone Pine Ave.	Construction Obligated
SP2204	James River Freeway Add Lanes Kansas to Campbell	Add lanes on James River Freeway from Kansas Expressway (Rte. 13) to west of Campbell Avenue (Rte. 160) in Springfield.	Under Construction

TIP #	Project Description	Type of Improvement	Status
SP2205	James River Freeway Add Lanes Campbell to National	Add lanes and sound abatement on James River Freeway from west of Rte. 160 (Campbell Avenue) to National Avenue in Springfield. Project involves bridges A4182 and A4183.	Under Construction
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
SP2207	US 60 Pavement Resurfacing on Aux Ramps Kansas to Campbell	Pavement resurfacing on Rte. 60 (James River Freeway) auxiliary ramps from Kansas Expressway (Rte. 13) to Campbell Avenue (Rte. 160) in Springfield.	Under Construction
SP2208	US 65 Pavement Resurfacing at Sunshine Interchange	Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange.	Under Construction
SP2209	Battlefield Road Resurfacing at US 65 in Springfield	Pavement resurfacing from Moulder Avenue to Ruskin Way in Springfield.	Under Construction
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.	Under Construction
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
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).	Under Construction

SECTION F

TIP #	Project Description	Type of Improvement	Status
CU2204	FY 2022 Purchase 2 Paratransit Buses	Capital replacement of two, new paratransit buses to replace 2014 paratransit buses.	Complete
CU2300	FY 2023 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Complete
CU2301	FY 2023 Preventative Maintenance	Subsidy of preventive maintenance expenses for existing public transit service.	Complete

TIP #	Project Description	Type of Improvement	Status
CU2302	FY 2023 Transit Planning	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Complete
CU2304	FY 21 5307 ARP Capital Funding	ARP Funding for Capital Replacement Projects	Complete
CU2401	FY 2024 Purchase Paratransit Buses	Capital replacement of 4 new paratransit buses to replace 2016 paratransit buses.	Complete
OA2301	ARPA 5310 Funding	Pandemic transportation support for seniors and individuals with disabilities.	Complete

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
25Draft

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
Environmental Justice Area

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

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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
25Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$18,630,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area

Project Description
Taxiway November reconstruction within runway 14-32 safety area and south of Taxiway Delta; Taxiway Delta reconstruction north of runway 14-32 safety area to Taxiway November; 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	FY2025	FY2026	FY2027	FY2028	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)	-	$15,561,000	-	-	-	-	$15,561,000
Construction	Local	-	$1,729,000	-	-	-	-	$1,729,000
Total Construction		-	$17,290,000	-	-	-	-	$17,290,000
Total Programmed		**-**	**$18,630,000**	**-**	**-**	**-**	**-**	**$18,630,000**

NA1904-20A5 - RUNWAY 2-20 LIGHTING REHABILITATION

Plan Revision
25Draft

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
Environmental Justice Area

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

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	-	-	-	$179,000	-	$179,000
Construction	AIP (FAA)	-	-	-	-	$1,611,000	-	$1,611,000
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
25Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$14,015,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

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

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	AIP (FAA)	-	-	$868,500	-	-	-	$868,500
Engineering	Local	-	-	$96,500	-	-	-	$96,500
Total Engineering		-	-	$965,000	-	-	-	$965,000
Construction	Local	-	-	$1,305,000	-	-	-	$1,305,000
Construction	AIP (FAA)	-	-	$11,745,000	-	-	-	$11,745,000
Total Construction		-	-	$13,050,000	-	-	-	$13,050,000
Total Programmed		**-**	**-**	**$14,015,000**	**-**	**-**	**-**	**$14,015,000**

NA2501-22 - TERMINAL APRON EXPANSION

Plan Revision
25Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$10,200,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area

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

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	AIP (FAA)	-	$9,180,000	-	-	-	-	$9,180,000
Construction	Local	-	$1,020,000	-	-	-	-	$1,020,000
Total Construction		-	$10,200,000	-	-	-	-	$10,200,000
Total Programmed		**-**	**$10,200,000**	**-**	**-**	**-**	**-**	**$10,200,000**

NA2505-22 - RECONSTRUCT GA APRON

Plan Revision
25Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$3,888,889

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area

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

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	-	-	$35,000	-	-	$35,000
Engineering	AIP (FAA)	-	-	-	$315,000	-	-	$315,000
Total Engineering		-	-	-	$350,000	-	-	$350,000
Construction	Local	-	-	-	$353,889	-	-	$353,889
Construction	AIP (FAA)	-	-	-	$3,185,000	-	-	$3,185,000
Total Construction		-	-	-	$3,538,889	-	-	$3,538,889
Total Programmed		**-**	**-**	**-**	**$3,888,889**	**-**	**-**	**$3,888,889**

NA2801-25 - CONSTRUCT NEW/RELOCATED SRE FACILITY

Plan Revision
25Draft

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$10,500,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Construct a relocated snow removal equipment facility near the commercial terminal.

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	AIP (FAA)	-	-	-	-	$9,450,000	-	$9,450,000
Construction	Local	-	-	-	-	$1,050,000	-	$1,050,000
Total Construction		-	-	-	-	$10,500,000	-	$10,500,000
Total Programmed		**-**	**-**	**-**	**-**	**$10,500,000**	**-**	**$10,500,000**

NA2802-25 - TERMINAL "NODE" EXPANSION

Plan Revision
25Draft

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
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	-	-	-	$1,000,000	-	$1,000,000
Engineering	AIP (FAA)	-	-	-	-	$3,000,000	-	$3,000,000
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
25Draft

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
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	-	-	-	$1,200,000	-	$1,200,000
Construction	AIP (FAA)	-	-	-	-	$5,000,000	-	$5,000,000
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:

2022/2023 (INCLUDES BOTH CARBON REDUCTION AND TAP FUNDING)

Request for Expression of Interest

- Project readiness was the main determining factor for projects awarded through this process.

Sidewalk Cost Share

- Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.
- A point is awarded for having an engineer's estimate for the budget and another for the alignment.
- Points are awarded for fitting within existing right-of-way, as well as including a buffer between the curb and sidewalk.
- Projects also receive points for enhancing the sidewalk network, meeting a known need, along a school route, demonstrating community support, connecting community facilities and vulnerable populations, and for connecting to a business district or major generators of pedestrian activities.

Bicycle and Pedestrian Infrastructure Funding

- A project will earn 5 points if it is located on one of the corridors evaluated in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS).
- A project will earn 3 points if it is specifically mentioned in a community plan.
- Project previously submitted for REI or Sidewalk Cost Share.
- Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.
- Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible.
- Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop.
- Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, transit, or system gaps.
- Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council and/or planning commission to a Facebook poll to a community meeting or open house.

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 2025-2028 TIP were previously selected through this process. Due to inflation and funding availability, no new projects from the OTO prioritization list were added to the STIP this year. Several did move fiscal years, however.

Projects advanced a fiscal year between the FY 2024-2028 STIP and the Draft FY 2025-2029 STIP:

- SP2310 - (2025, moved from 2026) I-44- Six lanes and pavement rebuild from Route 13 to Glenstone

Projects that stayed in the same fiscal year between the FY 2024-2028 STIP and the Draft FY 2025-2029 STIP:

- OK2102 - (2025) CC Widening from US65 to Fremont in Ozark
- OK2202 - (2025) CC/22nd Intersection Improvements in Ozark
- OK2203 - (2025) 65/CC/J Ramp/Bridge Improvements
- ST2201 - (2025) 125 Roundabout/Intersection Improvements in Strafford
- SP2203 - (2025) I-44- Six lanes and pavement rebuild from Glenstone to US 65
- RP1704 - (2025) MM - Relocation and RR Bridge
- RP1703 - (2025) MM - Add lanes from I-44 to James River Freeway
- SP1413/SP1802 - (2025) ADA/Safety Improvements on Sunshine
- OK2201 - (2027) MO14 widening from 6th to 14th
- SP2301 - (2027) 13/44 interchange Improvements- Phase I
- SP2302 - (2028) 13 (Kansas) widening from Grand to Sunshine

Projects delayed a fiscal year between the FY 2024-2028 STIP and the Draft FY 2025-2029 STIP:

- NX2202 - (2025, moved from 2024) Roundabout at Main and CC in Nixa
- SP2306 - (2026, moved from 2025) Roundabouts at 266/AB and 266/B
- RP2303 - (2028, moved from 2027) US 60 Improvements from James River Freeway to FR 103
- GR1403 - (2029, moved from 2028) US60 Improvements from 65 to NN/J
- SP2218 - (2029, moved from 2028) Glenstone Operational and Pedestrian Improvements – Phase II

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 designated CUFC, which must:

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

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

DESIGNATION

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
25Draft

Section
Sponsored by OTO

Project Type
Operations

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$2,872,639

MoDoT ID
-

Federal ID
00FY820, 00FY821, 00FY822, 00FY823

Project From
-

Project To
-

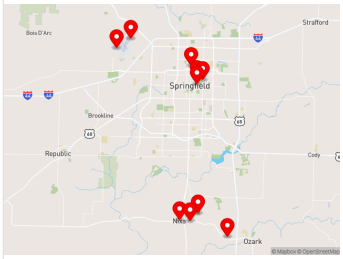
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	STBG-U (FHWA)	$1,197,926	$255,256	$268,019	$281,419	$295,491	-	$2,298,111
Planning	Local	$299,481	$63,814	$67,005	$70,355	$73,873	-	$574,528
Total Planning		$1,497,407	$319,070	$335,024	$351,774	$369,364	-	$2,872,639
Total Prior Costs		**$1,497,407**	**-**	**-**	**-**	**-**	**-**	**$1,497,407**
Total Programmed		**$1,497,407**	**$319,070**	**$335,024**	**$351,774**	**$369,364**	**-**	**$2,872,639**

OT2402-24 - EV CHARGER PROGRAM



Plan Revision
25Draft

Section
Sponsored by OTO

Project Type
System Improvement

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$937,500

MoDoT ID
-

Federal ID
5901832

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Installation of Level 2 EV chargers throughout the OTO area, including for the City of Nixa, Christian County, Greene County, Missouri State University, and the Springfield-Branson National Airport.

Funding Source Notes
Non-Federal Funding Source: Christian County ($25,803), Greene County ($12,960), Missouri State University ($25,036), Nixa ($26,273), Springfield-Branson National Airport ($60,000)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	$8,495	-	-	-	-	$8,495
Engineering	CRP (FHWA)	-	$33,979	-	-	-	-	$33,979
Total Engineering		-	$42,474	-	-	-	-	$42,474
Construction	Local	-	$179,005	-	-	-	-	$179,005
Construction	CRP (FHWA)	-	$716,021	-	-	-	-	$716,021
Total Construction		-	$895,026	-	-	-	-	$895,026
Total Programmed		**-**	**$937,500**	**-**	**-**	**-**	**-**	**$937,500**

MO2502-23 - ITS OPERATIONS AND MANAGEMENT (2025)

Plan Revision
25Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$1,785,000

MoDoT ID
JSU0070

Federal ID
TBD

Project From
Various

Project To
Various

Project Considerations
Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Payment	MoDOT	-	$237,000	-	-	-	-	$237,000
Payment	MoDOT-AC	-	$948,000	-	-	-	-	$948,000
Total Payment		-	$1,185,000	-	-	-	-	$1,185,000
Operations	STBG-U (FHWA)	-	$480,000	-	-	-	-	$480,000
Operations	Local	-	$120,000	-	-	-	-	$120,000
Total Operations		-	$600,000	-	-	-	-	$600,000
Total Programmed		**-**	**$1,785,000**	**-**	**-**	**-**	**-**	**$1,785,000**

MO2604-24 - ITS OPERATIONS AND MANAGEMENT (2026)

Plan Revision
25Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$1,642,000

MoDoT ID
JSU0200

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	MoDOT-AC	-	-	$817,600	-	-	-	$817,600
Operations	Local	-	-	$124,000	-	-	-	$124,000
Operations	MoDOT	-	-	$204,400	-	-	-	$204,400
Operations	STBG-U (FHWA)	-	-	$496,000	-	-	-	$496,000
Total Operations		-	-	$1,642,000	-	-	-	$1,642,000
Total Programmed		**-**	**-**	**$1,642,000**	**-**	**-**	**-**	**$1,642,000**

MO2701-24 - ITS OPERATIONS AND MANAGEMENT (2027)

Plan Revision
25Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$1,679,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	Local	-	-	-	$127,000	-	-	$127,000
Operations	MoDOT	-	-	-	$208,800	-	-	$208,800
Operations	MoDOT-AC	-	-	-	$835,200	-	-	$835,200
Operations	STBG-U (FHWA)	-	-	-	$508,000	-	-	$508,000
Total Operations		-	-	-	$1,679,000	-	-	$1,679,000
Total Programmed		**-**	**-**	**-**	**$1,679,000**	**-**	**-**	**$1,679,000**

MO2801-25 - ITS OPERATIONS AND MANAGEMENT (2028)

Plan Revision
25Draft

Section
Cost Shares

Project Type
Operations

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$650,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

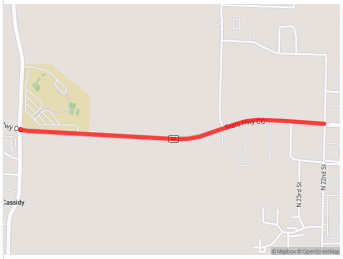
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	Local	-	-	-	-	$130,000	-	$130,000
Operations	STBG-U (FHWA)	-	-	-	-	$520,000	-	$520,000
Total Operations		-	-	-	-	$650,000	-	$650,000
Total Programmed		**-**	**-**	**-**	**-**	**$650,000**	**-**	**$650,000**

OK2102-23A3a - ROUTE CC CAPITAL IMPROVEMENTS



Plan Revision
25Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$5,295,992

MoDoT ID
J8S0736D

Federal ID
S605031

Project From
Fremont Road

Project To
22nd Street

Project Considerations

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

Project Description

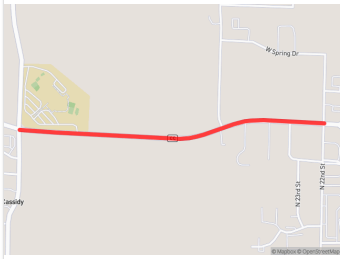
Add lanes, sidewalk and shared use path from Fremont Road to 22nd Street in Ozark.

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$26,000	$96,809	-	-	-	-	$122,809
Engineering	MoDOT-AC	$104,000	$387,238	-	-	-	-	$491,238
Total Engineering		$130,000	$484,047	-	-	-	-	$614,047
Construction	MoDOT	-	$404,290	-	-	-	-	$404,290
Construction	STBG-U (FHWA)	-	$2,128,397	-	-	-	-	$2,128,397
Construction	MoDOT-AC	-	$1,617,159	-	-	-	-	$1,617,159
Construction	Local	-	$532,099	-	-	-	-	$532,099
Total Construction		-	$4,681,945	-	-	-	-	$4,681,945
Total Prior Costs		**$130,000**	**-**	**-**	**-**	**-**	**-**	**$130,000**
Total Programmed		**$130,000**	**$5,165,992**	**-**	**-**	**-**	**-**	**$5,295,992**

OK2301-24A4 - PROJECT DEVELOPMENT FOR ROUTE CC CAPITAL IMPROVEMENTS



Plan Revision
25Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$1,404,485

MoDoT ID
J8S0736H

Federal ID
-

Project From
Fremont Road

Project To
22nd Street

Project Considerations

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

Project Description

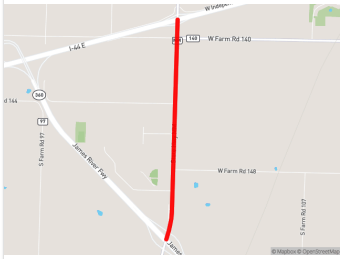
Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.

Funding Source Notes

Non-Federal Funding Sources: State Transportation Revenues, City of of Ozark Funds; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$3,000	$1,000	-	-	-	-	$4,000
Engineering	Local	-	$56,442	-	-	-	-	$56,442
Engineering	MoDOT-AC	$12,000	$4,000	-	-	-	-	$16,000
Engineering	STBG-U (FHWA)	-	$225,769	-	-	-	-	$225,769
Total Engineering		$15,000	$287,211	-	-	-	-	$302,211
ROW	Local	-	$55,455	-	-	-	-	$55,455
ROW	STBG-U (FHWA)	-	$221,819	-	-	-	-	$221,819
Total ROW		-	$277,274	-	-	-	-	$277,274
Payment	MoDOT	-	$165,000	-	-	-	-	$165,000
Payment	MoDOT-AC	-	$660,000	-	-	-	-	$660,000
Total Payment		-	$825,000	-	-	-	-	$825,000
Total Prior Costs		**$15,000**	**-**	**-**	**-**	**-**	**-**	**$15,000**
Total Programmed		**$15,000**	**$1,389,485**	**-**	**-**	**-**	**-**	**$1,404,485**

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



Plan Revision
25Draft

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$14,676,246

MoDoT ID
J8S0836B

Federal ID
S602093

Project From
I-44

Project To
Route 360

Project Considerations

Environmental Justice Area, Advance Construction

Project Description

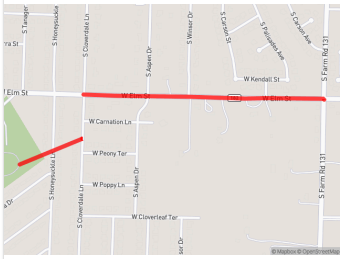
Add lanes on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	$591,935	$263,200	-	-	-	-	$855,135
Engineering	MoDOT	$147,984	$65,800	-	-	-	-	$213,784
Engineering	Local	$550,537	-	-	-	-	-	$550,537
Total Engineering		$1,290,456	$329,000	-	-	-	-	$1,619,456
ROW	STBG (FHWA)	$454,400	-	-	-	-	-	$454,400
ROW	MoDOT	$113,600	-	-	-	-	-	$113,600
ROW	Local	$445,790	-	-	-	-	-	$445,790
Total ROW		$1,013,790	-	-	-	-	-	$1,013,790
Construction	STBG (FHWA)	-	$4,579,000	-	-	-	-	$4,579,000
Construction	STBG-U (FHWA)	-	$4,592,000	-	-	-	-	$4,592,000
Construction	Local	-	$2,872,000	-	-	-	-	$2,872,000
Total Construction		-	$12,043,000	-	-	-	-	$12,043,000
Total Prior Costs		**$2,304,246**	**-**	**-**	**-**	**-**	**-**	**$2,304,246**
Total Programmed		**$2,304,246**	**$12,372,000**	**-**	**-**	**-**	**-**	**$14,676,246**

EN2401-24 - TRAIL OF TEARS CONNECTOR



Plan Revision
25Draft

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

Environmental Justice Area, Bike/Ped Plan

Project Description

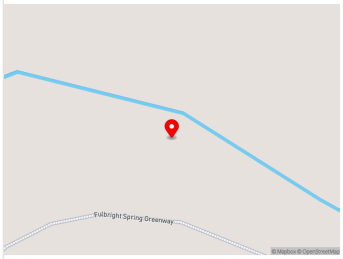
Construct 8-foot wide trail through Trail of Tears Park to Cloverdale, as well as construct sidewalk on 4th Street from Cloverdale to Farm Road 131.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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**

EN2402-24 - LOST HILL GREENWAY BRIDGE



Plan Revision
25Draft

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
$150,000

MoDoT ID
-

Federal ID
9901867

Project From
-

Project To
-

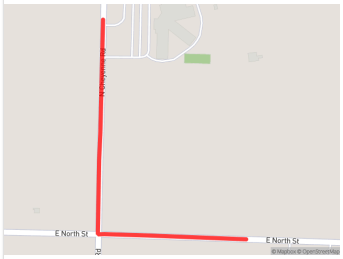
Project Considerations
Bike/Ped Plan

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	$2,600	-	-	-	-	$2,600
Engineering	TAP (FHWA)	-	$10,400	-	-	-	-	$10,400
Total Engineering		-	$13,000	-	-	-	-	$13,000
Construction	Local	-	$30,000	-	-	-	-	$30,000
Construction	TAP (FHWA)	-	$107,000	-	-	-	-	$107,000
Total Construction		-	$137,000	-	-	-	-	$137,000
Total Programmed		**-**	**$150,000**	**-**	**-**	**-**	**-**	**$150,000**

EN2403-24 - CHEYENNE ROAD MULTI-USE PATH



Plan Revision
25Draft

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

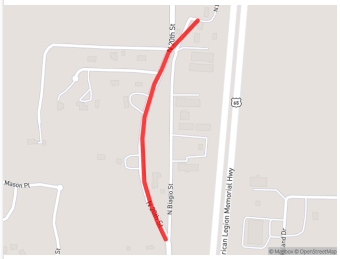
Project Considerations
Bike/Ped Plan

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; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	TAP (FHWA)	$102,057	-	-	-	-	-	$102,057
Engineering	Local	$25,514	-	-	-	-	-	$25,514
Total Engineering		$127,571	-	-	-	-	-	$127,571
Construction	TAP (FHWA)	-	$602,134	-	-	-	-	$602,134
Construction	Local	-	$150,533	-	-	-	-	$150,533
Total Construction		-	$752,667	-	-	-	-	$752,667
Total Prior Costs		**$127,571**	**-**	**-**	**-**	**-**	**-**	**$127,571**
Total Programmed		**$127,571**	**$752,667**	**-**	**-**	**-**	**-**	**$880,238**

EN2405-24AM7 - CHADWICK FLYER PHASE V



Plan Revision
25Draft

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
$786,000

MoDoT ID
-

Federal ID
9901862

Project From
Biagio

Project To
Biagio

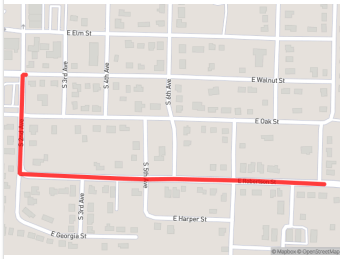
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	$42,705	-	-	-	-	-	$42,705
Engineering	Local	$10,676	-	-	-	-	-	$10,676
Total Engineering		$53,381	-	-	-	-	-	$53,381
Construction	CRP (FHWA)	-	$586,095	-	-	-	-	$586,095
Construction	Local	-	$146,524	-	-	-	-	$146,524
Total Construction		-	$732,619	-	-	-	-	$732,619
Total Prior Costs		**$53,381**	**-**	**-**	**-**	**-**	**-**	**$53,381**
Total Programmed		**$53,381**	**$732,619**	**-**	**-**	**-**	**-**	**$786,000**

EN2406-24 - OZARK DOWNTOWN PEDESTRIAN IMPROVEMENTS PHASE 4



Plan Revision
25Draft

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

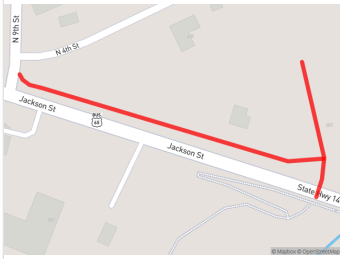
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: Construction-Award Pending Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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**

EN2407-24AM3 - FINLEY RIVER TRAIL EXTENSION



Plan Revision
25Draft

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
$242,105

MoDoT ID
-

Federal ID
9901864

Project From
-

Project To
-

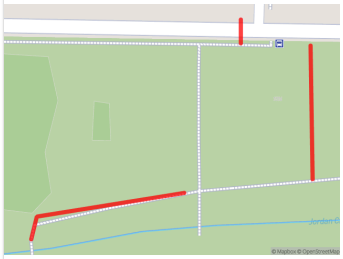
Project Considerations
Bike/Ped Plan

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; FYI: Construction-Award pending Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	$26,135	-	-	-	-	-	$26,135
Engineering	Local	$6,534	-	-	-	-	-	$6,534
Total Engineering		$32,669	-	-	-	-	-	$32,669
Construction	Local	-	$41,887	-	-	-	-	$41,887
Construction	CRP (FHWA)	-	$167,549	-	-	-	-	$167,549
Total Construction		-	$209,436	-	-	-	-	$209,436
Total Prior Costs		**$32,669**	**-**	**-**	**-**	**-**	**-**	**$32,669**
Total Programmed		**$32,669**	**$209,436**	**-**	**-**	**-**	**-**	**$242,105**

EN2410-24 - JORDAN CREEK TRAIL THROUGH SMITH PARK



Plan Revision
25Draft

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
$144,053

MoDoT ID
-

Federal ID
5901827

Project From
-

Project To
-

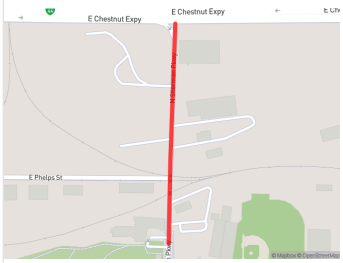
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
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.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	TAP (FHWA)	$15,032	-	-	-	-	-	$15,032
Engineering	Local	$3,758	-	-	-	-	-	$3,758
Total Engineering		$18,790	-	-	-	-	-	$18,790
Construction	TAP (FHWA)	-	$100,210	-	-	-	-	$100,210
Construction	Local	-	$25,053	-	-	-	-	$25,053
Total Construction		-	$125,263	-	-	-	-	$125,263
Total Prior Costs		**$18,790**	**-**	**-**	**-**	**-**	**-**	**$18,790**
Total Programmed		**$18,790**	**$125,263**	**-**	**-**	**-**	**-**	**$144,053**

EN2411-24 - SHERMAN PARKWAY LINK



Plan Revision
25Draft

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
$587,413

MoDoT ID
-

Federal ID
5901828

Project From
Jordan Valley Park

Project To
Chestnut Expressway

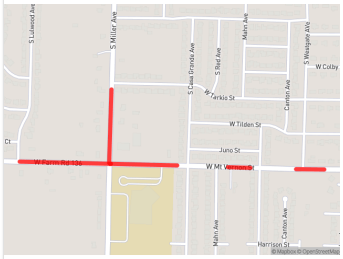
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	$15,324	-	-	-	-	-	$15,324
Engineering	CRP (FHWA)	$61,295	-	-	-	-	-	$61,295
Total Engineering		$76,619	-	-	-	-	-	$76,619
Construction	CRP (FHWA)	-	$408,635	-	-	-	-	$408,635
Construction	Local	-	$102,159	-	-	-	-	$102,159
Total Construction		-	$510,794	-	-	-	-	$510,794
Total Prior Costs		**$76,619**	**-**	**-**	**-**	**-**	**-**	**$76,619**
Total Programmed		**$76,619**	**$510,794**	**-**	**-**	**-**	**-**	**$587,413**

EN2412-24AM5 - MOUNT VERNON AND MILLER SIDEWALKS



Plan Revision
25Draft

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
$1,249,526

MoDoT ID
-

Federal ID
5901829

Project From
Lulwood, Mount Vernon

Project To
Casa Grande, Tarkio

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

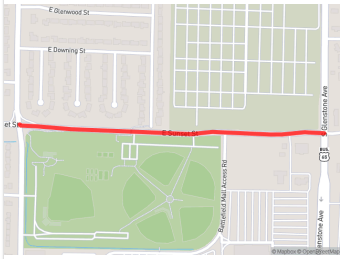
Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: City of Springfield; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	TAP (FHWA)	$130,385	-	-	-	-	-	$130,385
Engineering	Local	$32,596	-	-	-	-	-	$32,596
Total Engineering		$162,981	-	-	-	-	-	$162,981
ROW	Local	-	$7,000	-	-	-	-	$7,000
ROW	TAP (FHWA)	-	$28,000	-	-	-	-	$28,000
Total ROW		-	$35,000	-	-	-	-	$35,000
Construction	Local	-	$210,309	-	-	-	-	$210,309
Construction	TAP (FHWA)	-	$841,236	-	-	-	-	$841,236
Total Construction		-	$1,051,545	-	-	-	-	$1,051,545
Total Prior Costs		**$162,981**	**-**	**-**	**-**	**-**	**-**	**$162,981**
Total Programmed		**$162,981**	**$1,086,545**	**-**	**-**	**-**	**-**	**$1,249,526**

EN2413-24 - SOUTH CREEK GREENWAY FREMONT TO GLENSTONE



Plan Revision
25Draft

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

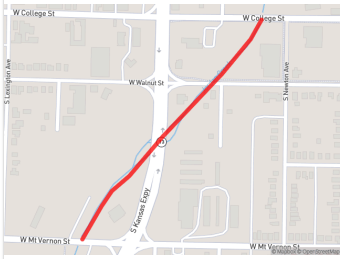
Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Construct pedestrian pathway from Fremont to Glenstone.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	$24,160	-	-	-	-	-	$24,160
Engineering	CRP (FHWA)	$96,641	-	-	-	-	-	$96,641
Total Engineering		$120,801	-	-	-	-	-	$120,801
Construction	Local	-	$161,068	-	-	-	-	$161,068
Construction	CRP (FHWA)	-	$644,270	-	-	-	-	$644,270
Total Construction		-	$805,338	-	-	-	-	$805,338
Total Prior Costs		**$120,801**	**-**	**-**	**-**	**-**	**-**	**$120,801**
Total Programmed		**$120,801**	**$805,338**	**-**	**-**	**-**	**-**	**$926,139**

EN2414-24A4 - JORDAN CREEK TRAIL MT. VERNON TO COLLEGE



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$137,520

MoDoT ID
-

Federal ID
5911804

Project From
-

Project To
-

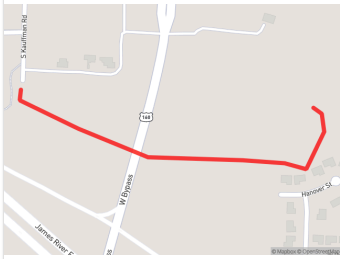
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Engineering and design of the Jordan Creek Greenway Trail from Mt. Vernon Street to College Street.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$110,016	-	-	-	-	$110,016
Engineering	Local	-	$27,504	-	-	-	-	$27,504
Total Engineering		-	$137,520	-	-	-	-	$137,520
Total Programmed		**-**	**$137,520**	**-**	**-**	**-**	**-**	**$137,520**

EN2415-24A4 - SOUTH CREEK GREENWAY - POSENKE



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$160,379

MoDoT ID
-

Federal ID
5901834

Project From
-

Project To
-

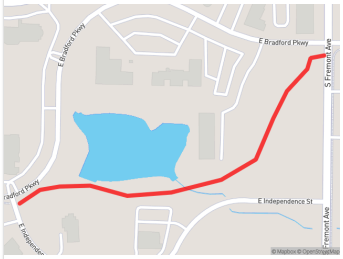
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Engineering and design for a .5 mile trail gap along the South Creek Greenway and a direct connection to the Wilson's Creek Greenway.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$128,303	-	-	-	-	$128,303
Engineering	Local	-	$32,076	-	-	-	-	$32,076
Total Engineering		-	$160,379	-	-	-	-	$160,379
Total Programmed		**-**	**$160,379**	**-**	**-**	**-**	**-**	**$160,379**

EN2416-24A4 - WARD BRANCH GREENWAY - NATIONAL TO FREMONT



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$43,189

MoDoT ID
-

Federal ID
5936804

Project From
-

Project To
-

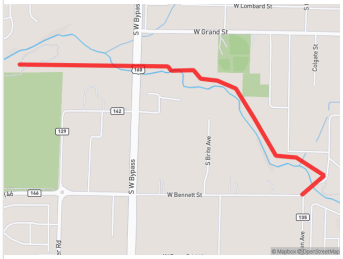
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$34,551	-	-	-	-	$34,551
Engineering	Local	-	$8,638	-	-	-	-	$8,638
Total Engineering		-	$43,189	-	-	-	-	$43,189
Total Programmed		**-**	**$43,189**	**-**	**-**	**-**	**-**	**$43,189**

EN2417-24A4 - WILSON'S CREEK TRAIL - EWING TO RUTLEDGE-WILSON



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield, Unincorporated Greene County

Status
Programmed

Total Cost
$400,024

MoDoT ID
-

Federal ID
5901835

Project From
-

Project To
-

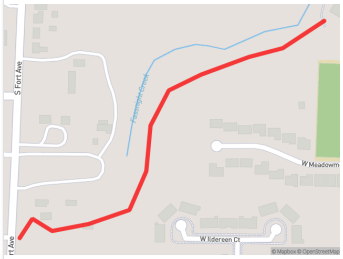
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Engineering and design of the Wilson's Creek Trail from Ewing Park West to Rutledge-Wilson Park.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$320,019	-	-	-	-	$320,019
Engineering	Local	-	$80,005	-	-	-	-	$80,005
Total Engineering		-	$400,024	-	-	-	-	$400,024
Total Programmed		**-**	**$400,024**	**-**	**-**	**-**	**-**	**$400,024**

EN2418-24A4 - FASSNIGHT TRAIL FROM SKATE PARK TO FORT



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$168,788

MoDoT ID
-

Federal ID
5901836

Project From
-

Project To
-

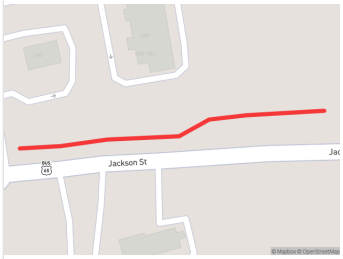
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
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.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$135,030	-	-	-	-	$135,030
Engineering	Local	-	$33,758	-	-	-	-	$33,758
Total Engineering		-	$168,788	-	-	-	-	$168,788
Total Programmed		**-**	**$168,788**	**-**	**-**	**-**	**-**	**$168,788**

EN2419-24A4 - CHADWICK JACKSON STREET CONNECTOR



Plan Revision
25Draft

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
$33,404

MoDoT ID
-

Federal ID
9901875

Project From
-

Project To
-

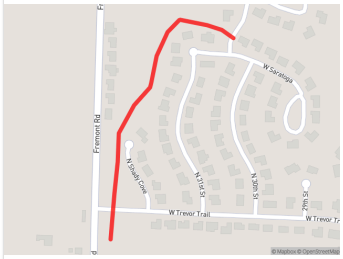
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design 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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$26,723	-	-	-	-	$26,723
Engineering	Local	-	$6,681	-	-	-	-	$6,681
Total Engineering		-	$33,404	-	-	-	-	$33,404
Total Programmed		**-**	**$33,404**	**-**	**-**	**-**	**-**	**$33,404**

EN2420-24A4 - KALI SPRINGS TRAIL CONNECTOR



Plan Revision
25Draft

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
$32,388

MoDoT ID
-

Federal ID
9901876

Project From
-

Project To
-

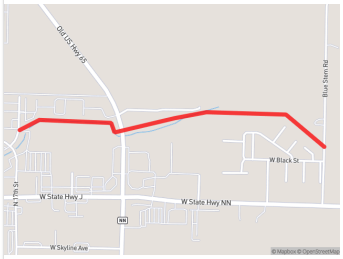
Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Engineering and design of the Kali Springs trail connector near Fremont Road from just south of W. Trevor to N. 30th.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	$6,478	-	-	-	-	$6,478
Engineering	CRP (FHWA)	-	$25,910	-	-	-	-	$25,910
Total Engineering		-	$32,388	-	-	-	-	$32,388
Total Programmed		**-**	**$32,388**	**-**	**-**	**-**	**-**	**$32,388**

EN2421-24A4 - BLUE STEM PHASE I NORTH OZARK GREENWAY



Plan Revision
25Draft

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
$73,031

MoDoT ID
-

Federal ID
9901877

Project From
-

Project To
-

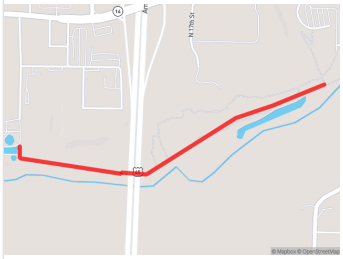
Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Engineering and design of the Blue Stem Phase I trail across north Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$58,424	-	-	-	-	$58,424
Engineering	Local	-	$14,607	-	-	-	-	$14,607
Total Engineering		-	$73,031	-	-	-	-	$73,031
Total Programmed		**-**	**$73,031**	**-**	**-**	**-**	**-**	**$73,031**

EN2422-24A4 - FINLEY RIVER TRAIL WESTERN EXPANSION



Plan Revision
25Draft

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
$112,142

MoDoT ID
-

Federal ID
9901878

Project From
-

Project To
-

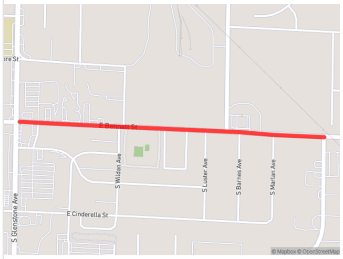
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Engineering and design of the western expansion of the Finley River Trail from the Ozark Community Center, west.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	$22,428	-	-	-	-	$22,428
Engineering	CRP (FHWA)	-	$89,714	-	-	-	-	$89,714
Total Engineering		-	$112,142	-	-	-	-	$112,142
Total Programmed		**-**	**$112,142**	**-**	**-**	**-**	**-**	**$112,142**

EN2423-24A4 - FASSNIGHT GREENWAY-GLENSTONE TO ENTERPRISE



Plan Revision
25Draft

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
$444,000

MoDoT ID
-

Federal ID
5901837

Project From
-

Project To
-

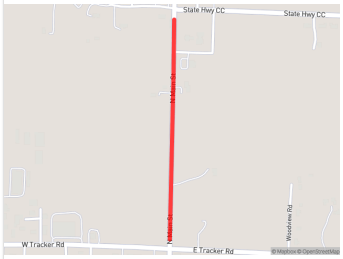
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Engineering and design of the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$355,200	-	-	-	-	$355,200
Engineering	Local	-	$88,800	-	-	-	-	$88,800
Total Engineering		-	$444,000	-	-	-	-	$444,000
Total Programmed		**-**	**$444,000**	**-**	**-**	**-**	**-**	**$444,000**

NX2101-23AM4 - N. MAIN STREET



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$2,341,432

MoDoT ID
SU0216

Federal ID
9901831

Project From
north of Tracker Road

Project To
south of SH-CC

Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	$33,948	$8,623	-	-	-	-	$42,571
Engineering	STBG-U (FHWA)	$135,793	$34,493	-	-	-	-	$170,286
Total Engineering		$169,741	$43,116	-	-	-	-	$212,857
ROW	STBG-U (FHWA)	$113,524	-	-	-	-	-	$113,524
ROW	Local	$28,381	-	-	-	-	-	$28,381
Total ROW		$141,905	-	-	-	-	-	$141,905
Construction	Local	-	$397,334	-	-	-	-	$397,334
Construction	STBG-U (FHWA)	-	$1,589,336	-	-	-	-	$1,589,336
Total Construction		-	$1,986,670	-	-	-	-	$1,986,670
Total Prior Costs		**$311,646**	**-**	**-**	**-**	**-**	**-**	**$311,646**
Total Programmed		**$311,646**	**$2,029,786**	**-**	**-**	**-**	**-**	**$2,341,432**

NX2301-24A4 - DOWNTOWN N. MAIN STREET



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$497,516

MoDoT ID
-

Federal ID
9901839

Project From
Route 14

Project To
North Street

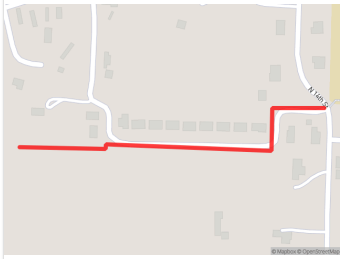
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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

Funding Source Notes
Non-Federal Funding Source: City of Nixa; FYI: Other funding of $206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Other	-	$206,000	-	-	-	-	$206,000
Engineering	Local	-	$51,516	-	-	-	-	$51,516
Total Engineering		-	$257,516	-	-	-	-	$257,516
ROW	Local	-	$40,000	-	-	-	-	$40,000
ROW	STBG-U (FHWA)	-	$200,000	-	-	-	-	$200,000
Total ROW		-	$240,000	-	-	-	-	$240,000
Total Programmed		**-**	**$497,516**	**-**	**-**	**-**	**-**	**$497,516**

OK2302-24A3 - CHADWICK FLYER SPUR TO OHS



Plan Revision
25Draft

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
$335,571

MoDoT ID
-

Federal ID
9901851

Project From
-

Project To
-

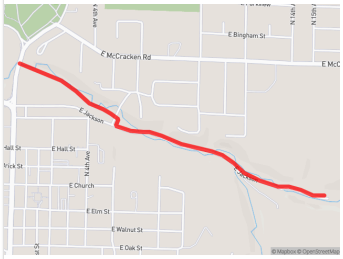
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	$9,772	-	-	-	-	-	$9,772
Engineering	TAP (FHWA)	$39,088	-	-	-	-	-	$39,088
Total Engineering		$48,860	-	-	-	-	-	$48,860
Construction	Local	-	$57,342	-	-	-	-	$57,342
Construction	TAP (FHWA)	-	$229,369	-	-	-	-	$229,369
Total Construction		-	$286,711	-	-	-	-	$286,711
Total Prior Costs		**$48,860**	**-**	**-**	**-**	**-**	**-**	**$48,860**
Total Programmed		**$48,860**	**$286,711**	**-**	**-**	**-**	**-**	**$335,571**

OK2303-23AM4 - GARRISON SPRINGS TRAIL



Plan Revision
25Draft

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
$550,000

MoDoT ID
-

Federal ID
9901852

Project From
-

Project To
-

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	$110,000	-	-	-	-	$110,000
Construction	TAP (FHWA)	-	$440,000	-	-	-	-	$440,000
Total Construction		-	$550,000	-	-	-	-	$550,000
Total Programmed		**-**	**$550,000**	**-**	**-**	**-**	**-**	**$550,000**

OK2304-24AM7 - CHADWICK FLYER US 65 CROSSING



Plan Revision
25Draft

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
$4,001,243

MoDoT ID
-

Federal ID
9901849

Project From
-

Project To
-

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

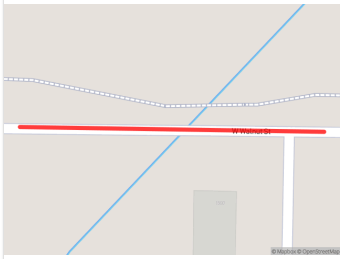
Project Description
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: $375,000 Christian County STBG-U

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$230,688	$69,312	-	-	-	-	$300,000
Engineering	Local	$72,090	$39,039	-	-	-	-	$111,129
Engineering	TAP (FHWA)	$57,672	$86,843	-	-	-	-	$144,515
Total Engineering		$360,450	$195,194	-	-	-	-	$555,644
ROW	Other	-	$201,550	-	-	-	-	$201,550
ROW	Local	-	$34,750	-	-	-	-	$34,750
ROW	TAP (FHWA)	-	$19,600	-	-	-	-	$19,600
ROW	STBG-U (FHWA)	-	$19,600	-	-	-	-	$19,600
Total ROW		-	$275,500	-	-	-	-	$275,500
Construction	Other	-	$43,700	-	-	-	-	$43,700
Construction	Local	-	$354,370	-	-	-	-	$354,370
Construction	STBG-U (FHWA)	-	$256,394	-	-	-	-	$256,394
Construction	MO-ARPA	-	$1,179,750	-	-	-	-	$1,179,750
Construction	TAP (FHWA)	-	$1,335,885	-	-	-	-	$1,335,885
Total Construction		-	$3,170,099	-	-	-	-	$3,170,099
Total Prior Costs		**$360,450**	**-**	**-**	**-**	**-**	**-**	**$360,450**
Total Programmed		**$360,450**	**$3,640,793**	**-**	**-**	**-**	**-**	**$4,001,243**

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$300,000	-	-	-	-	-	$300,000
Engineering	Local	$111,129	-	-	-	-	-	$111,129
Engineering	TAP (FHWA)	$144,515	-	-	-	-	-	$144,515
Total Engineering		$555,644	-	-	-	-	-	$555,644
ROW	STBG-U (FHWA)	-	$19,600	-	-	-	-	$19,600
ROW	Other	-	$201,550	-	-	-	-	$201,550
ROW	Local	-	$34,750	-	-	-	-	$34,750
ROW	TAP (FHWA)	-	$19,600	-	-	-	-	$19,600
Total ROW		-	$275,500	-	-	-	-	$275,500
Construction	STBG-U (FHWA)	-	$55,400	-	-	-	-	$55,400
Construction	Other	-	$43,700	-	-	-	-	$43,700
Construction	Local	-	$304,121	-	-	-	-	$304,121
Construction	TAP (FHWA)	-	$1,335,885	-	-	-	-	$1,335,885
Construction	MO-ARPA	-	$1,179,750	-	-	-	-	$1,179,750
Total Construction		-	$2,918,856	-	-	-	-	$2,918,856
Total Prior Costs		**$555,644**	**-**	**-**	**-**	**-**	**-**	**$555,644**
Total Programmed		**$555,644**	**$3,194,356**	**-**	**-**	**-**	**-**	**$3,750,000**

SP2104-23A2 - WALNUT STREET BRIDGE



Plan Revision
25Draft

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
$4,574,196

MoDoT ID
-

Federal ID
5901819

Project From
Jordan Creek

Project To
-

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

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
ROW	STBG-U (FHWA)	$240,000	-	-	-	-	-	$240,000
ROW	Local	$60,000	-	-	-	-	-	$60,000
Total ROW		$300,000	-	-	-	-	-	$300,000
Construction	Local	-	$854,839	-	-	-	-	$854,839
Construction	BRO (FHWA)	-	$3,419,357	-	-	-	-	$3,419,357
Total Construction		-	$4,274,196	-	-	-	-	$4,274,196
Total Prior Costs		**$300,000**	**-**	**-**	**-**	**-**	**-**	**$300,000**
Total Programmed		**$300,000**	**$4,274,196**	**-**	**-**	**-**	**-**	**$4,574,196**

SP2202-23AM2 - TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS

Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Other

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,500,000

MoDoT ID
-

Federal ID
5901824

Project From
-

Project To
-

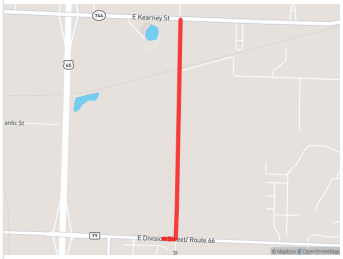
Project Considerations
Bike/Ped Plan

Project Description
Signal replacements at various locations in the City of Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$125,230	-	-	-	-	-	$125,230
Engineering	Local	$31,307	-	-	-	-	-	$31,307
Total Engineering		$156,537	-	-	-	-	-	$156,537
ROW	STBG-U (FHWA)	-	$4,000	-	-	-	-	$4,000
ROW	Local	-	$1,000	-	-	-	-	$1,000
Total ROW		-	$5,000	-	-	-	-	$5,000
Construction	STBG-U (FHWA)	-	$1,070,770	-	-	-	-	$1,070,770
Construction	Local	-	$267,693	-	-	-	-	$267,693
Total Construction		-	$1,338,463	-	-	-	-	$1,338,463
Total Prior Costs		**$156,537**	**-**	**-**	**-**	**-**	**-**	**$156,537**
Total Programmed		**$156,537**	**$1,343,463**	**-**	**-**	**-**	**-**	**$1,500,000**

SP2312-23A2 - LECOMPTE ROAD IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,012,020

MoDoT ID
-

Federal ID
-

Project From
Division Street

Project To
BNSF RR

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

Project Description
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.

Funding Source Notes
Non-Federal Funding Source: City of Springfield and the Erlen Group; FYI: $1,500,000 EDA Grant, remaining funding cost share between Erlen Group and Springfield (50/50)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Other	-	$2,756,010	-	-	-	-	$2,756,010
Construction	Local	-	$1,256,010	-	-	-	-	$1,256,010
Total Construction		-	$4,012,020	-	-	-	-	$4,012,020
Total Programmed		**-**	**$4,012,020**	**-**	**-**	**-**	**-**	**$4,012,020**

SP2313-23A3 - LECOMPTE/EASTGATE TRAIL



Plan Revision
25Draft

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
$478,950

MoDoT ID
-

Federal ID
5901826

Project From
-

Project To
-

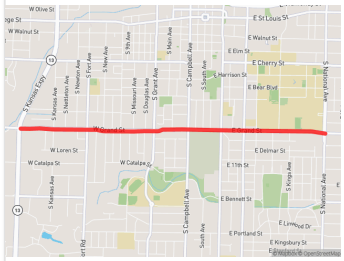
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Construction of Trail along LeCompte/Eastgate from Division north to BNSF RR.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	TAP (FHWA)	-	-	$383,160	-	-	-	$383,160
Construction	Local	-	-	$95,790	-	-	-	$95,790
Total Construction		-	-	$478,950	-	-	-	$478,950
Total Programmed		**-**	**-**	**$478,950**	**-**	**-**	**-**	**$478,950**

SP2314-24A1 - GRAND STREET TRAIL



Plan Revision
25Draft

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
$300,000

MoDoT ID
-

Federal ID
5901831

Project From
Kansas Expressway

Project To
National Avenue

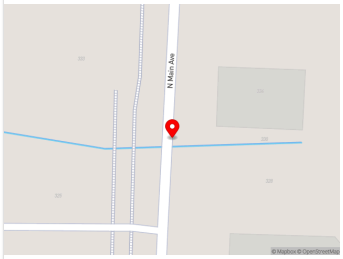
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$240,000	-	-	-	-	$240,000
Engineering	Local	-	$60,000	-	-	-	-	$60,000
Total Engineering		-	$300,000	-	-	-	-	$300,000
Total Programmed		**-**	**$300,000**	**-**	**-**	**-**	**-**	**$300,000**

SP2402-24 - MAIN AVENUE BRIDGE OVER JORDAN CREEK



Plan Revision
25Draft

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
Environmental Justice Area, 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	FY2025	FY2026	FY2027	FY2028	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**

SP2404-24 - TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS

Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
ITS

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$3,062,500

MoDoT ID
-

Federal ID
5900850

Project From
-

Project To
-

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
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.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	$2,450,000	-	-	-	-	$2,450,000
Construction	Local	-	$612,500	-	-	-	-	$612,500
Total Construction		-	$3,062,500	-	-	-	-	$3,062,500
Total Programmed		**-**	**$3,062,500**	**-**	**-**	**-**	**-**	**$3,062,500**

SP2405-24 - SPRINGFIELD PAVEMENT RESURFACING, VARIOUS ROUTES

Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Pavement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,856,250

MoDoT ID
-

Federal ID
5900851

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Resurfacing of various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	$971,250	-	-	-	-	$971,250
Construction	STBG-U (FHWA)	-	$3,885,000	-	-	-	-	$3,885,000
Total Construction		-	$4,856,250	-	-	-	-	$4,856,250
Total Programmed		**-**	**$4,856,250**	**-**	**-**	**-**	**-**	**$4,856,250**

SP2406-24 - SPRINGFIELD ADA IMPROVEMENTS, VARIOUS ROUTES

Plan Revision
25Draft

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
$1,456,250

MoDoT ID
-

Federal ID
5900852

Project From
-

Project To
-

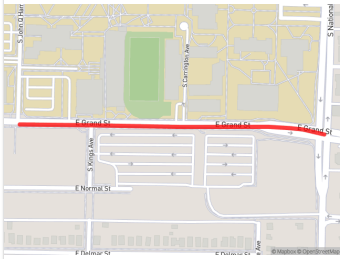
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Sidewalk and intersection sidewalk ramp improvements on various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	$291,250	-	-	-	-	$291,250
Construction	STBG-U (FHWA)	-	$1,165,000	-	-	-	-	$1,165,000
Total Construction		-	$1,456,250	-	-	-	-	$1,456,250
Total Programmed		**-**	**$1,456,250**	**-**	**-**	**-**	**-**	**$1,456,250**

SP2501-22 - GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS



Plan Revision
25Draft

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

Environmental Justice Area, Bike/Ped Plan

Project Description

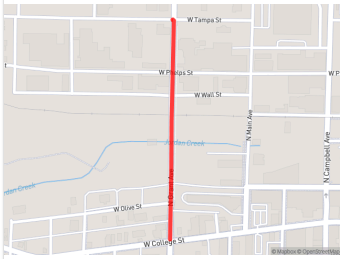
Safety and pedestrian improvements on Grand Street from John Q. Hammons Avenue to National Avenue.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	-	-	-	$400,000	-	$400,000
Engineering	Local	-	-	-	-	$100,000	-	$100,000
Total Engineering		-	-	-	-	$500,000	-	$500,000
Construction	STBG-U (FHWA)	-	-	-	-	$1,200,000	-	$1,200,000
Construction	Local	-	-	-	-	$300,000	-	$300,000
Total Construction		-	-	-	-	$1,500,000	-	$1,500,000
Total Programmed		**-**	**-**	**-**	**-**	**$2,000,000**	**-**	**$2,000,000**

SP2502-24A4 - GRANT AVENUE VIADUCT



Plan Revision
25Draft

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.

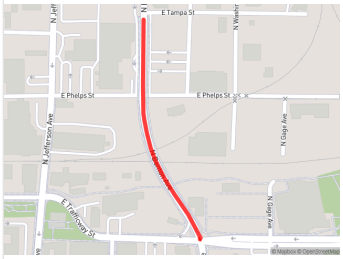
Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Rehabilitation/maintenance of the Grant Avenue Viaduct

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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
25Draft

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.

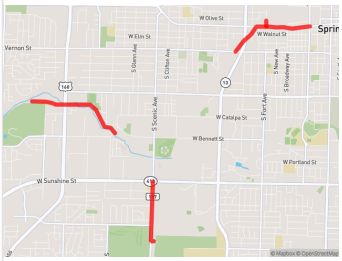
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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	FY2025	FY2026	FY2027	FY2028	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**

SP2515-25 - RAISE UNGAP THE MAP



Plan Revision
25Draft

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

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

Project Description

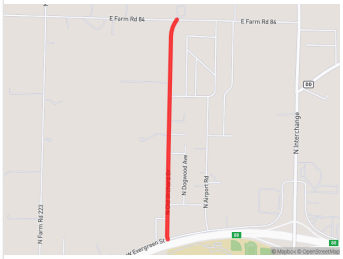
PE, ROW, and construction of three trail segments and associated improvements as described in City of Springfield's RAISE application - Jordan Creek Greenway, Wilson's Creek Greenway, and the Trail of Tears Greenway.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	RAISE	-	$4,279,710	-	-	-	-	$4,279,710
Total Engineering		-	$4,279,710	-	-	-	-	$4,279,710
ROW	RAISE	-	$210,000	-	-	-	-	$210,000
Total ROW		-	$210,000	-	-	-	-	$210,000
Construction	RAISE	-	$20,332,603	-	-	-	-	$20,332,603
Total Construction		-	$20,332,603	-	-	-	-	$20,332,603
Total Programmed		**-**	**$24,822,313**	**-**	**-**	**-**	**-**	**$24,822,313**

ST2202-20A10 - N. OLD ORCHARD ROAD IMPROVEMENTS



Plan Revision
25Draft

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

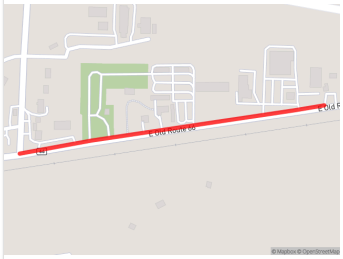
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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**

ST2302-23A4 - ROUTE OO EAST SIDEWALKS



Plan Revision
25Draft

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
$245,008

MoDoT ID
-

Federal ID
9901858

Project From
Route 125

Project To
East of Dollar General

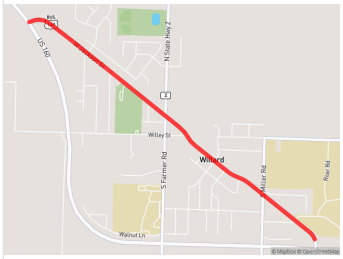
Project Considerations
Bike/Ped Plan

Project Description
Sidewalk along Route OO from Route 125 to just east of Dollar General.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	$5,196	-	-	-	-	-	$5,196
Engineering	TAP (FHWA)	$20,783	-	-	-	-	-	$20,783
Total Engineering		$25,979	-	-	-	-	-	$25,979
Construction	TAP (FHWA)	-	$175,223	-	-	-	-	$175,223
Construction	Local	-	$43,806	-	-	-	-	$43,806
Total Construction		-	$219,029	-	-	-	-	$219,029
Total Prior Costs		**$25,979**	**-**	**-**	**-**	**-**	**-**	**$25,979**
Total Programmed		**$25,979**	**$219,029**	**-**	**-**	**-**	**-**	**$245,008**

WI2301-23 - JACKSON STREET RESURFACING



Plan Revision
25Draft

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Pavement

Lead Agency
City of Willard

County
Greene County

Municipality
Willard

Status
Programmed

Total Cost
$446,641

MoDoT ID
-

Federal ID
5944805

Project From
Highway 160

Project To
Tower

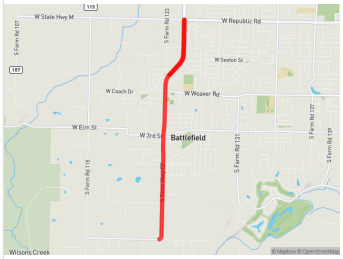
Project Considerations
Environmental Justice Area, Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	$7,563	-	-	-	-	-	$7,563
Engineering	STBG-U (FHWA)	$30,253	-	-	-	-	-	$30,253
Total Engineering		$37,816	-	-	-	-	-	$37,816
Construction	Local	-	$81,765	-	-	-	-	$81,765
Construction	STBG-U (FHWA)	-	$327,060	-	-	-	-	$327,060
Total Construction		-	$408,825	-	-	-	-	$408,825
Total Prior Costs		**$37,816**	**-**	**-**	**-**	**-**	**-**	**$37,816**
Total Programmed		**$37,816**	**$408,825**	**-**	**-**	**-**	**-**	**$446,641**

BA2202-22A3 - ROUTE FF CORRIDOR IMPROVEMENTS SCOPING



Plan Revision
25Draft

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

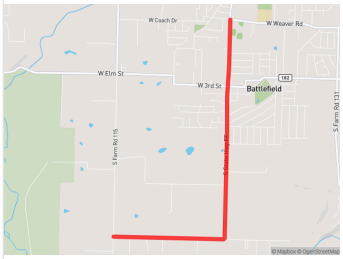
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
Scoping for corridor improvements on Route FF 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$30,000	$10,000	$10,000	$10,000	$10,000	-	$70,000
Engineering	MoDOT-AC	$120,000	$40,000	$40,000	$40,000	$40,000	-	$280,000
Total Engineering		$150,000	$50,000	$50,000	$50,000	$50,000	-	$350,000
Total Prior Costs		**$150,000**	**-**	**-**	**-**	**-**	**-**	**$150,000**
Total Programmed		**$150,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$350,000**

BA2301-23 - ROUTE FF PAVEMENT RESURFACING



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
$545,000

MoDoT ID
JSU0018

Federal ID
S605012

Project From
Weaver Rd

Project To
Haseltine Rd

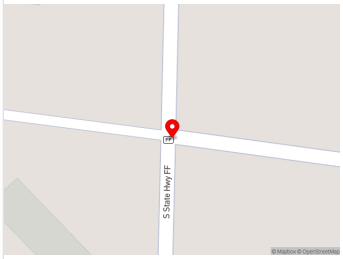
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
Pavement resurfacing on Route FF 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$800	$3,600	$13,400	-	-	-	$17,800
Engineering	MoDOT-AC	$3,200	$14,400	$53,600	-	-	-	$71,200
Total Engineering		$4,000	$18,000	$67,000	-	-	-	$89,000
Construction	MoDOT	-	-	$91,200	-	-	-	$91,200
Construction	MoDOT-AC	-	-	$364,800	-	-	-	$364,800
Total Construction		-	-	$456,000	-	-	-	$456,000
Total Prior Costs		**$4,000**	**-**	**-**	**-**	**-**	**-**	**$4,000**
Total Programmed		**$4,000**	**$18,000**	**$523,000**	**-**	**-**	**-**	**$545,000**

BA2401-24 - SCOPING FOR FF INTERSECTION IMPROVEMENTS AT WEAVER ROAD



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
$150,000

MoDoT ID
JSU0189

Federal ID
-

Project From
-

Project To
-

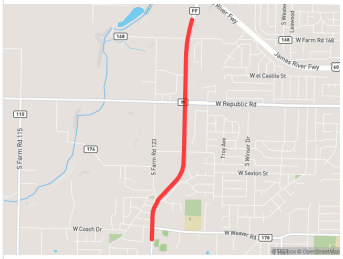
Project Considerations
Bike/Ped Plan

Project Description
Scoping for Route FF intersection improvements at Weaver Road in Battlefield.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$20,000	$4,000	$2,000	$2,000	$2,000	-	$30,000
Engineering	STBG (FHWA)	$80,000	$16,000	$8,000	$8,000	$8,000	-	$120,000
Total Engineering		$100,000	$20,000	$10,000	$10,000	$10,000	-	$150,000
Total Prior Costs		**$100,000**	**-**	**-**	**-**	**-**	**-**	**$100,000**
Total Programmed		**$100,000**	**$20,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$150,000**

BA2501-25 - SCOPING RT FF PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
$8,000

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

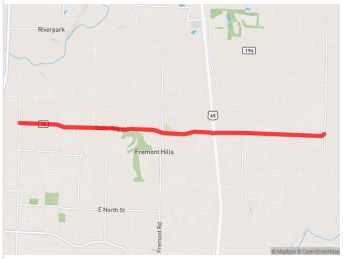
Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$1,600	$1,600	$1,600	$1,600	-	$6,400
Engineering	MoDOT	-	$400	$400	$400	$400	-	$1,600
Total Engineering		-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Programmed		**-**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$8,000**

CC0901 - ROUTES CC/J/NN SCOPING



Plan Revision
25Draft

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

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

Project Description

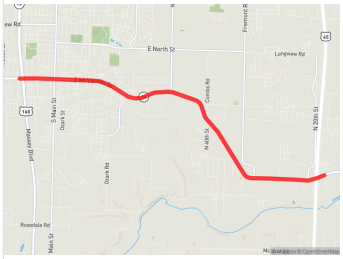
Scoping for capacity and safety improvements on Routes CC/J/NN from Main Street in Nixa to Pheasant Road in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	$43,200	$8,000	$8,000	-	-	-	$59,200
Engineering	MoDOT	$86,000	$2,000	$2,000	-	-	-	$90,000
Engineering	MoDOT-AC	$3,200	-	-	-	-	-	$3,200
Engineering	STP (FHWA)	$1,600	-	-	-	-	-	$1,600
Total Engineering		$134,000	$10,000	$10,000	-	-	-	$154,000
Total Prior Costs		**$134,000**	**-**	**-**	**-**	**-**	**-**	**$134,000**
Total Programmed		**$134,000**	**$10,000**	**$10,000**	**-**	**-**	**-**	**$154,000**

CC1703 - SCOPING FOR ROUTE 14 ROADWAY IMPROVEMENTS



Plan Revision
25Draft

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

Environmental Justice Area, 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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$1,149,000	$2,000	$2,000	-	-	-	$1,153,000
Engineering	STBG (FHWA)	$40,000	$8,000	$8,000	-	-	-	$56,000
Engineering	STP (FHWA)	$4,000	-	-	-	-	-	$4,000
Total Engineering		$1,193,000	$10,000	$10,000	-	-	-	$1,213,000
Total Prior Costs		**$1,193,000**	**-**	**-**	**-**	**-**	**-**	**$1,193,000**
Total Programmed		**$1,193,000**	**$10,000**	**$10,000**	**-**	**-**	**-**	**$1,213,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Christian County

Municipality
Unincorporated Christian County

Status
Programmed

Total Cost
$43,000

MoDoT ID
JSU0103

Federal ID
-

Project From
0.1 mile north of Lindenlure Drive

Project To
-

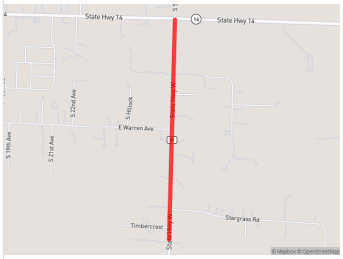
Project Considerations
Environmental Justice Area

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$900	$1,100	-	-	-	-	$2,000
Engineering	SAFETY (FHWA)	$8,100	$9,900	-	-	-	-	$18,000
Total Engineering		$9,000	$11,000	-	-	-	-	$20,000
Construction	SAFETY (FHWA)	-	$20,700	-	-	-	-	$20,700
Construction	MoDOT	-	$2,300	-	-	-	-	$2,300
Total Construction		-	$23,000	-	-	-	-	$23,000
Total Prior Costs		**$9,000**	**-**	**-**	**-**	**-**	**-**	**$9,000**
Total Programmed		**$9,000**	**$34,000**	**-**	**-**	**-**	**-**	**$43,000**

CC2302-23 - RT W PAVEMENT RESURFACING NEAR OZARK



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Christian County

Municipality
Unincorporated Christian County

Status
Programmed

Total Cost
$237,000

MoDoT ID
JSU0012

Federal ID
S605030

Project From
Rte. 14

Project To
South of Timbercrest Road

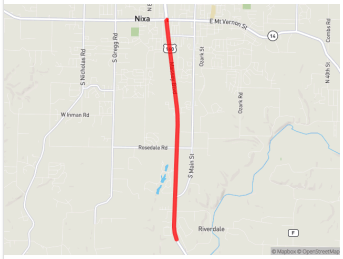
Project Considerations
Bike/Ped Plan,
Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$3,200	$800	$800	$800	$1,600	$17,600	$24,800
Engineering	MoDOT	$800	$200	$200	$200	$400	$4,400	$6,200
Total Engineering		$4,000	$1,000	$1,000	$1,000	$2,000	$22,000	$31,000
Construction	MoDOT-AC	-	-	-	-	-	$164,800	$164,800
Construction	MoDOT	-	-	-	-	-	$41,200	$41,200
Total Construction		-	-	-	-	-	$206,000	$206,000
Total Prior Costs		**$4,000**	**-**	**-**	**-**	**-**	**-**	**$4,000**
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$228,000**	**$228,000**
Total Programmed		**$4,000**	**$1,000**	**$1,000**	**$1,000**	**$2,000**	**$228,000**	**$237,000**

CC2501-25 - SCOPING US 160 PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$8,000

MoDoT ID
JSU0264

Federal ID
-

Project From
Rte. 14 in Nixa

Project To
0.4 mile north of Finley River

Project Considerations

Environmental Justice Area

Project Description

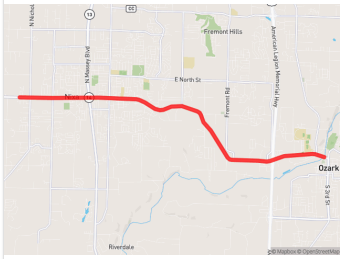
Scoping for pavement improvements from Rte. 14 in Nixa to 0.4 mile north of Finely River.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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 Programmed		**-**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$8,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa, Ozark

Status
Programmed

Total Cost
$20,000

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

Environmental Justice Area

Project Description

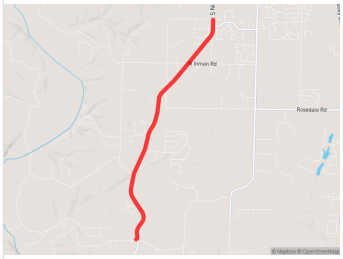
Scoping for pavement improvements from 0.2 mile west of Rte. M in Nixa to Finely River Bridge in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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 Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

CC2503-25 - SCOPING RTE M PAVEMENT IMPROVEMENTS NIXA



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$20,000

MoDoT ID
JSU0263

Federal ID
-

Project From
1.0 mile south of Rte. 14 in Nixa

Project To
Shelvin Rock Road

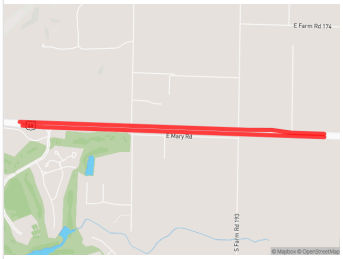
Project Considerations
Environmental Justice Area

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	MoDOT	-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Total Engineering		-	$5,000	$5,000	$5,000	$5,000	-	$20,000
Total Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

GR1403-18A1 - CAPITAL IMPROVEMENTS ON ROUTE 60 EAST



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$28,747,000

MoDoT ID
J8P0683G

Federal ID
0602094

Project From
0.2 mile W. of Highland Springs Blvd.

Project To
0.3 mile E. of Rte. 193

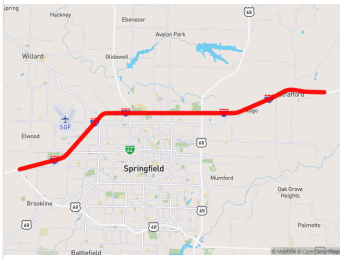
Project Considerations
Environmental Justice Area, Advance Construction

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$191,800	$60,000	$80,000	$80,000	$100,000	$744,400	$1,256,200
Engineering	MoDOT-AC	$3,200	-	-	-	-	-	$3,200
Engineering	NHPP (FHWA)	$756,000	$240,000	$320,000	$320,000	$400,000	$2,977,600	$5,013,600
Total Engineering		$951,000	$300,000	$400,000	$400,000	$500,000	$3,722,000	$6,273,000
ROW	MoDOT	-	-	-	-	$106,800	-	$106,800
ROW	NHPP (FHWA)	-	-	-	-	$427,200	-	$427,200
Total ROW		-	-	-	-	$534,000	-	$534,000
Construction	NHPP (FHWA)	-	-	-	-	-	$17,552,000	$17,552,000
Construction	MoDOT	-	-	-	-	-	$4,388,000	$4,388,000
Total Construction		-	-	-	-	-	$21,940,000	$21,940,000
Total Prior Costs		**$951,000**	**-**	**-**	**-**	**-**	**-**	**$951,000**
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$25,662,000**	**$25,662,000**
Total Programmed		**$951,000**	**$300,000**	**$400,000**	**$400,000**	**$1,034,000**	**$25,662,000**	**$28,747,000**

GR1801-18 - SCOPING FOR I-44 SAFETY IMPROVEMENTS



Plan Revision
25Draft

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
J8I3134

Federal ID
-

Project From
Rte. 360

Project To
2.0 miles east of Rte. 125

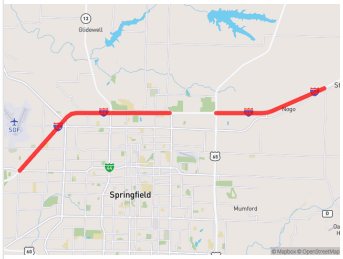
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$8,300	$200	$200	$200	$200	-	$9,100
Engineering	SAFETY (FHWA)	$74,700	$1,800	$1,800	$1,800	$1,800	-	$81,900
Total Engineering		$83,000	$2,000	$2,000	$2,000	$2,000	-	$91,000
Total Prior Costs		**$83,000**	**-**	**-**	**-**	**-**	**-**	**$83,000**
Total Programmed		**$83,000**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$91,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$10,919,000

MoDoT ID
J8I3225

Federal ID
0442335

Project From
0.6 miles west of Rte. 266 (Chestnut Expy), Rte. 65

Project To
Rte. H (Glenstone Ave), 0.5 miles east of Rte. 125

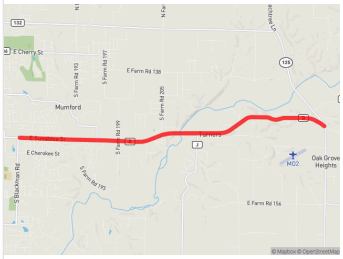
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
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.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$375,500	$881,600	-	-	-	-	$1,257,100
Engineering	MoDOT	$78,500	$220,400	-	-	-	-	$298,900
Total Engineering		$454,000	$1,102,000	-	-	-	-	$1,556,000
Construction	NHPP (FHWA)	-	$7,490,400	-	-	-	-	$7,490,400
Construction	MoDOT	-	$1,872,600	-	-	-	-	$1,872,600
Total Construction		-	$9,363,000	-	-	-	-	$9,363,000
Total Prior Costs		**$454,000**	**-**	**-**	**-**	**-**	**-**	**$454,000**
Total Programmed		**$454,000**	**$10,465,000**	**-**	**-**	**-**	**-**	**$10,919,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$1,831,000

MoDoT ID
J8S3215

Federal ID
S604042

Project From
east of Blackman Road

Project To
Rte. 125

Project Considerations

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

Project Description

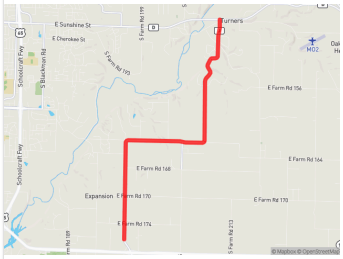
Pavement resurfacing on Route D from east of Blackman Road to Route 125 east of Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$32,000	$8,000	$152,000	-	-	-	$192,000
Engineering	MoDOT	$8,000	$2,000	$38,000	-	-	-	$48,000
Total Engineering		$40,000	$10,000	$190,000	-	-	-	$240,000
Construction	MoDOT	-	-	$318,200	-	-	-	$318,200
Construction	MoDOT-AC	-	-	$1,272,800	-	-	-	$1,272,800
Total Construction		-	-	$1,591,000	-	-	-	$1,591,000
Total Prior Costs		**$40,000**	**-**	**-**	**-**	**-**	**-**	**$40,000**
Total Programmed		**$40,000**	**$10,000**	**$1,781,000**	**-**	**-**	**-**	**$1,831,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$1,225,000

MoDoT ID
J8S3211

Federal ID
S604039

Project From
Rte. D

Project To
0.3 mile north of Rte. 60

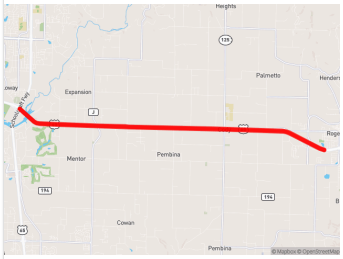
Project Considerations
Environmental Justice Area, Advance Construction

Project Description
Pavement resurfacing and add rumblestripes 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$12,000	$24,800	$97,600	-	-	-	$134,400
Engineering	MoDOT	$3,000	$6,200	$24,400	-	-	-	$33,600
Total Engineering		$15,000	$31,000	$122,000	-	-	-	$168,000
Construction	MoDOT	-	-	$211,400	-	-	-	$211,400
Construction	MoDOT-AC	-	-	$845,600	-	-	-	$845,600
Total Construction		-	-	$1,057,000	-	-	-	$1,057,000
Total Prior Costs		**$15,000**	**-**	**-**	**-**	**-**	**-**	**$15,000**
Total Programmed		**$15,000**	**$31,000**	**$1,179,000**	**-**	**-**	**-**	**$1,225,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$35,000

MoDoT ID
J8P3251

Federal ID
-

Project From
Rte. 65

Project To
east of Rte. VV

Project Considerations

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

Project Description

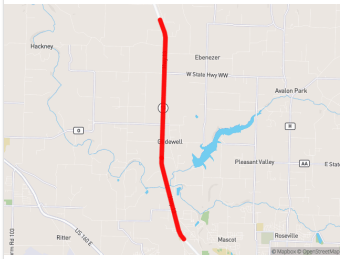
Scoping to extend Ozarks Traffic ITS on Route 60 from Route 65 in Springfield to east of Route VV in Rogersville.

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$3,000	$1,000	$1,000	$1,000	$1,000	-	$7,000
Engineering	MoDOT-AC	$12,000	$4,000	$4,000	$4,000	$4,000	-	$28,000
Total Engineering		$15,000	$5,000	$5,000	$5,000	$5,000	-	$35,000
Total Prior Costs		**$15,000**	**-**	**-**	**-**	**-**	**-**	**$15,000**
Total Programmed		**$15,000**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$35,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$160,000

MoDoT ID
JSU0125

Federal ID
-

Project From
0.3 mile north of Richland Road

Project To
Radio Lane

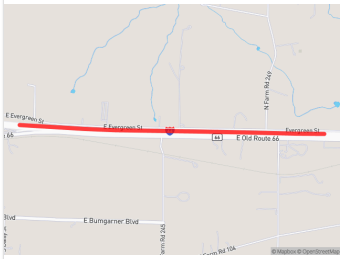
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$90,000	$18,000	$18,000	$18,000	-	-	$144,000
Engineering	MoDOT	$10,000	$2,000	$2,000	$2,000	-	-	$16,000
Total Engineering		$100,000	$20,000	$20,000	$20,000	-	-	$160,000
Total Prior Costs		**$100,000**	**-**	**-**	**-**	**-**	**-**	**$100,000**
Total Programmed		**$100,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**-**	**$160,000**

GR2302-24AM6 - I-44 PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$9,658,000

MoDoT ID
JSU0146

Federal ID
0442346

Project From
0.7 mi east of Rte. 125

Project To
2.1 miles east of Rte. 125

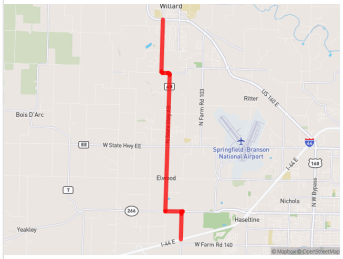
Project Considerations
Environmental Justice Area

Project Description
Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$253,600	$508,800	-	-	-	-	$762,400
Engineering	MoDOT	$63,400	$127,200	-	-	-	-	$190,600
Total Engineering		$317,000	$636,000	-	-	-	-	$953,000
Construction	NHPP (FHWA)	-	$6,964,000	-	-	-	-	$6,964,000
Construction	MoDOT	-	$1,741,000	-	-	-	-	$1,741,000
Total Construction		-	$8,705,000	-	-	-	-	$8,705,000
Total Prior Costs		**$317,000**	**-**	**-**	**-**	**-**	**-**	**$317,000**
Total Programmed		**$317,000**	**$9,341,000**	**-**	**-**	**-**	**-**	**$9,658,000**

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



Plan Revision
25Draft

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

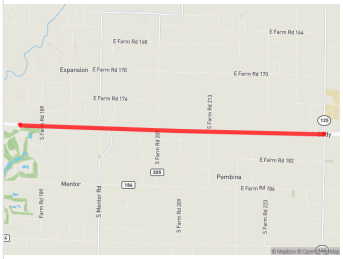
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$4,000	$2,000	$2,000	-	-	-	$8,000
Engineering	MoDOT-AC	$16,000	$8,000	$8,000	-	-	-	$32,000
Total Engineering		$20,000	$10,000	$10,000	-	-	-	$40,000
Total Prior Costs		**$20,000**	**-**	**-**	**-**	**-**	**-**	**$20,000**
Total Programmed		**$20,000**	**$10,000**	**$10,000**	**-**	**-**	**-**	**$40,000**

GR2403-24 - SCOPING FOR CAPITAL IMPROVEMENTS US 60



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$250,000

MoDoT ID
J8P0683F

Federal ID
-

Project From
Rtes. NN/J

Project To
Rte 125

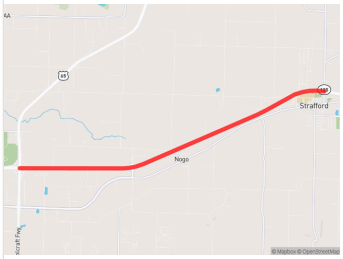
Project Considerations
Environmental Justice Area

Project Description
Scoping for capital improvements on US 60 from Rtes. NN/J to Route 125.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$10,000	$10,000	$10,000	$10,000	$10,000	-	$50,000
Engineering	NHPP (FHWA)	$40,000	$40,000	$40,000	$40,000	$40,000	-	$200,000
Total Engineering		$50,000	$50,000	$50,000	$50,000	$50,000	-	$250,000
Total Prior Costs		**$50,000**	**-**	**-**	**-**	**-**	**-**	**$50,000**
Total Programmed		**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$250,000**

GR2501-25 - SCOPING I-44 CAPITAL IMPROVEMENTS STRAFFORD



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield, Strafford

Status
Programmed

Total Cost
$400,000

MoDoT ID
JSU0323

Federal ID
-

Project From
Rte. 65 in Springfield

Project To
Rte. 125 in Strafford

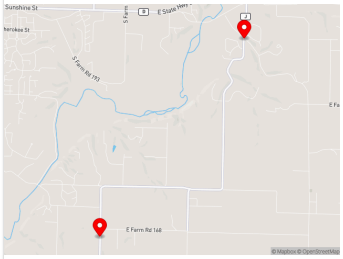
Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	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**

GR2502-25 - RT J BOX CULVERTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$1,228,000

MoDoT ID
JSU0077

Federal ID
-

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

Project To
-

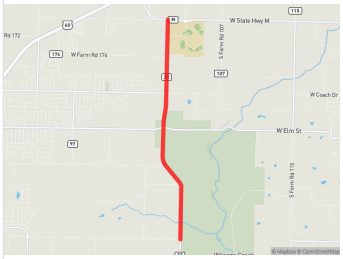
Project Considerations
Environmental Justice Area

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	-	$80,000	$160,800	-	-	-	$240,800
Engineering	MoDOT	-	$20,000	$40,200	-	-	-	$60,200
Total Engineering		-	$100,000	$201,000	-	-	-	$301,000
ROW	STBG (FHWA)	-	$16,000	-	-	-	-	$16,000
ROW	MoDOT	-	$4,000	-	-	-	-	$4,000
Total ROW		-	$20,000	-	-	-	-	$20,000
Construction	STBG (FHWA)	-	-	$725,600	-	-	-	$725,600
Construction	MoDOT	-	-	$181,400	-	-	-	$181,400
Total Construction		-	-	$907,000	-	-	-	$907,000
Total Programmed		**-**	**$120,000**	**$1,108,000**	**-**	**-**	**-**	**$1,228,000**

GR2503-25 - SCOPING RT ZZ PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic, Unincorporated Greene County

Status
Programmed

Total Cost
$20,000

MoDoT ID
JSU0267

Federal ID
-

Project From
Rte. M

Project To
Farm Road 194

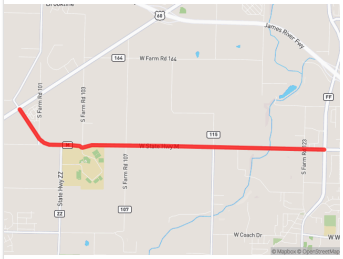
Project Considerations
-

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Engineering	STBG (FHWA)	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Total Engineering		-	$5,000	$5,000	$5,000	$5,000	-	$20,000
Total Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

GR2504-25 - SCOPING RT M PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield, Republic

Status
Programmed

Total Cost
$15,000

MoDoT ID
JSU0265

Federal ID
-

Project From
Rte. 60 in Republic

Project To
Rte. FF in Battlefield

Project Considerations
Environmental Justice Area

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	-	$4,000	$3,200	$2,400	$2,400	-	$12,000
Engineering	MoDOT	-	$1,000	$800	$600	$600	-	$3,000
Total Engineering		-	$5,000	$4,000	$3,000	$3,000	-	$15,000
Total Programmed		**-**	**$5,000**	**$4,000**	**$3,000**	**$3,000**	**-**	**$15,000**

MO1105 - SAFE AND SOUND BRIDGE PROGRAM

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$5,213,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
ROW	MoDOT	$7,000	-	-	-	-	-	$7,000
Total ROW		$7,000	-	-	-	-	-	$7,000
Payment	MoDOT	$4,038,000	$292,000	$292,000	$292,000	$292,000	-	$5,206,000
Total Payment		$4,038,000	$292,000	$292,000	$292,000	$292,000	-	$5,206,000
Total Prior Costs		**$4,045,000**	**-**	**-**	**-**	**-**	**-**	**$4,045,000**
Total Programmed		**$4,045,000**	**$292,000**	**$292,000**	**$292,000**	**$292,000**	**-**	**$5,213,000**

MO1905-22A1 - BRIDGE INSPECTIONS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$291,000

MoDoT ID
-

Federal ID
NBIS818, NBIS819

Project From
-

Project To
-

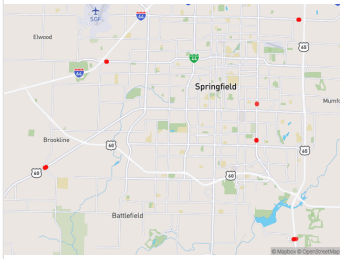
Project Considerations
-

Project Description
Bridge inspections throughout the Ozarks Transportation Organization area.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Maintenance	Local	$31,400	$6,000	$9,000	-	-	-	$46,400
Maintenance	BRO (FHWA)	$125,600	$24,000	$36,000	-	-	-	$185,600
Maintenance	MoDOT	$59,000	-	-	-	-	-	$59,000
Total Maintenance		$216,000	$30,000	$45,000	-	-	-	$291,000
Total Prior Costs		**$216,000**	**-**	**-**	**-**	**-**	**-**	**$216,000**
Total Programmed		**$216,000**	**$30,000**	**$45,000**	**-**	**-**	**-**	**$291,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$3,743,000

MoDoT ID
J8P3236

Federal ID
S604059

Project From
at Mayfair Ave., at Haseltine Rd., at Rte. 65 ramps, at Seminole St, Portland St and Barataria St, at Rte. MM in Republic

Project To
-

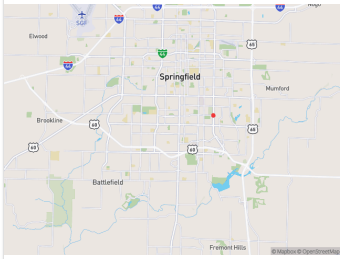
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$133,600	$120,600	-	-	-	-	$254,200
Engineering	MoDOT-AC	$534,400	$482,400	-	-	-	-	$1,016,800
Total Engineering		$668,000	$603,000	-	-	-	-	$1,271,000
ROW	MoDOT-AC	$9,600	-	-	-	-	-	$9,600
ROW	MoDOT	$2,400	-	-	-	-	-	$2,400
Total ROW		$12,000	-	-	-	-	-	$12,000
Construction	MoDOT-AC	-	$1,968,000	-	-	-	-	$1,968,000
Construction	MoDOT	-	$492,000	-	-	-	-	$492,000
Total Construction		-	$2,460,000	-	-	-	-	$2,460,000
Total Prior Costs		**$680,000**	**-**	**-**	**-**	**-**	**-**	**$680,000**
Total Programmed		**$680,000**	**$3,063,000**	**-**	**-**	**-**	**-**	**$3,743,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$3,644,000

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

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

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 and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$24,000	$120,000	$80,000	$82,400	$448,800	-	$755,200
Engineering	MoDOT	$6,000	$30,000	$20,000	$20,600	$112,200	-	$188,800
Total Engineering		$30,000	$150,000	$100,000	$103,000	$561,000	-	$944,000
ROW	MoDOT	-	-	-	$2,600	-	-	$2,600
ROW	MoDOT-AC	-	-	-	$10,400	-	-	$10,400
Total ROW		-	-	-	$13,000	-	-	$13,000
Construction	MoDOT-AC	-	-	-	-	$2,149,600	-	$2,149,600
Construction	MoDOT	-	-	-	-	$537,400	-	$537,400
Total Construction		-	-	-	-	$2,687,000	-	$2,687,000
Total Prior Costs		**$30,000**	**-**	**-**	**-**	**-**	**-**	**$30,000**
Total Programmed		**$30,000**	**$150,000**	**$100,000**	**$116,000**	**$3,248,000**	**-**	**$3,644,000**

MO2214-22A3 - ITS SCOPING AT VARIOUS LOCATIONS

Plan Revision
25Draft

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 and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$120,000	$40,000	$40,000	$40,000	$40,000	-	$280,000
Engineering	MoDOT	$30,000	$10,000	$10,000	$10,000	$10,000	-	$70,000
Total Engineering		$150,000	$50,000	$50,000	$50,000	$50,000	-	$350,000
Total Prior Costs		**$150,000**	**-**	**-**	**-**	**-**	**-**	**$150,000**
Total Programmed		**$150,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$350,000**

MO2405-24 - SCOPING FOR ADA TRANSITION PLAN

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$150,000

MoDoT ID
JSU0188

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$6,000	$6,000	$6,000	$6,000	$6,000	-	$30,000
Engineering	STBG (FHWA)	$24,000	$24,000	$24,000	$24,000	$24,000	-	$120,000
Total Engineering		$30,000	$30,000	$30,000	$30,000	$30,000	-	$150,000
Total Prior Costs		**$30,000**	**-**	**-**	**-**	**-**	**-**	**$30,000**
Total Programmed		**$30,000**	**$30,000**	**$30,000**	**$30,000**	**$30,000**	**-**	**$150,000**

MO2406-24 - SIGN TRUSS INSPECTIONS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$800,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$40,000	$480,000	$40,000	$40,000	$40,000	-	$640,000
Engineering	MoDOT	$10,000	$120,000	$10,000	$10,000	$10,000	-	$160,000
Total Engineering		$50,000	$600,000	$50,000	$50,000	$50,000	-	$800,000
Total Prior Costs		**$50,000**	**-**	**-**	**-**	**-**	**-**	**$50,000**
Total Programmed		**$50,000**	**$600,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$800,000**

MO2407-24 - RETAINING WALL INSPECTIONS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$250,000

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; FYI: EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$40,000	$40,000	$40,000	$40,000	$40,000	-	$200,000
Engineering	MoDOT	$10,000	$10,000	$10,000	$10,000	$10,000	-	$50,000
Total Engineering		$50,000	$50,000	$50,000	$50,000	$50,000	-	$250,000
Total Prior Costs		**$50,000**	**-**	**-**	**-**	**-**	**-**	**$50,000**
Total Programmed		**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$250,000**

MO2501-23 - ON-CALL WORK ZONE ENFORCEMENT (2025)

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$225,000

MoDoT ID
JSU0068

Federal ID
-

Project From
Various

Project To
Various

Project Considerations
-

Project Description
On-call work zone enforcement at various locations in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Payment	MoDOT	-	$22,500	-	-	-	-	$22,500
Payment	SAFETY (FHWA)	-	$202,500	-	-	-	-	$202,500
Total Payment		-	$225,000	-	-	-	-	$225,000
Total Programmed		**-**	**$225,000**	**-**	**-**	**-**	**-**	**$225,000**

MO2503-25 - SCOPING SIGNAL AND LIGHTING

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$40,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$8,000	$8,000	$8,000	$8,000	-	$32,000
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Engineering		-	$10,000	$10,000	$10,000	$10,000	-	$40,000
Total Programmed		**-**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$40,000**

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

Plan Revision
25Draft

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$800	$800	$5,600	$800	-	$8,000
Engineering	MoDOT	-	$200	$200	$1,400	$200	-	$2,000
Total Engineering		-	$1,000	$1,000	$7,000	$1,000	-	$10,000
Total Programmed		**-**	**$1,000**	**$1,000**	**$7,000**	**$1,000**	**-**	**$10,000**

MO2505-25 - SCOPING BRIDGE PREVENTIVE MAINTENANCE

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$40,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$8,000	$8,000	$8,000	$8,000	-	$32,000
Engineering	MoDOT	-	$2,000	$2,000	$4,000	-	-	$8,000
Total Engineering		-	$10,000	$10,000	$12,000	$8,000	-	$40,000
Total Programmed		**-**	**$10,000**	**$10,000**	**$12,000**	**$8,000**	**-**	**$40,000**

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

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$262,000

MoDoT ID
JSU0198

Federal ID
-

Project From
-

Project To
-

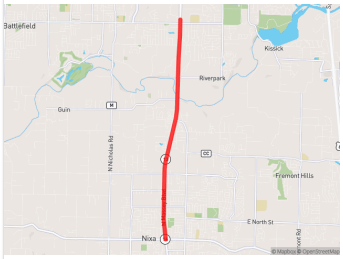
Project Considerations
Advance Construction

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$6,400	$33,600	-	-	-	$40,000
Engineering	MoDOT	-	$1,600	$8,400	-	-	-	$10,000
Total Engineering		-	$8,000	$42,000	-	-	-	$50,000
Construction	MoDOT-AC	-	-	$169,600	-	-	-	$169,600
Construction	MoDOT	-	-	$42,400	-	-	-	$42,400
Total Construction		-	-	$212,000	-	-	-	$212,000
Total Programmed		**-**	**$8,000**	**$254,000**	**-**	**-**	**-**	**$262,000**

MO2507-25 - US 160 PAVEMENT IMPROVEMENT SPRINGFIELD TO NIXA



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Christian County, Greene County

Municipality
Nixa, Springfield

Status
Programmed

Total Cost
$3,792,000

MoDoT ID
JSU0156

Federal ID
-

Project From
0.1 mile north of Plainview Road in Springfield

Project To
Rte. 14 in Nixa.

Project Considerations
Environmental Justice Area

Project Description
Pavement improvement from 0.1 mile north of Plainview Road in Springfield to Rte. 14 in Nixa. Project involves bridge J0930.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$18,400	$75,600	-	-	-	$94,000
Engineering	NHPP (FHWA)	-	$73,600	$302,400	-	-	-	$376,000
Total Engineering		-	$92,000	$378,000	-	-	-	$470,000
Construction	MoDOT	-	-	$664,400	-	-	-	$664,400
Construction	NHPP (FHWA)	-	-	$2,657,600	-	-	-	$2,657,600
Total Construction		-	-	$3,322,000	-	-	-	$3,322,000
Total Programmed		**-**	**$92,000**	**$3,700,000**	**-**	**-**	**-**	**$3,792,000**

MO2508-25 - SCOPING SAFETY IMPROVEMENTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$80,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Engineering	SAFETY (FHWA)	-	$18,000	$18,000	$18,000	$18,000	-	$72,000
Total Engineering		-	$20,000	$20,000	$20,000	$20,000	-	$80,000
Total Programmed		**-**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$80,000**

MO2509-25 - SCOPING BRIDGE PLAN ESTIMATES

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$80,000

MoDoT ID
JSU0238

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Bridge plan estimates at various locations in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$8,000	$8,000	-	-	-	$16,000
Engineering	NHPP (FHWA)	-	$32,000	$32,000	-	-	-	$64,000
Total Engineering		-	$40,000	$40,000	-	-	-	$80,000
Total Programmed		**-**	**$40,000**	**$40,000**	**-**	**-**	**-**	**$80,000**

MO2510-25 - SCOPING SURVEY EXCESS RIGHT OF WAY

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$40,000

MoDoT ID
JSU0243

Federal ID
-

Project From
-

Project To
-

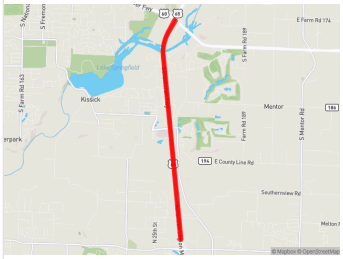
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$10,000	$10,000	$10,000	$10,000	-	$40,000
Total Engineering		-	$10,000	$10,000	$10,000	$10,000	-	$40,000
Total Programmed		**-**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$40,000**

MO2511-25 - SCOPING US 65 PAVEMENT IMPROVEMENTS OZARK



Plan Revision
25Draft

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

Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	MoDOT	-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Total Engineering		-	$5,000	$5,000	$5,000	$5,000	-	$20,000
Total Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

MO2512-25 - SCOPING SIGNAGE IMPROVEMENTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$40,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Engineering	MoDOT-AC	-	$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**

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

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$508,000

MoDoT ID
JSU0197

Federal ID
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$1,000	$17,000	-	-	-	$18,000
Engineering	MoDOT-AC	-	$4,000	$68,000	-	-	-	$72,000
Total Engineering		-	$5,000	$85,000	-	-	-	$90,000
Construction	MoDOT	-	-	$83,600	-	-	-	$83,600
Construction	MoDOT-AC	-	-	$334,400	-	-	-	$334,400
Total Construction		-	-	$418,000	-	-	-	$418,000
Total Programmed		**-**	**$5,000**	**$503,000**	**-**	**-**	**-**	**$508,000**

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

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$773,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$2,000	$25,400	-	-	-	$27,400
Engineering	MoDOT-AC	-	$8,000	$101,600	-	-	-	$109,600
Total Engineering		-	$10,000	$127,000	-	-	-	$137,000
Construction	MoDOT	-	-	$127,200	-	-	-	$127,200
Construction	MoDOT-AC	-	-	$508,800	-	-	-	$508,800
Total Construction		-	-	$636,000	-	-	-	$636,000
Total Programmed		**-**	**$10,000**	**$763,000**	**-**	**-**	**-**	**$773,000**

MO2515-25 - SCOPING MAJOR ROUTE PAVEMENT IMPROVEMENTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$80,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	NHPP (FHWA)	-	$16,000	$16,000	$16,000	$16,000	-	$64,000
Total Engineering		-	$20,000	$20,000	$20,000	$20,000	-	$80,000
Total Programmed		**-**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$80,000**

MO2516-25 - SCOPING MINOR ROUTE PAVEMENT IMPROVEMENTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$40,000

MoDoT ID
JSU0242

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Engineering	STBG (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**

MO2517-25 - SCOPING SIGN REPLACEMENTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$20,000

MoDoT ID
JSU0300

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Scoping for sign replacements at various locations in the Southwest urban District.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	MoDOT	-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Total Engineering		-	$5,000	$5,000	$5,000	$5,000	-	$20,000
Total Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

MO2518-25 - SCOPING FUTURE PROJECTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$80,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	MoDOT-AC	-	$16,000	$16,000	$16,000	$16,000	-	$64,000
Total Engineering		-	$20,000	$20,000	$20,000	$20,000	-	$80,000
Total Programmed		**-**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$80,000**

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

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$1,907,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	-	$6,400	$246,400	-	-	-	$252,800
Engineering	MoDOT	-	$1,600	$61,600	-	-	-	$63,200
Total Engineering		-	$8,000	$308,000	-	-	-	$316,000
Construction	MoDOT-AC	-	-	$1,272,800	-	-	-	$1,272,800
Construction	MoDOT	-	-	$318,200	-	-	-	$318,200
Total Construction		-	-	$1,591,000	-	-	-	$1,591,000
Total Programmed		**-**	**$8,000**	**$1,899,000**	**-**	**-**	**-**	**$1,907,000**

MO2520-25 - SCOPING BRIDGE IMPROVEMENTS

Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$40,000

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$8,000	$8,000	$8,000	$8,000	-	$32,000
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Engineering		-	$10,000	$10,000	$10,000	$10,000	-	$40,000
Total Programmed		**-**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$40,000**

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

Plan Revision
25Draft

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	-	-	$12,600	-	-	-	$12,600
Engineering	MoDOT	-	-	$1,400	-	-	-	$1,400
Total Engineering		-	-	$14,000	-	-	-	$14,000
Construction	SAFETY (FHWA)	-	-	$180,000	-	-	-	$180,000
Construction	MoDOT	-	-	$20,000	-	-	-	$20,000
Total Construction		-	-	$200,000	-	-	-	$200,000
Total Programmed		**-**	**-**	**$214,000**	**-**	**-**	**-**	**$214,000**

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

Plan Revision
25Draft

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
-

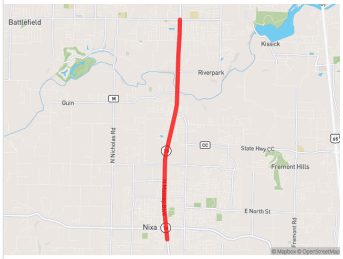
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	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
25Draft

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

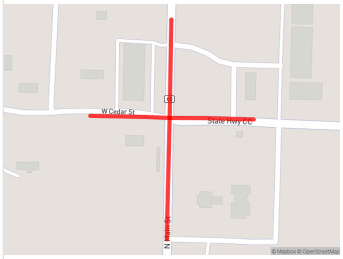
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Scoping for Route 160 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$3,200	$400	$400	$400	$400	-	$4,800
Engineering	NHPP (FHWA)	$12,800	$1,600	$1,600	$1,600	$1,600	-	$19,200
Total Engineering		$16,000	$2,000	$2,000	$2,000	$2,000	-	$24,000
Total Prior Costs		**$16,000**	**-**	**-**	**-**	**-**	**-**	**$16,000**
Total Programmed		**$16,000**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$24,000**

NX2202-22 - ROUTE CC ROUNDABOUT AT MAIN STREET IN NIXA



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$5,169,000

MoDoT ID
J8S0736F

Federal ID
S604093

Project From
At Main Street

Project To
-

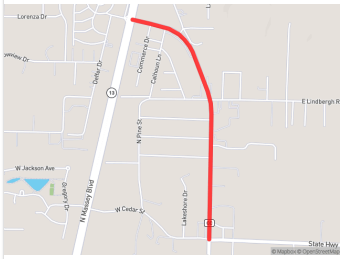
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description
Add roundabout at Route CC and 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$98,000	$189,400	-	-	-	-	$287,400
Engineering	MoDOT-AC	$392,000	$757,600	-	-	-	-	$1,149,600
Total Engineering		$490,000	$947,000	-	-	-	-	$1,437,000
ROW	MoDOT	$20,000	-	-	-	-	-	$20,000
ROW	MoDOT-AC	$80,000	-	-	-	-	-	$80,000
Total ROW		$100,000	-	-	-	-	-	$100,000
Construction	MoDOT-AC	-	$2,905,600	-	-	-	-	$2,905,600
Construction	MoDOT	-	$726,400	-	-	-	-	$726,400
Total Construction		-	$3,632,000	-	-	-	-	$3,632,000
Total Prior Costs		**$590,000**	**-**	**-**	**-**	**-**	**-**	**$590,000**
Total Programmed		**$590,000**	**$4,579,000**	**-**	**-**	**-**	**-**	**$5,169,000**

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



Plan Revision
25Draft

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

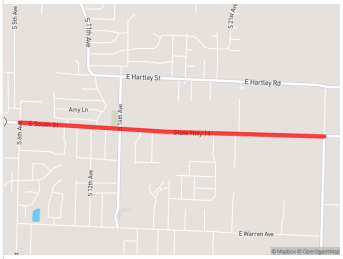
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$24,000	$8,000	$8,000	-	-	-	$40,000
Engineering	MoDOT	$6,000	$2,000	$2,000	-	-	-	$10,000
Total Engineering		$30,000	$10,000	$10,000	-	-	-	$50,000
Total Prior Costs		**$30,000**	**-**	**-**	**-**	**-**	**-**	**$30,000**
Total Programmed		**$30,000**	**$10,000**	**$10,000**	**-**	**-**	**-**	**$50,000**

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



Plan Revision
25Draft

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
6th Avenue

Project To
W

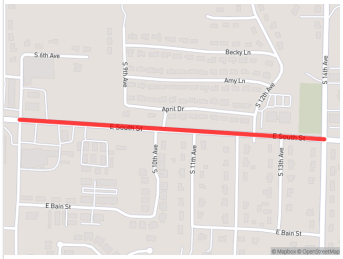
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description
Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$68,600	$10,000	$10,000	$10,000	$10,000	-	$108,600
Engineering	MoDOT-AC	$274,400	$40,000	$40,000	$40,000	$40,000	-	$434,400
Total Engineering		$343,000	$50,000	$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		**$343,000**	**-**	**-**	**-**	**-**	**-**	**$343,000**
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$7,788,000**	**$7,788,000**
Total Programmed		**$343,000**	**$50,000**	**$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
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$8,992,000

MoDoT ID
J8P0583B

Federal ID
S604083

Project From
6th Avenue

Project To
14th Avenue

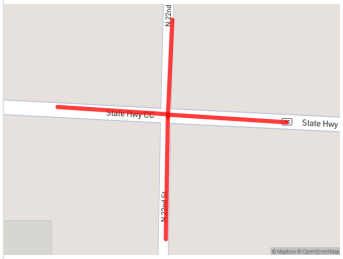
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description
Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$80,000	$80,000	$920,800	$852,800	-	-	$1,933,600
Engineering	MoDOT	$20,000	$20,000	$230,200	$213,200	-	-	$483,400
Total Engineering		$100,000	$100,000	$1,151,000	$1,066,000	-	-	$2,417,000
ROW	MoDOT	-	-	$476,800	-	-	-	$476,800
ROW	MoDOT-AC	-	-	$1,907,200	-	-	-	$1,907,200
Total ROW		-	-	$2,384,000	-	-	-	$2,384,000
Construction	TAP (FHWA)	-	-	-	$134,836	-	-	$134,836
Construction	Local	-	-	-	$67,418	-	-	$67,418
Construction	MoDOT-AC	-	-	-	$3,217,964	-	-	$3,217,964
Construction	MoDOT	-	-	-	$770,782	-	-	$770,782
Total Construction		-	-	-	$4,191,000	-	-	$4,191,000
Total Prior Costs		**$100,000**	**-**	**-**	**-**	**-**	**-**	**$100,000**
Total Programmed		**$100,000**	**$100,000**	**$3,535,000**	**$5,257,000**	**-**	**-**	**$8,992,000**

OK2202-22 - ROUTE CC INTERSECTION IMPROVEMENTS IN OZARK



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$4,274,000

MoDoT ID
J8S0736E

Federal ID
S604078

Project From
Rte. CC and 22nd Street intersection

Project To
-

Project Considerations

Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description

Add intersection turn lane 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$516,000	$516,000	-	-	-	-	$1,032,000
Engineering	MoDOT	$129,000	$129,000	-	-	-	-	$258,000
Total Engineering		$645,000	$645,000	-	-	-	-	$1,290,000
ROW	MoDOT	$73,600	-	-	-	-	-	$73,600
ROW	MoDOT-AC	$294,400	-	-	-	-	-	$294,400
Total ROW		$368,000	-	-	-	-	-	$368,000
Construction	MoDOT-AC	-	$2,092,800	-	-	-	-	$2,092,800
Construction	MoDOT	-	$523,200	-	-	-	-	$523,200
Total Construction		-	$2,616,000	-	-	-	-	$2,616,000
Total Prior Costs		**$1,013,000**	**-**	**-**	**-**	**-**	**-**	**$1,013,000**
Total Programmed		**$1,013,000**	**$3,261,000**	**-**	**-**	**-**	**-**	**$4,274,000**

OK2203-22 - ROUTE J BRIDGE REHABILITATION IN OZARK



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$963,000

MoDoT ID
J8S3245

Federal ID
S605002

Project From
At Route 65, Rte. CC and J intersection

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Add intersection turn lanes at Rtes. CC And J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$52,800	$104,000	-	-	-	-	$156,800
Engineering	MoDOT	$13,200	$26,000	-	-	-	-	$39,200
Total Engineering		$66,000	$130,000	-	-	-	-	$196,000
Construction	MoDOT	-	$153,400	-	-	-	-	$153,400
Construction	NHPP (FHWA)	-	$613,600	-	-	-	-	$613,600
Total Construction		-	$767,000	-	-	-	-	$767,000
Total Prior Costs		**$66,000**	**-**	**-**	**-**	**-**	**-**	**$66,000**
Total Programmed		**$66,000**	**$897,000**	**-**	**-**	**-**	**-**	**$963,000**

OK2204-22 - MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$50,000

MoDoT ID
J8P3249

Federal ID
-

Project From
Third Street

Project To
Rte. NN

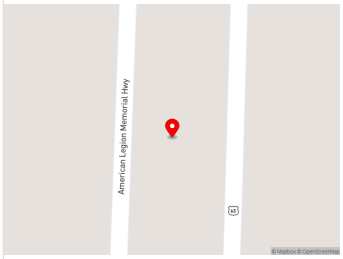
Project Considerations
Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$6,000	$2,000	$2,000	-	-	-	$10,000
Engineering	MoDOT-AC	$24,000	$8,000	$8,000	-	-	-	$40,000
Total Engineering		$30,000	$10,000	$10,000	-	-	-	$50,000
Total Prior Costs		**$30,000**	**-**	**-**	**-**	**-**	**-**	**$30,000**
Total Programmed		**$30,000**	**$10,000**	**$10,000**	**-**	**-**	**-**	**$50,000**

OK2501-25 - SCOPING ELK VALLEY CREEK BRIDGE IMPROVEMENT



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$250,000

MoDoT ID
JSU0322

Federal ID
-

Project From
over Elk Valley Creek

Project To
-

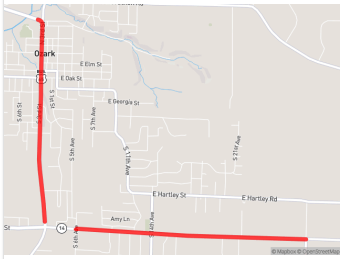
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$40,000	$40,000	$80,000	$40,000	-	$200,000
Engineering	MoDOT	-	$10,000	$10,000	$20,000	$10,000	-	$50,000
Total Engineering		-	$50,000	$50,000	$100,000	$50,000	-	$250,000
Total Programmed		**-**	**$50,000**	**$50,000**	**$100,000**	**$50,000**	**-**	**$250,000**

OK2502-25 - SCOPING FOR RTE 14 PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$8,000

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

Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$1,600	$1,600	$1,600	$1,600	-	$6,400
Engineering	MoDOT	-	$400	$400	$400	$400	-	$1,600
Total Engineering		-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Programmed		**-**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$8,000**

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



Plan Revision
25Draft

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

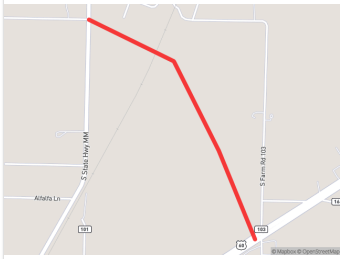
Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Scoping for roadway improvements from Farm Road 194 to West Avenue in Republic.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$28,000	$1,000	$1,000	-	-	-	$30,000
Engineering	NHPP (FHWA)	$52,000	$4,000	$4,000	-	-	-	$60,000
Total Engineering		$80,000	$5,000	$5,000	-	-	-	$90,000
Total Prior Costs		**$80,000**	**-**	**-**	**-**	**-**	**-**	**$80,000**
Total Programmed		**$80,000**	**$5,000**	**$5,000**	**-**	**-**	**-**	**$90,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$37,255,000

MoDoT ID
J8S0836, J8S0836D

Federal ID
S602092

Project From
Farm Road 160

Project To
Route 60

Project Considerations
Environmental Justice Area, 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: $564,000 Open Container, Approved Sidewalk Cost Share to be programmed upon executed agreement ($250,910 TAP); OTO Discretionary Funding Award for MM Underpass ($245,787 CRP)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$1,383,800	$1,259,800	-	-	-	-	$2,643,600
Engineering	STBG (FHWA)	$3,787,200	$5,039,200	-	-	-	-	$8,826,400
Total Engineering		$5,171,000	$6,299,000	-	-	-	-	$11,470,000
ROW	STBG (FHWA)	$2,828,800	-	-	-	-	-	$2,828,800
ROW	MoDOT	$707,200	-	-	-	-	-	$707,200
Total ROW		$3,536,000	-	-	-	-	-	$3,536,000
Construction	TAP (FHWA)	-	$496,697	-	-	-	-	$496,697
Construction	STBG (FHWA)	-	$16,738,503	-	-	-	-	$16,738,503
Construction	MoDOT	-	$3,889,360	-	-	-	-	$3,889,360
Construction	SAFETY (FHWA)	-	$564,000	-	-	-	-	$564,000
Construction	Local	-	$560,440	-	-	-	-	$560,440
Total Construction		-	$22,249,000	-	-	-	-	$22,249,000
Total Prior Costs		**$8,707,000**	**-**	**-**	**-**	**-**	**-**	**$8,707,000**
Total Programmed		**$8,707,000**	**$28,548,000**	**-**	**-**	**-**	**-**	**$37,255,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$600,000

MoDoT ID
JSU0043

Federal ID
-

Project From
At I-44

Project To
-

Project Considerations
-

Project Description
Scoping for interchange and ramp improvements on Route MM at I-44 near Republic.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$104,000	$4,000	$4,000	$4,000	$4,000	-	$120,000
Engineering	STBG (FHWA)	$416,000	$16,000	$16,000	$16,000	$16,000	-	$480,000
Total Engineering		$520,000	$20,000	$20,000	$20,000	$20,000	-	$600,000
Total Prior Costs		**$520,000**	**-**	**-**	**-**	**-**	**-**	**$520,000**
Total Programmed		**$520,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$600,000**

RP2303-23 - CAPITAL IMPROVEMENT ON US 60 IN REPUBLIC



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$19,593,000

MoDoT ID
JSU0078

Federal ID
0602124

Project From
west of County Road 103

Project To
Rte. 360 in Republic

Project Considerations

-

Project Description

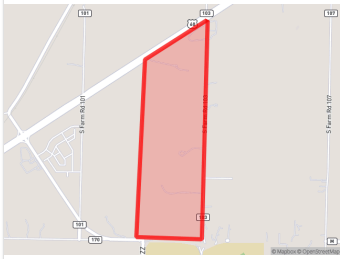
US 60 capital improvements from west of Farm Road 103 to James River Freeway (Route 360) in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$110,000	$50,000	$70,000	$60,000	$338,600	-	$628,600
Engineering	NHPP (FHWA)	$440,000	$200,000	$280,000	$240,000	$1,354,400	-	$2,514,400
Total Engineering		$550,000	$250,000	$350,000	$300,000	$1,693,000	-	$3,143,000
ROW	NHPP (FHWA)	-	-	-	$4,545,600	-	-	$4,545,600
ROW	MoDOT	-	-	-	$1,136,400	-	-	$1,136,400
Total ROW		-	-	-	$5,682,000	-	-	$5,682,000
Construction	NHPP (FHWA)	-	-	-	-	$8,614,400	-	$8,614,400
Construction	MoDOT	-	-	-	-	$2,153,600	-	$2,153,600
Total Construction		-	-	-	-	$10,768,000	-	$10,768,000
Total Prior Costs		**$550,000**	**-**	**-**	**-**	**-**	**-**	**$550,000**
Total Programmed		**$550,000**	**$250,000**	**$350,000**	**$5,982,000**	**$12,461,000**	**-**	**$19,593,000**

RP2304-23 - WILSON'S CREEK BOULEVARD EXTENSION SCOPING



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$120,000

MoDoT ID
J8S0836C

Federal ID
-

Project From
Republic Road (Rte. M)

Project To
Rte. 60

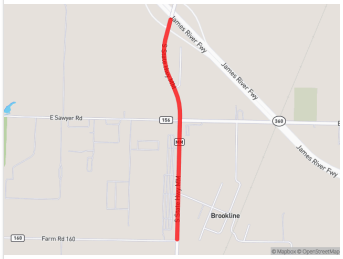
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$8,000	$4,000	$4,000	$4,000	$4,000	-	$24,000
Engineering	MoDOT-AC	$32,000	$16,000	$16,000	$16,000	$16,000	-	$96,000
Total Engineering		$40,000	$20,000	$20,000	$20,000	$20,000	-	$120,000
Total Prior Costs		**$40,000**	**-**	**-**	**-**	**-**	**-**	**$40,000**
Total Programmed		**$40,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$120,000**

RP2305-23 - ROUTE MM ROADWAY IMPROVEMENTS SCOPING



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$502,000

MoDoT ID
J8S0836E

Federal ID
S605004

Project From
Rte 360

Project To
Haile Street

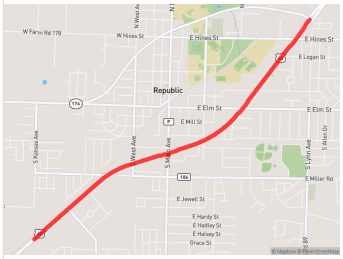
Project Considerations
Bike/Ped Plan

Project Description
Scoping for roadway improvements on Route MM from Route 360 to Haile Street in Republic. Project involves bridge A5907.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	STBG (FHWA)	$160,000	$80,000	$80,000	$80,000	$1,600	-	$401,600
Engineering	MoDOT	$40,000	$20,000	$20,000	$20,000	$400	-	$100,400
Total Engineering		$200,000	$100,000	$100,000	$100,000	$2,000	-	$502,000
Total Prior Costs		**$200,000**	**-**	**-**	**-**	**-**	**-**	**$200,000**
Total Programmed		**$200,000**	**$100,000**	**$100,000**	**$100,000**	**$2,000**	**-**	**$502,000**

RP2501-25 - SCOPING US 60 REPUBLIC PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$20,000

MoDoT ID
JSU0293

Federal ID
-

Project From
0.3 mile west of Illinois Street

Project To
Rte. 174 in Republic

Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	MoDOT	-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Total Engineering		-	$5,000	$5,000	$5,000	$5,000	-	$20,000
Total Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

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



Plan Revision
25Draft

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

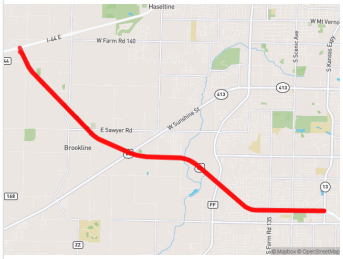
Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$1,600	$1,600	$1,600	$1,600	-	$6,400
Engineering	MoDOT	-	$400	$400	$400	$400	-	$1,600
Total Engineering		-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Programmed		**-**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$8,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$662,000

MoDoT ID
J8P3032

Federal ID
0602095

Project From
Rte. 13

Project To
Rte. 13

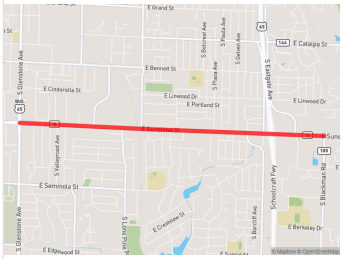
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$368,000	$40,000	$40,000	$40,000	$40,000	-	$528,000
Engineering	MoDOT	$94,000	$10,000	$10,000	$10,000	$10,000	-	$134,000
Total Engineering		$462,000	$50,000	$50,000	$50,000	$50,000	-	$662,000
Total Prior Costs		**$462,000**	**-**	**-**	**-**	**-**	**-**	**$462,000**
Total Programmed		**$462,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$662,000**

SP1413-24AM6 - SUNSHINE STREET ADA IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Bicycle and Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$5,261,500

MoDoT ID
J8S3153

Federal ID
0652084, S603067

Project From
Glenstone Avenue (Bus. 65)

Project To
Blackman Road

Project Considerations

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

Project Description

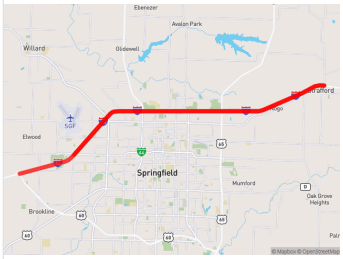
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$177,800	$176,800	-	-	-	-	$354,600
Engineering	MoDOT-AC	$679,200	$707,200	-	-	-	-	$1,386,400
Engineering	STBG (FHWA)	$32,000	-	-	-	-	-	$32,000
Total Engineering		$889,000	$884,000	-	-	-	-	$1,773,000
ROW	MoDOT-AC	$42,400	-	-	-	-	-	$42,400
ROW	MoDOT	$10,600	-	-	-	-	-	$10,600
Total ROW		$53,000	-	-	-	-	-	$53,000
Construction	TAP (FHWA)	-	$626,000	-	-	-	-	$626,000
Construction	MoDOT-AC	-	$2,122,400	-	-	-	-	$2,122,400
Construction	Local	-	$156,500	-	-	-	-	$156,500
Construction	MoDOT	-	$530,600	-	-	-	-	$530,600
Total Construction		-	$3,435,500	-	-	-	-	$3,435,500
Total Prior Costs		**$942,000**	**-**	**-**	**-**	**-**	**-**	**$942,000**
Total Programmed		**$942,000**	**$4,319,500**	**-**	**-**	**-**	**-**	**$5,261,500**

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



Plan Revision
25Draft

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

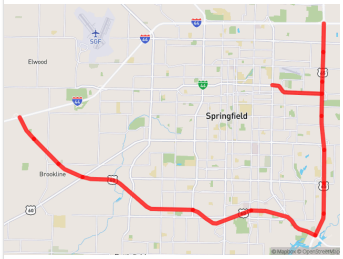
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$75,000	$15,000	$15,000	-	-	-	$105,000
Engineering	I/M (FHWA)	$515,000	$135,000	$135,000	-	-	-	$785,000
Total Engineering		$590,000	$150,000	$150,000	-	-	-	$890,000
Total Prior Costs		**$590,000**	**-**	**-**	**-**	**-**	**-**	**$590,000**
Total Programmed		**$590,000**	**$150,000**	**$150,000**	**-**	**-**	**-**	**$890,000**

SP1709 - SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS



Plan Revision
25Draft

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
-

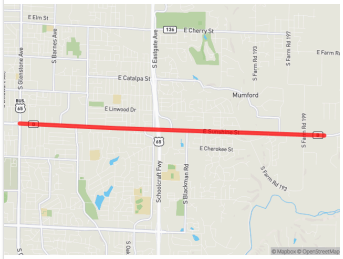
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$22,400	$800	$800	-	-	-	$24,000
Engineering	NHPP (FHWA)	$89,600	$3,200	$3,200	-	-	-	$96,000
Total Engineering		$112,000	$4,000	$4,000	-	-	-	$120,000
Total Prior Costs		**$112,000**	**-**	**-**	**-**	**-**	**-**	**$112,000**
Total Programmed		**$112,000**	**$4,000**	**$4,000**	**-**	**-**	**-**	**$120,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$3,895,000

MoDoT ID
J8S3133

Federal ID
S604067

Project From
Glenstone Ave.

Project To
Farm Road 199

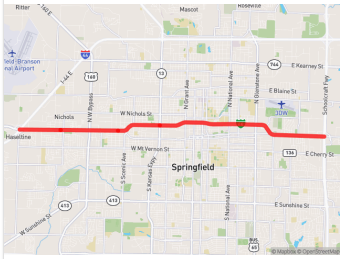
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$477,600	$689,600	-	-	-	-	$1,167,200
Engineering	MoDOT	$119,400	$172,400	-	-	-	-	$291,800
Total Engineering		$597,000	$862,000	-	-	-	-	$1,459,000
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		**$850,000**	**-**	**-**	**-**	**-**	**-**	**$850,000**
Total Programmed		**$850,000**	**$3,045,000**	**-**	**-**	**-**	**-**	**$3,895,000**

SP1812-22A4 - CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS



Plan Revision
25Draft

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

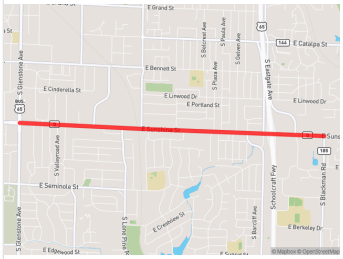
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	$392,100	$992,700	-	-	-	-	$1,384,800
Engineering	MoDOT	$42,900	$110,300	-	-	-	-	$153,200
Total Engineering		$435,000	$1,103,000	-	-	-	-	$1,538,000
ROW	SAFETY (FHWA)	$135,000	-	-	-	-	-	$135,000
ROW	MoDOT	$15,000	-	-	-	-	-	$15,000
Total ROW		$150,000	-	-	-	-	-	$150,000
Construction	SAFETY (FHWA)	-	$1,278,900	-	-	-	-	$1,278,900
Construction	MoDOT	-	$142,100	-	-	-	-	$142,100
Total Construction		-	$1,421,000	-	-	-	-	$1,421,000
Total Prior Costs		**$585,000**	**-**	**-**	**-**	**-**	**-**	**$585,000**
Total Programmed		**$585,000**	**$2,524,000**	**-**	**-**	**-**	**-**	**$3,109,000**

SP1906-19 - ROUTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$2,084,000

MoDoT ID
J8S0745

Federal ID
S602071

Project From
Glenstone Avenue

Project To
Blackman Road

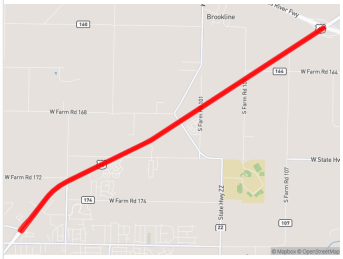
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$57,600	$171,200	-	-	-	-	$228,800
Engineering	MoDOT	$14,400	$42,800	-	-	-	-	$57,200
Total Engineering		$72,000	$214,000	-	-	-	-	$286,000
Construction	NHPP (FHWA)	-	$1,438,400	-	-	-	-	$1,438,400
Construction	MoDOT	-	$359,600	-	-	-	-	$359,600
Total Construction		-	$1,798,000	-	-	-	-	$1,798,000
Total Prior Costs		**$72,000**	**-**	**-**	**-**	**-**	**-**	**$72,000**
Total Programmed		**$72,000**	**$2,012,000**	**-**	**-**	**-**	**-**	**$2,084,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$552,000

MoDoT ID
J8S3159

Federal ID
4131008

Project From
James River Freeway (Rte. 360)

Project To
Rte. 174

Project Considerations

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

Project Description

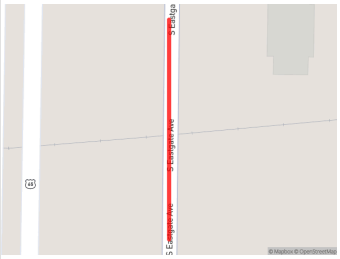
Scoping for roadway and operational improvements on West Sunshine Street (Rte. 413) from James River Freeway (Rte. 360) in Springfield to Rte. 174 in Republic.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$361,600	$40,000	$40,000	-	-	-	$441,600
Engineering	MoDOT	$90,400	$10,000	$10,000	-	-	-	$110,400
Total Engineering		$452,000	$50,000	$50,000	-	-	-	$552,000
Total Prior Costs		**$452,000**	**-**	**-**	**-**	**-**	**-**	**$452,000**
Total Programmed		**$452,000**	**$50,000**	**$50,000**	**-**	**-**	**-**	**$552,000**

SP1910-19A2 - EASTGATE BRIDGE OVER BNSF



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,066,000

MoDoT ID
J8S3158

Federal ID
0652118

Project From
SB log mile 0.85500

Project To
0.879

Project Considerations

Environmental Justice Area, 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$76,600	$17,600	$89,200	-	-	-	$183,400
Engineering	NHPP (FHWA)	$306,400	$70,400	$356,800	-	-	-	$733,600
Total Engineering		$383,000	$88,000	$446,000	-	-	-	$917,000
ROW	NHPP (FHWA)	-	$164,000	-	-	-	-	$164,000
ROW	MoDOT	-	$41,000	-	-	-	-	$41,000
Total ROW		-	$205,000	-	-	-	-	$205,000
Construction	NHPP (FHWA)	-	-	$2,355,200	-	-	-	$2,355,200
Construction	MoDOT	-	-	$588,800	-	-	-	$588,800
Total Construction		-	-	$2,944,000	-	-	-	$2,944,000
Total Prior Costs		**$383,000**	**-**	**-**	**-**	**-**	**-**	**$383,000**
Total Programmed		**$383,000**	**$293,000**	**$3,390,000**	**-**	**-**	**-**	**$4,066,000**

SP1911-24AM4 - MELVILLE ROAD BRIDGE OVER I-44



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$5,793,746

MoDoT ID
J8S3156

Federal ID
S604089

Project From
EB log mile 2.043

Project To
EB log mile 2.112

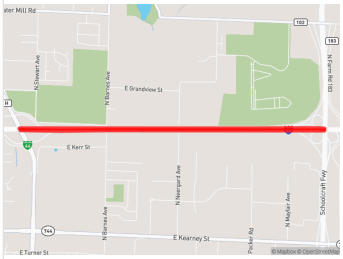
Project Considerations
Bike/Ped Plan

Project Description
Bridge replacement on Melville Road over I-44 in Springfield. Project involves bridge A0441.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$602,400	$576,000	-	-	-	-	$1,178,400
Engineering	MoDOT	$150,600	$144,000	-	-	-	-	$294,600
Total Engineering		$753,000	$720,000	-	-	-	-	$1,473,000
ROW	MoDOT	$5,000	-	-	-	-	-	$5,000
ROW	NHPP (FHWA)	$20,000	-	-	-	-	-	$20,000
Total ROW		$25,000	-	-	-	-	-	$25,000
Construction	Local	-	$531,953	-	-	-	-	$531,953
Construction	MoDOT	-	$678,400	-	-	-	-	$678,400
Construction	STBG-U (FHWA)	-	$371,793	-	-	-	-	$371,793
Construction	NHPP (FHWA)	-	$2,713,600	-	-	-	-	$2,713,600
Total Construction		-	$4,295,746	-	-	-	-	$4,295,746
Total Prior Costs		**$778,000**	**-**	**-**	**-**	**-**	**-**	**$778,000**
Total Programmed		**$778,000**	**$5,015,746**	**-**	**-**	**-**	**-**	**$5,793,746**

SP2203-22 - I-44 ROADWAY IMPROVEMENTS GLENSTONE TO US 65 IN SPRINGFIELD



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$22,846,000

MoDoT ID
J8I3044C

Federal ID
0442337

Project From
Glenstone Avenue (Rte. H)

Project To
Rte. 65

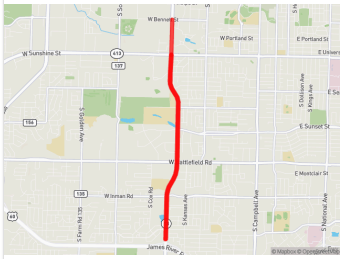
Project Considerations
Environmental Justice Area

Project Description
Add lanes and rebuild pavement from Glenstone Avenue (Rte. H) to US 65 in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$1,873,200	$2,324,000	-	-	-	-	$4,197,200
Engineering	MoDOT	$455,800	$581,000	-	-	-	-	$1,036,800
Total Engineering		$2,329,000	$2,905,000	-	-	-	-	$5,234,000
Construction	MoDOT	-	$3,522,400	-	-	-	-	$3,522,400
Construction	NHPP (FHWA)	-	$14,089,600	-	-	-	-	$14,089,600
Total Construction		-	$17,612,000	-	-	-	-	$17,612,000
Total Prior Costs		**$2,329,000**	**-**	**-**	**-**	**-**	**-**	**$2,329,000**
Total Programmed		**$2,329,000**	**$20,517,000**	**-**	**-**	**-**	**-**	**$22,846,000**

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



Plan Revision
25Draft

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
Bennett Street

Project To
James River Freeway (Rte. 13)

Project Considerations

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

Project Description

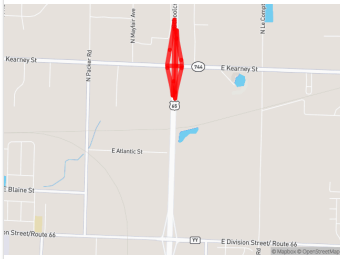
Scoping for capital improvements on Kansas Expressway (Rte. 13) from Bennett Street to James River Freeway (Rte. 60) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$320,000	$120,000	$120,000	$120,000	$120,000	-	$800,000
Engineering	MoDOT	$80,000	$30,000	$30,000	$30,000	$30,000	-	$200,000
Total Engineering		$400,000	$150,000	$150,000	$150,000	$150,000	-	$1,000,000
Total Prior Costs		**$400,000**	**-**	**-**	**-**	**-**	**-**	**$400,000**
Total Programmed		**$400,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**-**	**$1,000,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$140,000

MoDoT ID
J8P3220

Federal ID
0652121

Project From
Kearney Street

Project To
-

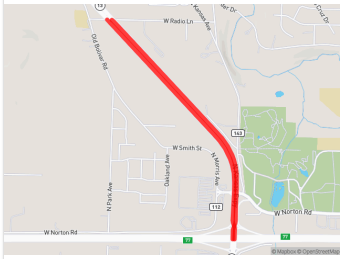
Project Considerations
Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Scoping for US 65 interchange and bridge improvements at Kearney Street (Route 744) in Springfield. Project involves bridges A1649, A2364 and twin bridges A1648.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$48,000	$16,000	$16,000	$16,000	$16,000	-	$112,000
Engineering	MoDOT	$12,000	$4,000	$4,000	$4,000	$4,000	-	$28,000
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**

SP2215-22 - I-44 AND KANSAS EXPRESSWAY



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$350,000

MoDoT ID
J8P3252

Federal ID
-

Project From
Radio Lane

Project To
I-44

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

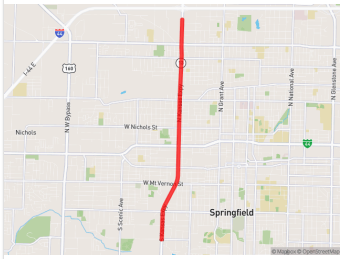
Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44. Project involve bridge A0443.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$120,000	$40,000	$40,000	$40,000	$40,000	-	$280,000
Engineering	MoDOT	$30,000	$10,000	$10,000	$10,000	$10,000	-	$70,000
Total Engineering		$150,000	$50,000	$50,000	$50,000	$50,000	-	$350,000
Total Prior Costs		**$150,000**	**-**	**-**	**-**	**-**	**-**	**$150,000**
Total Programmed		**$150,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**-**	**$350,000**

SP2217-22A1 - KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING



Plan Revision
25Draft

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
Bennett Street

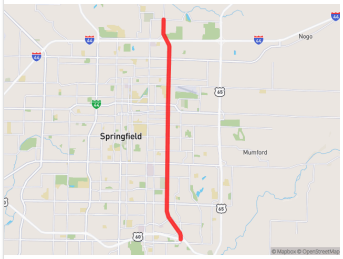
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$60,000	$10,000	$10,000	$10,000	$10,000	-	$100,000
Engineering	NHPP (FHWA)	$240,000	$40,000	$40,000	$40,000	$40,000	-	$400,000
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**

SP2218-22A3 - GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,316,000

MoDoT ID
JSU0003

Federal ID
0652117

Project From
Valley Water Mill Road

Project To
James River Freeway (Rte. 60)

Project Considerations

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

Project Description

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

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$1,600	$1,600	$1,600	$4,000	$406,400	$415,200
Engineering	MoDOT	$195,400	$400	$400	$400	$1,000	$101,600	$299,200
Engineering	SAFETY (FHWA)	$9,000	-	-	-	-	-	$9,000
Engineering	MoDOT-AC	$777,600	-	-	-	-	-	$777,600
Total Engineering		$982,000	$2,000	$2,000	$2,000	$5,000	$508,000	$1,501,000
ROW	NHPP (FHWA)	-	-	-	-	$173,600	-	$173,600
ROW	MoDOT	-	-	-	-	$43,400	-	$43,400
Total ROW		-	-	-	-	$217,000	-	$217,000
Construction	NHPP (FHWA)	-	-	-	-	-	$2,078,400	$2,078,400
Construction	MoDOT	-	-	-	-	-	$519,600	$519,600
Total Construction		-	-	-	-	-	$2,598,000	$2,598,000
Total Prior Costs		**$982,000**	**-**	**-**	**-**	**-**	**-**	**$982,000**
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$3,106,000**	**$3,106,000**
Total Programmed		**$982,000**	**$2,000**	**$2,000**	**$2,000**	**$222,000**	**$3,106,000**	**$4,316,000**

SP2219-22A3 - JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING



Plan Revision
25Draft

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

Environmental Justice Area, Bike/Ped Plan

Project Description

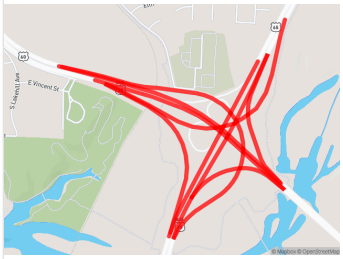
Scoping for James River Freeway interchange improvements at Kansas Expressway (Route 13) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$120,000	$8,000	$8,000	$8,000	$8,000	-	$152,000
Engineering	MoDOT	$30,000	$2,000	$2,000	$2,000	$2,000	-	$38,000
Total Engineering		$150,000	$10,000	$10,000	$10,000	$10,000	-	$190,000
Total Prior Costs		**$150,000**	**-**	**-**	**-**	**-**	**-**	**$150,000**
Total Programmed		**$150,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$190,000**

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



Plan Revision
25Draft

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

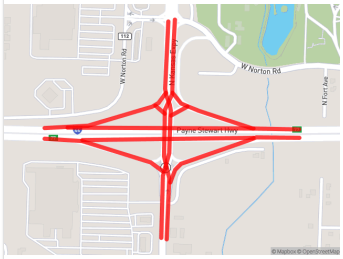
Scoping for interchange operational improvements at James River Freeway (US 60) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$30,000	$4,000	$4,000	$4,000	$4,000	-	$46,000
Engineering	NHPP (FHWA)	$120,000	$16,000	$16,000	$16,000	$16,000	-	$184,000
Total Engineering		$150,000	$20,000	$20,000	$20,000	$20,000	-	$230,000
Total Prior Costs		**$150,000**	**-**	**-**	**-**	**-**	**-**	**$150,000**
Total Programmed		**$150,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**-**	**$230,000**

SP2301-23 - I-44 AND KANSAS INTERCHANGE IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$57,224,000

MoDoT ID
JSU0079

Federal ID
0132097

Project From
At I-44

Project To
-

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

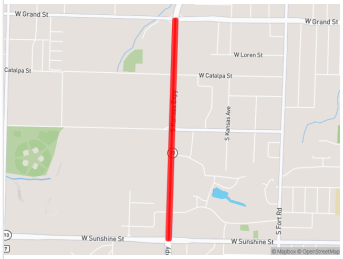
Interchange improvements on Rte. 13 at I-44 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$800,000	$400,000	$1,357,600	$4,108,000	-	-	$6,665,600
Engineering	MoDOT	$200,000	$100,000	$339,400	$1,027,000	-	-	$1,666,400
Total Engineering		$1,000,000	$500,000	$1,697,000	$5,135,000	-	-	$8,332,000
ROW	NHPP (FHWA)	-	-	$10,198,400	-	-	-	$10,198,400
ROW	MoDOT	-	-	$2,549,600	-	-	-	$2,549,600
Total ROW		-	-	$12,748,000	-	-	-	$12,748,000
Construction	NHPP (FHWA)	-	-	-	$28,915,200	-	-	$28,915,200
Construction	MoDOT	-	-	-	$7,228,800	-	-	$7,228,800
Total Construction		-	-	-	$36,144,000	-	-	$36,144,000
Total Prior Costs		**$1,000,000**	**-**	**-**	**-**	**-**	**-**	**$1,000,000**
Total Programmed		**$1,000,000**	**$500,000**	**$14,445,000**	**$41,279,000**	**-**	**-**	**$57,224,000**

SP2302-23 - KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$11,188,000

MoDoT ID
JSU0093

Federal ID
0132096

Project From
Sunshine Street (Rte. 413)

Project To
Grand Street

Project Considerations

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

Project Description

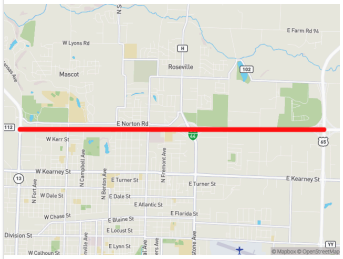
Capital improvement on Kansas Expressway (Rte. 13) from Sunshine Street (Rte. 413) to Grand Street in Springfield. Project involves bridge A3259.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$16,000	$70,000	$70,000	$70,000	$275,800	-	$501,800
Engineering	NHPP (FHWA)	$64,000	$280,000	$280,000	$280,000	$1,103,200	-	$2,007,200
Total Engineering		$80,000	$350,000	$350,000	$350,000	$1,379,000	-	$2,509,000
ROW	MoDOT	-	-	-	$5,400	-	-	$5,400
ROW	NHPP (FHWA)	-	-	-	$21,600	-	-	$21,600
Total ROW		-	-	-	$27,000	-	-	$27,000
Construction	MoDOT	-	-	-	-	$1,730,400	-	$1,730,400
Construction	NHPP (FHWA)	-	-	-	-	$6,921,600	-	$6,921,600
Total Construction		-	-	-	-	$8,652,000	-	$8,652,000
Total Prior Costs		**$80,000**	**-**	**-**	**-**	**-**	**-**	**$80,000**
Total Programmed		**$80,000**	**$350,000**	**$350,000**	**$377,000**	**$10,031,000**	**-**	**$11,188,000**

SP2303-23 - I-44 SOUND ABATEMENT FROM KANSAS TO US 65



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$3,838,000

MoDoT ID
JSU0114

Federal ID
0442350

Project From
Kansas Expressway (Rte. 13)

Project To
Rte. 65

Project Considerations

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

Project Description

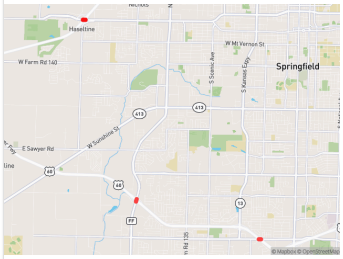
Sound abatement on the eastbound lanes from Summitt Avenue to National Avenue in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$40,000	$131,000	-	-	-	-	$171,000
Engineering	NHPP (FHWA)	$40,000	$524,000	-	-	-	-	$564,000
Engineering	MoDOT-AC	$120,000	-	-	-	-	-	$120,000
Total Engineering		$200,000	$655,000	-	-	-	-	$855,000
ROW	MoDOT	-	$10,000	-	-	-	-	$10,000
ROW	NHPP (FHWA)	-	$40,000	-	-	-	-	$40,000
Total ROW		-	$50,000	-	-	-	-	$50,000
Construction	MoDOT	-	$586,600	-	-	-	-	$586,600
Construction	NHPP (FHWA)	-	$2,346,400	-	-	-	-	$2,346,400
Total Construction		-	$2,933,000	-	-	-	-	$2,933,000
Total Prior Costs		**$200,000**	**-**	**-**	**-**	**-**	**-**	**$200,000**
Total Programmed		**$200,000**	**$3,638,000**	**-**	**-**	**-**	**-**	**$3,838,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$2,281,000

MoDoT ID
JSU0051

Federal ID
1601080

Project From
over James River Freeway, over I-44

Project To
-

Project Considerations

Environmental Justice Area

Project Description

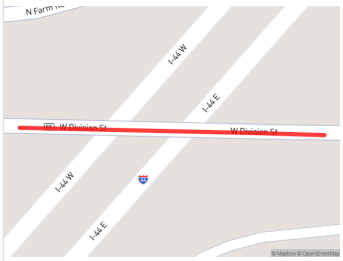
Bridge painting on US 160 over James River Freeway (Route 60), on Republic Street over Route 60 and on Chestnut Expressway (Route 266) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$6,800	$2,000	$18,000	$59,000	-	-	$85,800
Engineering	NHPP (FHWA)	$27,200	$8,000	$72,000	$236,000	-	-	$343,200
Total Engineering		$34,000	$10,000	$90,000	$295,000	-	-	$429,000
Construction	MoDOT	-	-	-	$370,400	-	-	$370,400
Construction	NHPP (FHWA)	-	-	-	$1,481,600	-	-	$1,481,600
Total Construction		-	-	-	$1,852,000	-	-	$1,852,000
Total Prior Costs		**$34,000**	**-**	**-**	**-**	**-**	**-**	**$34,000**
Total Programmed		**$34,000**	**$10,000**	**$90,000**	**$2,147,000**	**-**	**-**	**$2,281,000**

SP2305-23 - BRIDGE IMPROVEMENT OVER I-44



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,483,000

MoDoT ID
JSU0066

Federal ID
S605015

Project From
over I-44

Project To
-

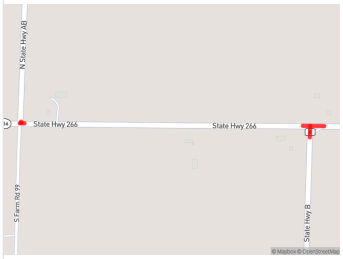
Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Bridge improvement on Route EE over I-44 in Springfield. Project involves bridge A0713.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$7,800	$2,000	$8,000	$39,000	-	-	$56,800
Engineering	NHPP (FHWA)	$31,200	$8,000	$32,000	$156,000	-	-	$227,200
Total Engineering		$39,000	$10,000	$40,000	$195,000	-	-	$284,000
ROW	MoDOT	-	-	$400	-	-	-	$400
ROW	NHPP (FHWA)	-	-	$1,600	-	-	-	$1,600
Total ROW		-	-	$2,000	-	-	-	$2,000
Construction	MoDOT	-	-	-	$239,400	-	-	$239,400
Construction	NHPP (FHWA)	-	-	-	$957,600	-	-	$957,600
Total Construction		-	-	-	$1,197,000	-	-	$1,197,000
Total Prior Costs		**$39,000**	**-**	**-**	**-**	**-**	**-**	**$39,000**
Total Programmed		**$39,000**	**$10,000**	**$42,000**	**$1,392,000**	**-**	**-**	**$1,483,000**

SP2306-23 - ROUNDABOUTS ON ROUTE 266



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,286,000

MoDoT ID
JSU0080

Federal ID
2661018

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

Project To
-

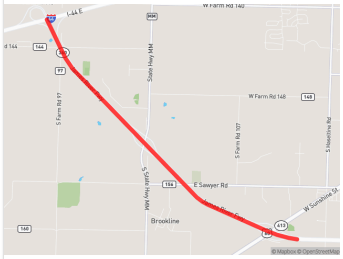
Project Considerations
Advance Construction

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$268,000	$193,600	$584,800	-	-	-	$1,046,400
Engineering	MoDOT	$67,000	$48,400	$146,200	-	-	-	$261,600
Total Engineering		$335,000	$242,000	$731,000	-	-	-	$1,308,000
ROW	MoDOT-AC	-	$80,800	-	-	-	-	$80,800
ROW	MoDOT	-	$20,200	-	-	-	-	$20,200
Total ROW		-	$101,000	-	-	-	-	$101,000
Construction	MoDOT-AC	-	-	$2,301,600	-	-	-	$2,301,600
Construction	MoDOT	-	-	$575,400	-	-	-	$575,400
Total Construction		-	-	$2,877,000	-	-	-	$2,877,000
Total Prior Costs		**$335,000**	**-**	**-**	**-**	**-**	**-**	**$335,000**
Total Programmed		**$335,000**	**$343,000**	**$3,608,000**	**-**	**-**	**-**	**$4,286,000**

SP2309-23 - JAMES RIVER FREEWAY PAVEMENT RESURFACING



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$745,000

MoDoT ID
JSU0014

Federal ID
3601007

Project From
I-44

Project To
Rte. 60

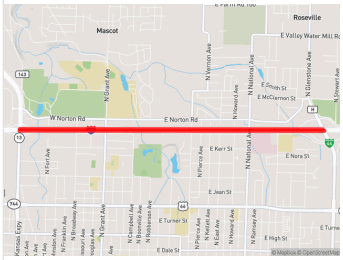
Project Considerations
-

Project Description
Pavement resurfacing 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$8,800	$5,600	$1,600	$1,600	$1,600	$123,200	$142,400
Engineering	MoDOT	$2,200	$1,400	$400	$400	$400	$30,800	$35,600
Total Engineering		$11,000	$7,000	$2,000	$2,000	$2,000	$154,000	$178,000
Construction	MoDOT	-	-	-	-	-	$113,400	$113,400
Construction	NHPP (FHWA)	-	-	-	-	-	$453,600	$453,600
Total Construction		-	-	-	-	-	$567,000	$567,000
Total Prior Costs		**$11,000**	**-**	**-**	**-**	**-**	**-**	**$11,000**
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$721,000**	**$721,000**
Total Programmed		**$11,000**	**$7,000**	**$2,000**	**$2,000**	**$2,000**	**$721,000**	**$745,000**

SP2310-24AM4 - I-44 ADD LANES AND REPLACE BRIDGES FROM KANSAS TO GLENSTONE IN SPRINGFIELD



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$47,848,260

MoDoT ID
JSU0076

Federal ID
0442344

Project From
Kansas Expressway (Rte. 13), Kansas Expy

Project To
Glenstone Avenue (Rte. H), Glenstone Ave

Project Considerations

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

Project Description

Add lanes and replace bridges on I-44 from Kansas Expressway (Rte. 13) to Glenstone Avenue (Rte. H) in Springfield. Project involves bridges A0444, A0445 and A0447.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$257,900	$1,599,600	-	-	-	-	$1,857,500
Engineering	NHPP (FHWA)	$2,321,100	$6,398,400	-	-	-	-	$8,719,500
Total Engineering		$2,579,000	$7,998,000	-	-	-	-	$10,577,000
ROW	NHPP (FHWA)	$12,000	-	-	-	-	-	$12,000
ROW	MoDOT	$3,000	-	-	-	-	-	$3,000
Total ROW		$15,000	-	-	-	-	-	$15,000
Construction	Local	-	$468,047	-	-	-	-	$468,047
Construction	STBG-U (FHWA)	-	$1,628,207	-	-	-	-	$1,628,207
Construction	NHPP (FHWA)	-	$27,886,400	-	-	-	-	$27,886,400
Construction	TAP (FHWA)	-	$302,006	-	-	-	-	$302,006
Construction	MoDOT	-	$6,971,600	-	-	-	-	$6,971,600
Total Construction		-	$37,256,260	-	-	-	-	$37,256,260
Total Prior Costs		**$2,594,000**	**-**	**-**	**-**	**-**	**-**	**$2,594,000**
Total Programmed		**$2,594,000**	**$45,254,260**	**-**	**-**	**-**	**-**	**$47,848,260**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,166,000

MoDoT ID
JSU0148

Federal ID
-

Project From
at Oak Grove Avenue

Project To
and at Ventura Avenue.

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

Project Description
Replace signals on Sunshine at Oak Grove Avenue and Ventura Avenue in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$8,000	$8,000	$8,000	$8,000	$40,000	$88,000	$160,000
Engineering	MoDOT	$2,000	$2,000	$2,000	$2,000	$10,000	$22,000	$40,000
Total Engineering		$10,000	$10,000	$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	NHPP (FHWA)	-	-	-	-	-	$764,000	$764,000
Construction	MoDOT	-	-	-	-	-	$191,000	$191,000
Total Construction		-	-	-	-	-	$955,000	$955,000
Total Prior Costs		**$10,000**	**-**	**-**	**-**	**-**	**-**	**$10,000**
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$1,065,000**	**$1,065,000**
Total Programmed		**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$61,000**	**$1,065,000**	**$1,166,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$150,000

MoDoT ID
JSU0167

Federal ID
-

Project From
-

Project To
-

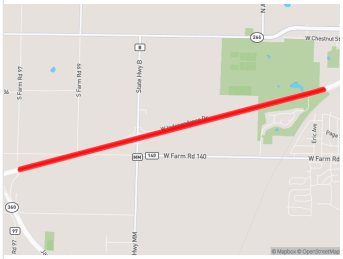
Project Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	$24,000	$24,000	$24,000	$24,000	$24,000	-	$120,000
Engineering	MoDOT	$6,000	$6,000	$6,000	$6,000	$6,000	-	$30,000
Total Engineering		$30,000	$30,000	$30,000	$30,000	$30,000	-	$150,000
Total Prior Costs		**$30,000**	**-**	**-**	**-**	**-**	**-**	**$30,000**
Total Programmed		**$30,000**	**$30,000**	**$30,000**	**$30,000**	**$30,000**	**-**	**$150,000**

SP2504-25 - SCOPING I-44 PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$20,000

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

Environmental Justice Area

Project Description

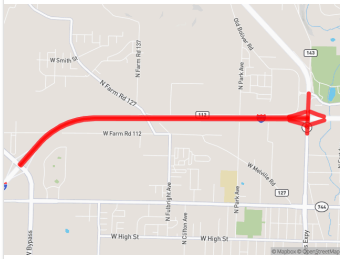
Scoping for pavement improvements from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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 Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

SP2505-25 - SCOPING I-44 CAPITAL IMPROVEMENTS WEST BYPASS TO KANSAS EXPWY



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$400,000

MoDoT ID
JSU0321

Federal ID
-

Project From
Rte. 160

Project To
Rte. 13

Project Considerations

Environmental Justice Area

Project Description

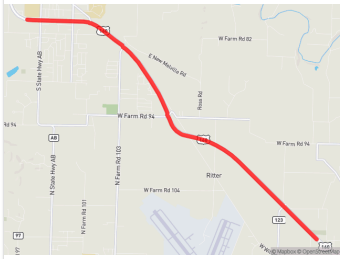
Scoping for capital improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway), interchange improvements at Rte. 13 and replace Rte. 13 bridge over I-44 in Springfield. Project involves bridge A0443.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	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**

SP2506-25 - SCOPING US 160 PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$8,000

MoDoT ID
JSU0289

Federal ID
-

Project From
0.3 mile west of Rte. AB

Project To
0.4 mile west of I-44

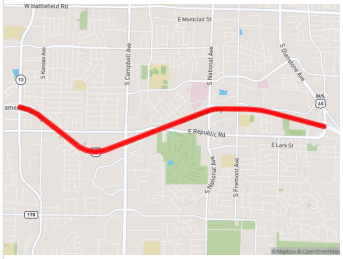
Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$1,600	$1,600	$1,600	$1,600	-	$6,400
Engineering	MoDOT	-	$400	$400	$400	$400	-	$1,600
Total Engineering		-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Programmed		**-**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**-**	**$8,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$40,000

MoDoT ID
JSU0294

Federal ID
-

Project From
Rte. 13 (Kansas Expressway)

Project To
Rte. 65 in Springfield

Project Considerations

Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$8,000	$8,000	$8,000	$8,000	-	$32,000
Engineering	MoDOT	-	$2,000	$2,000	$2,000	$2,000	-	$8,000
Total Engineering		-	$10,000	$10,000	$10,000	$10,000	-	$40,000
Total Programmed		**-**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**-**	**$40,000**

SP2508-25 - SCOPING US 60 PAVEMENT IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$12,000

MoDoT ID
JSU0291

Federal ID
-

Project From
Rte. 65

Project To
Highland Springs Boulevard in Springfield

Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$2,400	$2,400	$2,400	$2,400	-	$9,600
Engineering	MoDOT	-	$600	$600	$600	$600	-	$2,400
Total Engineering		-	$3,000	$3,000	$3,000	$3,000	-	$12,000
Total Programmed		**-**	**$3,000**	**$3,000**	**$3,000**	**$3,000**	**-**	**$12,000**

SP2509-25 - SCOPING RTE YY INTERCHANGE IMPROVEMENTS



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,100,000

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

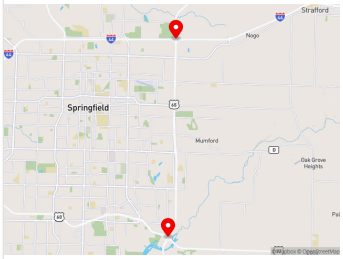
Scoping for interchange improvements at Rte. 65 and railroad grade separation at BNSF railway in Springfield.

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	-	$450,000	$450,000	$45,000	$45,000	-	$990,000
Engineering	MoDOT	-	$50,000	$50,000	$5,000	$5,000	-	$110,000
Total Engineering		-	$500,000	$500,000	$50,000	$50,000	-	$1,100,000
Total Programmed		**-**	**$500,000**	**$500,000**	**$50,000**	**$50,000**	**-**	**$1,100,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,000

MoDoT ID
JSU0100

Federal ID
-

Project From
at Rte. 65

Project To
-

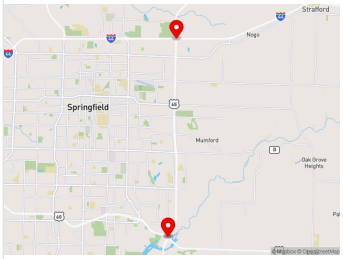
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$200	$200	$200	$200	-	$800
Engineering	NHPP (FHWA)	-	$800	$800	$800	$800	-	$3,200
Total Engineering		-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Total Programmed		**-**	**$1,000**	**$1,000**	**$1,000**	**$1,000**	**-**	**$4,000**

SP2511-25 - US 65 BRIDGE PAINTING



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$2,190,000

MoDoT ID
JSU0298

Federal ID
-

Project From
US 65, US 60

Project To
US 60, US 65, I-44

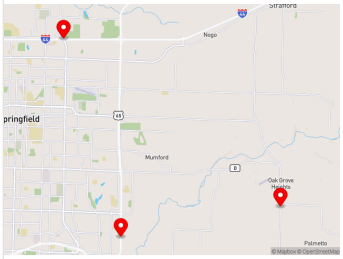
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$1,600	$1,600	$1,600	$57,600	$181,600	$244,000
Engineering	MoDOT	-	$400	$400	$400	$14,400	$45,400	$61,000
Total Engineering		-	$2,000	$2,000	$2,000	$72,000	$227,000	$305,000
Construction	NHPP (FHWA)	-	-	-	-	-	$1,508,000	$1,508,000
Construction	MoDOT	-	-	-	-	-	$377,000	$377,000
Total Construction		-	-	-	-	-	$1,885,000	$1,885,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$2,112,000**	**$2,112,000**
Total Programmed		**-**	**$2,000**	**$2,000**	**$2,000**	**$72,000**	**$2,112,000**	**$2,190,000**

SP2512-25 - REHABILITATION OF VARIOUS BRIDGES



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Area Wide

Status
Programmed

Total Cost
$946,000

MoDoT ID
JSU0169

Federal ID
-

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

Project To
-

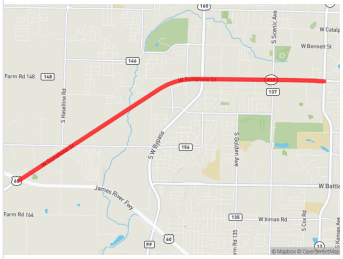
Project Considerations
Environmental Justice Area

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$56,000	$64,000	-	-	-	$120,000
Engineering	MoDOT	-	$14,000	$16,000	-	-	-	$30,000
Total Engineering		-	$70,000	$80,000	-	-	-	$150,000
Construction	NHPP (FHWA)	-	-	$636,800	-	-	-	$636,800
Construction	MoDOT	-	-	$159,200	-	-	-	$159,200
Total Construction		-	-	$796,000	-	-	-	$796,000
Total Programmed		**-**	**$70,000**	**$876,000**	**-**	**-**	**-**	**$946,000**

SP2513-25 - SCOPING MO 413 PAVEMENT RESURFACING



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$20,000

MoDoT ID
JSU0292

Federal ID
-

Project From
on Sunshine Street from Rte. 360

Project To
Rte. 13 (Kansas Expressway)

Project Considerations

Environmental Justice Area

Project Description

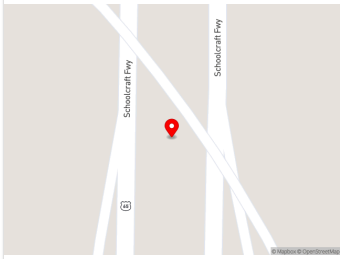
Scoping for pavement resurfacing on Sunshine Street from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	$4,000	$4,000	$4,000	$4,000	-	$16,000
Engineering	MoDOT	-	$1,000	$1,000	$1,000	$1,000	-	$4,000
Total Engineering		-	$5,000	$5,000	$5,000	$5,000	-	$20,000
Total Programmed		**-**	**$5,000**	**$5,000**	**$5,000**	**$5,000**	**-**	**$20,000**

SP2514-25 - US 65 RAMP BRIDGE REHABILITATION



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$2,692,000

MoDoT ID
JSU0297

Federal ID
-

Project From
over I-44 in Springfield

Project To
-

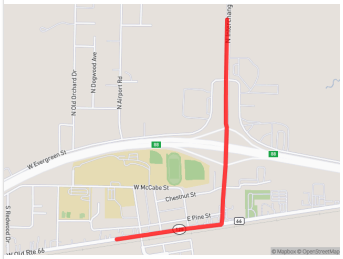
Project Considerations
-

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	$6,000	$20,000	$38,000	-	-	$64,000
Engineering	NHPP (FHWA)	-	$24,000	$80,000	$152,000	-	-	$256,000
Total Engineering		-	$30,000	$100,000	$190,000	-	-	$320,000
Construction	MoDOT	-	-	-	$474,400	-	-	$474,400
Construction	NHPP (FHWA)	-	-	-	$1,897,600	-	-	$1,897,600
Total Construction		-	-	-	$2,372,000	-	-	$2,372,000
Total Programmed		**-**	**$30,000**	**$100,000**	**$2,562,000**	**-**	**-**	**$2,692,000**

ST2201-24AM5 - MO 125 INTERSECTION IMPROVEMENTS IN STRAFFORD



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
$9,484,000

MoDoT ID
J8S3238

Federal ID
S604064

Project From
0.2 mile north of Evergreen Street

Project To
0.1 mile west of Washington Avenue

Project Considerations

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

Project Description

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.

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 ($219,600 CRP)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT-AC	$768,000	$1,263,200	-	-	-	-	$2,031,200
Engineering	MoDOT	$192,000	$315,800	-	-	-	-	$507,800
Total Engineering		$960,000	$1,579,000	-	-	-	-	$2,539,000
ROW	MoDOT-AC	$152,000	-	-	-	-	-	$152,000
ROW	MoDOT	$38,000	-	-	-	-	-	$38,000
Total ROW		$190,000	-	-	-	-	-	$190,000
Construction	CRP (FHWA)	-	$219,600	-	-	-	-	$219,600
Construction	MoDOT	-	$1,296,100	-	-	-	-	$1,296,100
Construction	MoDOT-AC	-	$5,184,400	-	-	-	-	$5,184,400
Construction	Local	-	$54,900	-	-	-	-	$54,900
Total Construction		-	$6,755,000	-	-	-	-	$6,755,000
Total Prior Costs		**$1,150,000**	**-**	**-**	**-**	**-**	**-**	**$1,150,000**
Total Programmed		**$1,150,000**	**$8,334,000**	**-**	**-**	**-**	**-**	**$9,484,000**

ST2301-23 - I-44 PAVEMENT RESURFACING FROM MO 125 TO WEBSTER COUNTY LINE



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
$780,000

MoDoT ID
JSU0013

Federal ID
0442349

Project From
0.5 mile east of Rte. 125

Project To
Webster County Line (OTO Boundary)

Project Considerations

Environmental Justice Area

Project Description

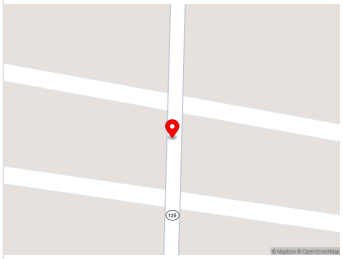
Pavement resurfacing on I-44 from 0.5 miles east of Rte. 125 in Strafford to 1.1 mile east of Rte. 125.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$1,800	$17,600	-	-	-	-	$19,400
Engineering	NHPP (FHWA)	$8,200	$70,400	-	-	-	-	$78,600
Total Engineering		$10,000	$88,000	-	-	-	-	$98,000
Construction	MoDOT	-	$136,400	-	-	-	-	$136,400
Construction	NHPP (FHWA)	-	$545,600	-	-	-	-	$545,600
Total Construction		-	$682,000	-	-	-	-	$682,000
Total Prior Costs		**$10,000**	**-**	**-**	**-**	**-**	**-**	**$10,000**
Total Programmed		**$10,000**	**$770,000**	**-**	**-**	**-**	**-**	**$780,000**

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



Plan Revision
25Draft

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
$1,714,000

MoDoT ID
JSU0174

Federal ID
-

Project From
-

Project To
over I-44

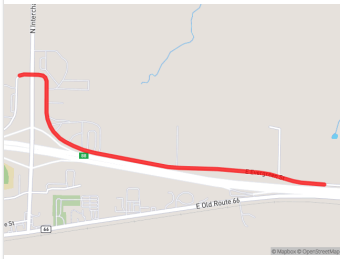
Project Considerations
Bike/Ped Plan

Project Description
Scoping for bridge improvement over I-44 in Strafford. Project involves bridge A5400.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$2,000	$96,000	-	-	-	-	$98,000
Engineering	NHPP (FHWA)	$8,000	$384,000	-	-	-	-	$392,000
Total Engineering		$10,000	$480,000	-	-	-	-	$490,000
Construction	MoDOT	-	$244,800	-	-	-	-	$244,800
Construction	NHPP (FHWA)	-	$979,200	-	-	-	-	$979,200
Total Construction		-	$1,224,000	-	-	-	-	$1,224,000
Total Prior Costs		**$10,000**	**-**	**-**	**-**	**-**	**-**	**$10,000**
Total Programmed		**$10,000**	**$1,704,000**	**-**	**-**	**-**	**-**	**$1,714,000**

ST2402-24A1 - EVERGREEN ROAD IMPROVEMENTS



Plan Revision
25Draft

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

Environmental Justice Area, 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	$4,000	$4,000	$1,000	-	-	-	$9,000
Engineering	MoDOT-AC	$16,000	$16,000	$4,000	-	-	-	$36,000
Total Engineering		$20,000	$20,000	$5,000	-	-	-	$45,000
Total Prior Costs		**$20,000**	**-**	**-**	**-**	**-**	**-**	**$20,000**
Total Programmed		**$20,000**	**$20,000**	**$5,000**	**-**	**-**	**-**	**$45,000**

PROJECTS

SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

CU – CITY UTILITIES

MO – MISSOURI DEPARTMENT OF TRANSPORTATION

PROVIDERS

CITY UTILITIES

City Utilities is the primary fixed-route transit operator in the OTO region, and as such, is the designated recipient for Federal Transit Administration Funding. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition. CU Transit operates both day and night routes, as well as on weekends and holidays. Routes and schedules may be found at http://www.cityutilities.net/transit/transit.htm.

Beyond operating the transit system, City Utilities has partnered with the City of Springfield to build sidewalks along bus routes and to construct ADA accessible bus stops. Using their Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and formerly New Freedom funding, this partnership has allowed for improved access along several major routes and near critical facilities.

MISSOURI STATE UNIVERSITY

Missouri State University contracts with a private provider for regular shuttle service in and around the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session. MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion.

HUMAN SERVICE TRANSPORTATION PROVIDERS

Numerous agencies provide additional human-service transportation throughout the region. Some serve only their specific clients, and others, like OATS, Inc., provide demand-response service for the disabled and elderly in Springfield, and the general public in Christian and Greene Counties.

INTERCITY SURFACE TRANSPORTATION

The OTO region is currently served by two inter-city bus companies, Greyhound Lines, Inc., which serves 2,300 destinations in North America and Jefferson Lines, which has stops in fourteen states and nineteen stops in Missouri, including Springfield. There are 19 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 17 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 2023. 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."

CU2205-23A4 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$563,360

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
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.

Funding Source Notes
Federal Funding Source: FTA Section 5310 FY 2021-2023 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	$44,550	$68,122	-	-	-	-	$112,672
Capital	5310-Capital (FTA)	$178,200	$272,488	-	-	-	-	$450,688
Total Capital		$222,750	$340,610	-	-	-	-	$563,360
Total Prior Costs		**$222,750**	**-**	**-**	**-**	**-**	**-**	**$222,750**
Total Programmed		**$222,750**	**$340,610**	**-**	**-**	**-**	**-**	**$563,360**

CU2303-20 - FY 2023 TRANSIT SECURITY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$77,459

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	5307-Safety (FTA)	-	$26,558	-	-	-	-	$26,558
Capital	Local	-	$15,490	-	-	-	-	$15,490
Capital	5307-Security (FTA)	-	$35,411	-	-	-	-	$35,411
Total Capital		-	$77,459	-	-	-	-	$77,459
Total Programmed		**-**	**$77,459**	**-**	**-**	**-**	**-**	**$77,459**

CU2402-22 - FY 2024 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$9,719,456

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	Local	-	$7,710,791	-	-	-	-	$7,710,791
Operations	5307-Operating (FTA)	-	$1,711,138	-	-	-	-	$1,711,138
Operations	MoDOT	-	$297,527	-	-	-	-	$297,527
Total Operations		-	$9,719,456	-	-	-	-	$9,719,456
Total Programmed		**-**	**$9,719,456**	**-**	**-**	**-**	**-**	**$9,719,456**

CU2403-22 - FY 2024 PREVENTATIVE MAINTENANCE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,999,880

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Subsidy of preventative maintenance expenses for existing public transit service.

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU will be requesting Preventative Maintenance funding for FY 2024 on Section 5307 Application

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Maintenance	Local	-	$399,880	-	-	-	-	$399,880
Maintenance	5307-Preventative Maintenance (FTA)	-	$1,600,000	-	-	-	-	$1,600,000
Total Maintenance		-	$1,999,880	-	-	-	-	$1,999,880
Total Programmed		**-**	**$1,999,880**	**-**	**-**	**-**	**-**	**$1,999,880**

CU2404-22 - FY 2024 TRANSIT PLANNING

Plan Revision
25Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$210,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	Local	-	$42,000	-	-	-	-	$42,000
Planning	5307-Planning (FTA)	-	$168,000	-	-	-	-	$168,000
Total Planning		-	$210,000	-	-	-	-	$210,000
Total Programmed		**-**	**$210,000**	**-**	**-**	**-**	**-**	**$210,000**

CU2405-22 - FY 2024 TRANSIT SECURITY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$47,232

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
This project is for the purchase of capital security equipment to meet the 1% requirement for FTA Section 5307 funding.

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	$37,786	-	-	-	-	$37,786
Capital	Local	-	$9,446	-	-	-	-	$9,446
Total Capital		-	$47,232	-	-	-	-	$47,232
Total Programmed		**-**	**$47,232**	**-**	**-**	**-**	**-**	**$47,232**

CU2406-24 - FY 2024 TRANSIT SAFETY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$35,424

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	-	$7,085	-	-	-	-	$7,085
Capital	5307-Safety (FTA)	-	$28,339	-	-	-	-	$28,339
Total Capital		-	$35,424	-	-	-	-	$35,424
Total Programmed		**-**	**$35,424**	**-**	**-**	**-**	**-**	**$35,424**

CU2407-24 - FY 2021 5307 ARP OPERATIONAL FUNDING

Plan Revision
25Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$3,895,855

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
ARP Funding for Operations

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	5307-ARP (FTA)	-	$3,895,855	-	-	-	-	$3,895,855
Total Operations		-	$3,895,855	-	-	-	-	$3,895,855
Total Programmed		**-**	**$3,895,855**	**-**	**-**	**-**	**-**	**$3,895,855**

CU2501-22 - FY 2025 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$9,809,606

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	$2,057,207	-	-	-	-	$2,057,207
Operations	Local	-	$7,708,899	-	-	-	-	$7,708,899
Operations	MoDOT	-	$43,500	-	-	-	-	$43,500
Total Operations		-	$9,809,606	-	-	-	-	$9,809,606
Total Programmed		**-**	**$9,809,606**	**-**	**-**	**-**	**-**	**$9,809,606**

CU2502-22 - FY 2025 PREVENTATIVE MAINTENANCE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,999,880

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Subsidy of preventative maintenance expenses for existing public transit service.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	$1,600,000	-	-	-	-	$1,600,000
Maintenance	Local	-	$399,880	-	-	-	-	$399,880
Total Maintenance		-	$1,999,880	-	-	-	-	$1,999,880
Total Programmed		**-**	**$1,999,880**	**-**	**-**	**-**	**-**	**$1,999,880**

CU2503-22 - FY 2025 TRANSIT PLANNING

Plan Revision
25Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$210,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	Local	-	$42,000	-	-	-	-	$42,000
Planning	5307-Planning (FTA)	-	$168,000	-	-	-	-	$168,000
Total Planning		-	$210,000	-	-	-	-	$210,000
Total Programmed		**-**	**$210,000**	**-**	**-**	**-**	**-**	**$210,000**

CU2505-23 - FY25 PURCHASE OF (2) FIXED ROUTE BUSES

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,119,551

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Capital replacement of (2) low floor, fixed route, diesel buses.

Funding Source Notes
Federal Funding Source: FY22, FY23, FY24, FY25 Section 5339 discretionary funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	MoDOT	-	$50,000	-	-	-	-	$50,000
Capital	5339 (FTA)	-	$897,731	-	-	-	-	$897,731
Capital	Local	-	$171,820	-	-	-	-	$171,820
Total Capital		-	$1,119,551	-	-	-	-	$1,119,551
Total Programmed		**-**	**$1,119,551**	**-**	**-**	**-**	**-**	**$1,119,551**

CU2506-24 - FY 2025 TRANSIT SAFETY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$36,134

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	-	$7,228	-	-	-	-	$7,228
Capital	5307-Safety (FTA)	-	$28,906	-	-	-	-	$28,906
Total Capital		-	$36,134	-	-	-	-	$36,134
Total Programmed		**-**	**$36,134**	**-**	**-**	**-**	**-**	**$36,134**

CU2601-23 - FY 2026 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$9,886,143

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Operating Assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	$2,133,744	-	-	-	$2,133,744
Operations	MoDOT	-	-	$43,500	-	-	-	$43,500
Operations	Local	-	-	$7,708,899	-	-	-	$7,708,899
Total Operations		-	-	$9,886,143	-	-	-	$9,886,143
Total Programmed		**-**	**-**	**$9,886,143**	**-**	**-**	**-**	**$9,886,143**

CU2602-23 - FY 2026 PREVENTATIVE MAINTENANCE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,999,880

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Maintenance	Local	-	-	$399,880	-	-	-	$399,880
Maintenance	5307-Preventative Maintenance (FTA)	-	-	$1,600,000	-	-	-	$1,600,000
Total Maintenance		-	-	$1,999,880	-	-	-	$1,999,880
Total Programmed		**-**	**-**	**$1,999,880**	**-**	**-**	**-**	**$1,999,880**

CU2603-23 - FY 2026 TRANSIT PLANNING

Plan Revision
25Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$210,000

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	Local	-	-	$42,000	-	-	-	$42,000
Planning	5307-Planning (FTA)	-	-	$168,000	-	-	-	$168,000
Total Planning		-	-	$210,000	-	-	-	$210,000
Total Programmed		**-**	**-**	**$210,000**	**-**	**-**	**-**	**$210,000**

CU2605-24 - FY 2026 TRANSIT SAFETY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$36,854

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	-	-	$7,370	-	-	-	$7,370
Capital	5307-Safety (FTA)	-	-	$29,484	-	-	-	$29,484
Total Capital		-	-	$36,854	-	-	-	$36,854
Total Programmed		**-**	**-**	**$36,854**	**-**	**-**	**-**	**$36,854**

CU2606-24 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$573,073

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	$308,063	$150,395	-	-	-	$458,458
Capital	Local	-	$77,016	$37,599	-	-	-	$114,615
Total Capital		-	$385,079	$187,994	-	-	-	$573,073
Total Programmed		**-**	**$385,079**	**$187,994**	**-**	**-**	**-**	**$573,073**

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

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$559,645

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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 Soure: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	5339 (FTA)	-	-	$374,305	-	-	-	$374,305
Capital	MoDOT	-	-	$100,000	-	-	-	$100,000
Capital	Local	-	-	$85,340	-	-	-	$85,340
Total Capital		-	-	$559,645	-	-	-	$559,645
Total Programmed		**-**	**-**	**$559,645**	**-**	**-**	**-**	**$559,645**

CU2701-24 - FY 2027 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$10,804,144

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	-	$3,051,745	-	-	$3,051,745
Operations	MoDOT	-	-	-	$43,500	-	-	$43,500
Operations	Local	-	-	-	$7,708,899	-	-	$7,708,899
Total Operations		-	-	-	$10,804,144	-	-	$10,804,144
Total Programmed		**-**	**-**	**-**	**$10,804,144**	**-**	**-**	**$10,804,144**

CU2702-24 - FY 2027 PREVENTATIVE MAINTENANCE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$950,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Subsidy of preventative maintenance expenses for existing public transit service.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Maintenance	Local	-	-	-	$190,000	-	-	$190,000
Maintenance	5307-Preventative Maintenance (FTA)	-	-	-	$760,000	-	-	$760,000
Total Maintenance		-	-	-	$950,000	-	-	$950,000
Total Programmed		**-**	**-**	**-**	**$950,000**	**-**	**-**	**$950,000**

CU2703-24 - FY 2027 TRANSIT PLANNING

Plan Revision
25Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$210,001

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	-	$168,001	-	-	$168,001
Planning	Local	-	-	-	$42,000	-	-	$42,000
Total Planning		-	-	-	$210,001	-	-	$210,001
Total Programmed		**-**	**-**	**-**	**$210,001**	**-**	**-**	**$210,001**

CU2705-24 - FY 2027 TRANSIT SAFETY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$37,594

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	-	-	-	$7,520	-	-	$7,520
Capital	5307-Safety (FTA)	-	-	-	$30,074	-	-	$30,074
Total Capital		-	-	-	$37,594	-	-	$37,594
Total Programmed		**-**	**-**	**-**	**$37,594**	**-**	**-**	**$37,594**

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

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,032,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	-	-	-	$806,400	-	-	$806,400
Capital	5339 (FTA)	-	-	-	$3,225,600	-	-	$3,225,600
Total Capital		-	-	-	$4,032,000	-	-	$4,032,000
Total Programmed		**-**	**-**	**-**	**$4,032,000**	**-**	**-**	**$4,032,000**

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

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$542,548

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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 fuds; Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	MoDOT	-	-	-	$100,000	-	-	$100,000
Capital	5339 (FTA)	-	-	-	$360,108	-	-	$360,108
Capital	Local	-	-	-	$82,440	-	-	$82,440
Total Capital		-	-	-	$542,548	-	-	$542,548
Total Programmed		**-**	**-**	**-**	**$542,548**	**-**	**-**	**$542,548**

CU2801-25 - FY2028 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$10,964,926

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	Local	-	-	-	-	$7,708,899	-	$7,708,899
Operations	MoDOT	-	-	-	-	$43,500	-	$43,500
Operations	5307-Operating (FTA)	-	-	-	-	$3,212,527	-	$3,212,527
Total Operations		-	-	-	-	$10,964,926	-	$10,964,926
Total Programmed		**-**	**-**	**-**	**-**	**$10,964,926**	**-**	**$10,964,926**

CU2802-25 - FY2028 PREVENTATIVE MAINTENANCE

Plan Revision
25Draft

Section
Transit

Project Type
Transit Maintenance

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$950,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	5307-Preventative Maintenance (FTA)	-	-	-	-	$760,000	-	$760,000
Operations	Local	-	-	-	-	$190,000	-	$190,000
Total Operations		-	-	-	-	$950,000	-	$950,000
Total Programmed		**-**	**-**	**-**	**-**	**$950,000**	**-**	**$950,000**

CU2803-25 - FY2028 TRANSIT PLANNING

Plan Revision
25Draft

Section
Transit

Project Type
Transit Planning

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$210,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	5307-Planning (FTA)	-	-	-	-	$168,000	-	$168,000
Planning	Local	-	-	-	-	$42,000	-	$42,000
Total Planning		-	-	-	-	$210,000	-	$210,000
Total Programmed		**-**	**-**	**-**	**-**	**$210,000**	**-**	**$210,000**

CU2805-25 - FY2028 TRANSIT SAFETY

Plan Revision
25Draft

Section
Transit

Project Type
Transit Safety and Security

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$39,109

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Operations	Local	-	-	-	-	$7,820	-	$7,820
Operations	5307-Safety (FTA)	-	-	-	-	$31,289	-	$31,289
Total Operations		-	-	-	-	$39,109	-	$39,109
Total Programmed		**-**	**-**	**-**	**-**	**$39,109**	**-**	**$39,109**

MO1729-24AM5 - 5310-TRADITIONAL PROJECTS RESERVE 2021-2023

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$796,731

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2023. FY 2021-FY2022 Awarded. FY 2023 partially awarded.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT; Unawarded $21,358 FTA/$5,340 Local

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	$153,989	$5,340	-	-	-	-	$159,329
Capital	5310-Capital (FTA)	$616,044	$21,358	-	-	-	-	$637,402
Total Capital		$770,033	$26,698	-	-	-	-	$796,731
Total Prior Costs		**$770,033**	**-**	**-**	**-**	**-**	**-**	**$770,033**
Total Programmed		**$770,033**	**$26,698**	**-**	**-**	**-**	**-**	**$796,731**

MO1901-17A5 - 5310-MODOT ADMIN 2019-2023

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$105,858

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
MoDOT Administration portion of FY 2022 through FY 2023 FTA 5310 funding. FY 2019-2021 Awarded.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: No Local Match Required; FYI: Administered by MoDOT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Administration	5310-Admin (FTA)	$53,479	$52,379	-	-	-	-	$105,858
Total Administration		$53,479	$52,379	-	-	-	-	$105,858
Total Prior Costs		**$53,479**	**-**	**-**	**-**	**-**	**-**	**$53,479**
Total Programmed		**$53,479**	**$52,379**	**-**	**-**	**-**	**-**	**$105,858**

MO2304-22 - 5310-MODOT ADMIN 2024

Plan Revision
25Draft

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
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	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
25Draft

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
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	Local	-	$56,790	-	-	-	-	$56,790
Capital	5310-Capital (FTA)	-	$227,158	-	-	-	-	$227,158
Total Capital		-	$283,948	-	-	-	-	$283,948
Total Programmed		**-**	**$283,948**	**-**	**-**	**-**	**-**	**$283,948**

OT2501-25 - 5310-OTO ADMIN 2025-2026

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$85,098

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Administration	5310-Admin (FTA)	-	$42,128	$42,970	-	-	-	$85,098
Total Administration		-	$42,128	$42,970	-	-	-	$85,098
Total Programmed		**-**	**$42,128**	**$42,970**	**-**	**-**	**-**	**$85,098**

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

Plan Revision
25Draft

Section
Transit

Project Type
Transit Capital

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$585,046

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 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	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	$231,701	$236,336	-	-	-	$468,037
Capital	Local	-	$57,925	$59,084	-	-	-	$117,009
Total Capital		-	$289,626	$295,420	-	-	-	$585,046
Total Programmed		**-**	**$289,626**	**$295,420**	**-**	**-**	**-**	**$585,046**

FISCAL CONSTRAINT

SECTION G

EXPLANATION OF FISCAL CONSTRAINT

OPERATIONS AND MAINTENANCE

DEMONSTRATION OF FISCAL CONSTRAINT

FINANCIAL SUMMARIES

REVENUE

STATE AND FEDERAL SOURCES

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), which authorizes the federal surface transportation program for highways, highway safety, transit, freight, ports and rail through 2026. According to the MoDOT Statewide Transportation Improvement Program, it is estimated that the IIJA Act will provide 26 percent more federal funds to Missouri, annually.

MODOT

MoDOT combines Federal Highway and Transit Administrations funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

About 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 4,206 projects, worth $11.1 billion, at 5 percent under budget. MoDOT's 2025-2029 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately $2.1 billion, with nearly 57 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 38 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 24.5-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. 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 13 percent of transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

Vehicle and Driver Licensing Fees

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 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 $1,865.6 million at the beginning of fiscal year 2025 to approximately $916.4 million by the end of fiscal year 2029. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

State General Revenue Fund

The State General Revenue Fund for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments, I-70 project, legislatively designated and funded initiatives, and multimodal programs provides about 15 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. IIJA 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.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER Discretionary Grants, Congress has dedicated nearly $8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

American Rescue Plan Act of 2021

The $1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill includes $30.5 billion for the transit industry. This bill delivers $50,792 in Section 5310 for the Springfield Urbanized Area.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
The PROTECT Program provides dedicated, formula, and discretionary federal funding to invest in planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Charging and Fueling Infrastructure Program
The Charging and Fueling Infrastructure Program provides dedicated, discretionary federal funds to invest in deploying electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors an in communities.

National Electric Vehicle Program
The National Electric Vehicle Program provides dedicated, formula, and discretionary funds to invest in deploying electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

Reconnecting Communities Pilot Program
The Reconnecting Communities Pilot Program provides dedicated, discretionary federal funds to invest in restoring community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including mobility, access, or economic development.

Other Discretionary Program
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 vilsiting 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. 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 specials needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities
The Bus and Bus Facilities Grants (Section 5339) program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities

MO HealthNet
City Utilities Transit contracts with the Missouri Department of Social Services each fiscal year for 50 percent of the per trip cost to provide Missouri HealthNet (Medicaid) transportation trips to eligible paratransit passengers.

State Operating Funding
Each year, transit agencies around the state receive a distribution of Missouri General Revenue for operating assistance. This amount of funding has decreased substantially from the original application to the present day. This funding varies from year to year depending upon the State of Missouri budget.

Farebox
City Utilities receives funding through bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

Advertising
City Utilities Transit receives over $100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers
The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

Human Service Providers
FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the

application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, revenue estimates are shown in the financial tables at the conclusion of this section. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

OPERATIONS AND MAINTENANCE

ROADWAYS

MODOT

Maintenance costs include MoDOT's salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel.

Calculations are $464,943,844/ 77,532** lane miles of roadway.

This would make MoDOT's cost $5,997 per lane mile.

*Source: Fiscal Year 2024 Budget Approved
** Source: Official 2022 State System Mileage

Assumptions (dollars in thousands)	
Maintenance Operations*	$422,344,761
Fleet Investments*	$42,599,083
Total	**$464,943,844**

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 2.3 percent inflation factor was used for all of these costs.

Local Public Agency Capacity regarding operations and maintenance is shown in the financial tables at the conclusion of this section.

TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds. Inflation rates for 5307 funding are about 2 percent over the timeline of the TIP, per BIL funding levels. Inflation rates for City Utilities provided funding averages about 2.4 percent annually, however different line items may vary in their inflation rates and additional costs related to capital purchases are also considered when estimating the funding projections in the out years.

City Utilities' capacity regarding operations and maintenance is shown in the financial tables at the conclusion of this section.

FISCAL CAPACITY

PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2025-2029 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 seven percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this seven percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.3 percent, but in recent years has been between 3 and 4 percent, with the last twelve months as high as 4.0 percent and currently about 3.4 percent. Current costs are reflected in cost estimates.

ADVANCE CONSTRUCTION

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation Block Program (STBG) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

TRANSIT 5310 PROGRAM OF PROJECTS

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region, though OTO is working through the process to assume administration and procurement. The following pages outline the use of this funding from FY 2022 through FY 2026 as previously and currently programmed.

Traditional Section 5310							
Program of Projects and Subrecipients	**Project Description**	**Quantity**	**Funding Year**	**Status**	**FTA Amount**	**Local Amount**	**Total Amount**
MoDOT Traditional Reserve MO1729	N/A	N/A	Remaining FY 2023	Programmed	$21,358.00	$5,340.00	$26,698.00
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	$468,037.00	$117,009.00	$585,045.00
Total					$716,553.00	$176,139.00	$895,692.00

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/ Programmed	$178,200.00/ $272,488.00.00	$44,550.00/ $68,122.00	$222.750.00/ $340,610.00
Unawarded Balance CU2606	Remove Barriers to Services	N/A	FY 2024-2026	Pending Future Application	$458,458.00	$114,615.00	$573,073.00
Total					$909,146.00	$227,287.00	$1,136,433.00

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	Awarded	$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	$85,098.00	$ -	$85,098.00
Total				$ 162,717.00	N/A	$162,717.00

Total FY 2022 - FY 2026 traditional 5310 capital amount available	$ 1,166,603
FY 2022 - FY 2026 traditional 5310 capital amount awarded	$ (450,050)
Balance Remaining in reserve for 5310 traditional projects	$ 716,553
Total FY 2022 - 2026 other capital amount available	$ 909,146
FY 2022 - 2026 other capital amount awarded	$ (450,688)
Balance remaining for other capital	$ 458,458
Total FY 2022 - FY 2026 administration available	$ 162,717
FY 2022 - FY 2026 administration awarded	$ (52,379)
Balance remaining for administration	$ 110,338

REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	$29,745,750	$165,730,000	$41,286,000	$61,707,000	$27,797,000	**$33,186**
RAISE	$0	$24,822,313	$0	$0	$0	**$24,822,313**
Suballocated STBG-U	$7,884,416	$8,089,609	$8,251,401	$8,416,429	$8,584,758	**$41,226,613**
Suballocated TAP	$3,355,907	$1,635,984	$1,668,704	$1,702,078	$1,736,119	**$10,098,792**
Suballocated CRP	$2,550,324	$965,102	$984,404	$1,004,092	$1,024,174	**$6,528,096**
Aviation - FAA	$0	$3,490,713	$3,560,527	$3,631,738	$3,704,373	**$14,387,351**
FTA 5307	$8,583,087	$3,778,542	$3,854,113	$3,931,195	$4,009,819	**$24,156,756**
FTA 5310	$1,209,290	$421,275	$429,701	$438,295	$447,061	**$2,945,622**
FTA 5339	$871,186	$362,479	$368,729	$3,600,703	$381,605	**$5,584,702**
Transit MO HealthNet Contract	$0	$29,000	$29,000	$29,000	$29,000	**$116,000**
Transit State Operating Funding	$247,527	$143,500	$143,500	$143,500	$43,500	**$721,527**
CU Transit Utility Ratepayers	$8,408,850	$7,612,190	$7,613,190	$7,132,430	$7,109,430	**$37,876,090**
CU Transit Farebox, Ads, Rent	$0	$955,000	$954,000	$1,015,000	$1,038,000	**$3,962,000**
Human Service Agencies	$302,323	$57,925	$59,084	$60,266	$61,471	**$541,069**
TOTAL	**$63,158,659**	**$218,093,632**	**$69,202,353**	**$92,811,726**	**$55,966,310**	**$173,000,117**

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	$19,495,870	$19,495,870	$19,495,870	$19,495,870	**$77,983,480**
O&M (634.73 miles * $5,323/mile)	($3,823,687)	($3,926,927)	($4,032,954)	($4,141,844)	**($15,925,412)**
TIP Programmed Funds All Jurisdictions	($14,907,695)	($295,795)	($264,773)	($603,873)	**($16,072,136)**
Other Committed Funds All Jurisdictions	$62,389,099	$62,389,099	$62,389,099	$62,389,099	**$249,556,396**
TOTAL	**$63,153,587**	**$77,662,247**	**$77,587,242**	**$77,139,252**	**$295,542,328**

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	$8,008,970	$7,708,899	$7,708,899	$7,708,899	$7,708,899	**$38,844,566**
System Maintenance Local	$399,880	$399,880	$399,880	$190,000	$190,000	**$1,579,640**
Local Programmed O&M	--	($16,517,629)	($8,108,779)	($7,898,899)	($7,898,899)	**($40,424,206)**
Carryover	$8,408,850	$8,408,850	$0	$0	$0	**$0**
Additional O&M Costs	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

FINANCIAL CONSTRAINT

FAA Sponsored Projects

	Federal Funding			
	AIP	Local	MoDOT	TOTAL
FY 2025				
Funds Anticipated	$ 25,947,000	$ 2,883,000	$ -	**$ 28,830,000**
Funds Programmed	($25,947,000)	($2,883,000)	$ -	**($28,830,000)**
Balance FY 2025	**$0**	**$0**	**$0**	**$0**
FY 2026				
Funds Anticipated	$ 12,613,500	$ 1,401,500	$ -	**$ 14,015,000**
Funds Programmed	($12,613,500)	($1,401,500)	$ -	**($14,015,000)**
Balance FY 2026	**$0**	**$0**	**$0**	**$0**
FY 2027				
Funds Anticipated	$ 3,500,000	$ 388,889	$ -	**$ 3,888,889**
Funds Programmed	($3,500,000)	($388,889)	$ -	**($3,888,889)**
Balance FY 2027	**$0**	**$0**	**$0**	**$0**
FY 2028				
Funds Anticipated	$ 20,501,000	$ 3,589,000	$ -	**$ 24,090,000**
Funds Programmed	($20,501,000)	($3,589,000)	$ -	**($24,090,000)**
Balance FY 2028	**$0**	**$0**	**$0**	**$0**

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	$3,443,357	$36,000	$	$0
CRP (FHWA)	$4,300,039	$0	$0	$0
I/M (FHWA)	$135,000	$135,000	$	$0
NHPP (FHWA)	$82,242,400	$19,783,200	$44,060,800	$19,803,200
RAISE	$24,822,313	$	$	$
SAFETY (FHWA)	$3,556,500	$680,400	$262,800	$64,800
STBG (FHWA)	$26,891,903	$1,053,600	$150,400	$72,000
STBG-U (FHWA)	$30,413,191	$764,019	$789,419	$2,415,491
TAP (FHWA)	$5,911,486	$383,160	$134,836	$0
Federal Subtotal	$181,716,189	$22,835,379	$45,398,255	$22,355,491
STATE				
MoDOT	$32,087,059	$8,685,600	$12,646,582	$5,969,200
MoDOT-AC	$22,375,997	$12,335,200	$5,177,164	$2,772,800
MoDOT O&M	$6,225,965	$6,369,163	$6,515,653	$6,665,513
State Subtotal	$60,689,021	$27,389,963	$24,339,399	$15,407,513
LOCAL/OTHER				
Local	$14,907,695	$295,795	$264,773	$603,873
MO-ARPA	$1,179,750	$0	$0	$0
Other	$3,207,260	$0	$0	$0
Local/Other Subtotal	$19,294,705	$295,795	$264,773	$603,873
Total	**$261,699,915**	**$50,521,137**	**$70,002,427**	**$38,366,877**

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	$29,745,750	$165,730,000	$41,286,000	$61,707,000	$27,797,000	**$326,265,750**
Federal Discretionary Funding	$0	$24,822,313	$0	$0	$0	**$24,822,313**
Available Operations and Maintenance Funding	$0	$6,225,965	$6,369,163	$6,515,653	$6,665,513	**$25,776,294**
Funds from Other Sources (inc. Local)	$0	$19,294,705	$295,795	$264,773	$603,873	**$20,459,146**
Available Suballocated Funding	$13,790,647	$10,690,695	$10,904,509	$11,122,599	$11,345,051	**$57,853,501**
TOTAL AVAILABLE FUNDING	$43,536,397	$226,763,678	$58,855,467	$79,610,025	$46,411,437	**$455,177,004**
Carryover		$43,536,397	$8,600,160	$16,934,490	$26,542,088	--
Programmed State and Federal Funding		($261,699,915)	($50,521,137)	($70,002,427)	($38,366,877)	**($420,590,356)**
TOTAL REMAINING	**$43,536,397**	**$8,600,160**	**$16,934,490**	**$26,542,088**	**$34,586,648**	**$34,586,648**

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source					
	5307	5310	5339	Local	MoDOT	TOTAL
PRIOR YEAR						
Balance	$ 8,583,087	$ 1,209,290	$ 871,186	$ 8,711,172	$ 247,527	**$ 19,622,262**
FY 2025						
Funds Anticipated	$ 3,778,542	$ 421,275	$ 362,479	$ 8,495,293	$ 143,500	**$13,201,089**
Funds Programmed	($11,357,200)	($1,180,515)	($897,731)	($16,779,712)	($391,027)	**($30,606,185)**
Running Balance	**$1,004,429**	**$450,050**	**$335,934**	**$426,753**	**$0**	**$2,217,166**
FY 2026						
Funds Anticipated	$ 3,854,113	$ 429,701	$ 368,729	$ 8,798,774	$ 143,500	**$13,594,817**
Funds Programmed	($3,931,228)	($429,701)	($374,305)	($8,340,172)	($143,500)	**($13,218,906)**
Running Balance	**$927,314**	**$450,050**	**$330,358**	**$885,355**	**$0**	**$2,593,077**
FY 2027						
Funds Anticipated	$ 3,931,195	$ 438,295	$ 3,600,703	$ 8,380,196	$ 143,500	**$16,493,889**
Funds Programmed	($4,009,820)	$0	($3,585,708)	($8,837,259)	($143,500)	**($16,576,287)**
Running Balance	**$848,689**	**$888,345**	**$345,353**	**$428,292**	**$0**	**$2,510,679**
FY 2028						
Funds Anticipated	$ 4,009,819	$ 447,061	$ 381,605	$ 8,281,401	$ 43,500	**$13,163,386**
Funds Programmed	($4,171,816)	$0	$0	($7,948,719)	($43,500)	**($12,164,035)**
Running Balance	**$686,692**	**$1,335,406**	**$726,958**	**$760,974**	**$0**	**$3,510,030**

APPENDIX 1

SECTION H

INFRASTRUCTURE INVESTMENT AND JOBS ACT

TIP REQUIREMENTS FOR TMAS IN ATTAINMENT

OTO TIP AND AMENDMENT APPROVAL PROCESS

CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

LIST OF ABBREVIATIONS

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

TITLE 23, CHAPTER I – FEDERAL AID HIGHWAYS

§134 METROPOLITAN TRANSPORTATION PLANNING

(h) - Scope of Planning Process

(1) In general – The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(B) increase the safety of the transportation system for motorized and non-motorized users;
(C) increase the security of the transportation system for motorized and non-motorized users;
(D) increase the accessibility and mobility of people and for freight;
(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(G) promote efficient system management and operation;
(H) emphasize the preservation of the existing transportation system;
(I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(J) enhance travel and tourism.

(2) Performance-based approach
(A) In general – The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 150(b) of this title and the general purposes described in section 5301 of title 49.
(B) Performance targets –
(i) Surface transportation performance targets –
(I) In general – Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.
(II) Coordination – Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.
(ii) Public transportation performance targets – Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent

practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) Timing – Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans – A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under Chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(3) Failure to consider factors – The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

TIP REQUIREMENTS FOR TMAs IN ATTAINMENT

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements for producing a Transportation Improvement Program (TIP) by the Metropolitan Planning Organization (MPO) for a metropolitan area comes from the Final Rule regarding Metropolitan Transportation Planning dated May 27, 2016. Pertinent Sections include: 23 CFR parts 450 and 500, as well as 49 CFR part 613.

§ 450.326 DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the 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).

OTO TIP AND AMENDMENT APPROVAL PROCESS

CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

Project sponsors may find it necessary to request revisions to the adopted TIP. Pursuant to 23 CFR §450.104, changes to the TIP are categorized as Amendments or Administrative Modifications.

TIP AMENDMENTS

TIP amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by ONEDOT (FHWA and FTA). TIP amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is given by press release and through the OTO website.

REVISIONS REQUIRING TIP AMENDMENTS

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 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.

Docusign Envelope ID: 40EC510A-62D9-4CE7-BBF1-C9430442B8A7

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.

Signature

Derek Lee
Chair
Ozarks Transportation Organization

July 18, 2024
Date

DocuSigned by:
D5A52D1D93F54D7...
Signature

Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 18, 2024
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 2025-2028 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

Derek A. Lee

Signature

July 18, 2024

Date

Derek Lee
Chair
Ozarks Transportation Organization

LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
BIL	Bipartisan Infrastructure Law (another term for IIJA)
BRDG	Highway Bridge Replacement and Rehabilitation
BRM	On-System Bridge Replacement Program
BRO	Off-System Bridge Replacement Program
DEMO	Federal Demonstration Program
ENH	Enhancement Funds
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance Program
ITF	Intermodal Transfer Facility
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MHTC	Missouri Highways and Transportation Commission
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program

NHS	National Highway System
OTO	Ozarks Transportation Organization
Pub. L.	Public Law
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEC 5307	Federal Transit Section 5307 Formula Funds
SEC 5309	Federal Transit Section 5309 Discretionary Capital Program
SEC 5310	Federal Transit Section 5310 Elderly and Disabled Program
SEC 5339	Federal Transit Section 5339 Bus and Bus Facilities
STAP	Statewide Transportation Alternatives Program
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant
STBG-U	Surface Transportation Block Grant – Urbanized Area Suballocation
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
USC	United States Code
VMT	Vehicle Miles Traveled

APPENDIX 2

SECTION I

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

PUBLIC INPUT

PUBLIC COMMENT

INTRODUCTION

At the commencement of the development process for the annual TIP update, OTO solicits input from the community regarding needs and projects. OTO maintains a mailing list of interested parties and key transportation stakeholders. These persons and groups are specifically targeted in addition to the general public. OTO responds as appropriate to each comment received and forwards any comments, as appropriate, to the local jurisdictions or agencies which may also wish to respond. Included in this Appendix is the list of transportation stakeholders and the input OTO received.

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

OTO BOARD AND COMMITTEE MEMBERS

Bill Achor
Ozark Senior Center
CC Senior Tax Board

Keith Adams
Springfield Public Schools

Kimberly Ader
MoDOT

Sydney Allen
Greene County

Sam Baird
City of Willard

Miranda Beadles
Christian County

Corey Becker
City of Nixa

Chuck Branch
Christian County

Paula Brookshire
City of Springfield

Kimberly Brown
Springfield Public Schools

Mandy Buettgen-Quinn
City of Springfield

David Cameron
City of Republic

Rick Carpenter
Springfield Public Schools

Valerie Carr
City of Ozark

Greg Chapman
MoDOT

Steve Childers
City of Springfield

David Christenson
City of Strafford

Eric Claussen
City of Springfield

Cecelie Cochran
FHWA

King Coltrin
City of Springfield

Doug Colvin
City of Nixa

Jerry Compton
JWC Architecture

Travis Cossey
City of Nixa

Chris Coulter
Greene County

Chuck Cowan
Springfield-Branson National Airport

Mark Crabtree
City of Battlefield

Matt Crawford
City Utilities

Matt Crouse
City of Nixa

Don Currence
City of Ozark

Ben DeClue
City of Ozark

Greg Drake
The Arc of the Ozarks

John Elkins
Citizen-At-Large

Christy Evers
MoDOT

Angel Falig
City of Republic

Brandie Fisher
City Utilities

Brett Foster
City of Springfield

Eric Franklin
City of Republic

Ashley French
City of Strafford

Jarad Giddens
City of Nixa

Scott Godbey
City of Nixa

Martin Gugel
City of Springfield

Joe Hamp
City of Springfield

Scott Hayes
Christian County

Karen Haynes
City of Republic

Adam Humphrey
Greene County

D. LaRee Huse
Senior Age

David Hutchison
Citizen

Bradley Jackson
Christian County

Brandon Jenson
City of Springfield

Joel Keller
Greene County

Brad Kelley
MoDOT

Jason Knight
City of Willard

Mary Kromrey
Ozark Greenways

Derek Lee
City of Springfield

Derek Lee
City of Springfield

Tristan Losh
City of Battlefield

Rusty MacLachlan
Greene County

Todd Madison
FAA

John Matthews
Missouri State University

Ken McClure
City of Springfield

Laurel McKean
MoDOT

Kyle Meadows
CoxHealth EMS

Frank Miller
MoDOT

John Montgomery
Ozark Greenways

Lynn Morris
Christian County

Angela Nelson
Greene County

Daniel Nguyen
FTA

Andy Novinger
City of Battlefield

Jim O'Neal
Citizen-At-Large

Paige Oxendine
Springfield-Branson National Airport Board

Jeremy Parsons
City of Ozark

Grady Porter
City of Springfield

Shannon Porter
Empower:Abilities

Chad Ray
Springfield-Branson National Airport

Jason Ray
SMCOG

Stacy Reese
MoDOT

Jeff Roussell
City of Nixa

Mike Ruesch
City of Willard

John Russell
Greene County

Beth Schaller
MoDOT

David Schaumburg
Springfield-Branson National Airport

Mark Schenkelberg
Federal Aviation Administration

Tim Schowe
City of Strafford

Aishwarya Shrestha
SMCOG

Martha Smartt
City of Strafford

Dan Smith
City of Springfield

Jeff Smith
Springfield-Greene County Park Board

Justin Sorgen
City of Willard

Cliff Spangler
City of Ozark

Linda Starr
SWI Industrial Solution

Andrea Swope
CCLInks-SB40 Board

Chris Tabor
City of Republic

Andy Thomason
City Utilities

Kelly Turner
City Utilities

Tommy VanHorn
City of Battlefield

Ben Vickers
Springfield Area Chamber of Commerce

Jenette Vomund
MoDOT

Richard Walker
Citizen-At-Large

Mark Webb
Greene County

Jeremy Wegner
BNSF Railway Company

Brian Weiler
Springfield-Branson National Airport

Daniel Weitkamp
FHWA

Randall Whitman
City of Springfield

Todd Wiesehan
Christian County

TRANSPORTATION PROVIDERS

Abilities First

Adult Tendercare Center

Burrell Center - Admin

City Utilities Transit Services

Community Partnership of the Ozarks

Council of Churches of the Ozarks

Developmental Center of the Ozarks

Greene Valley State School

Greyhound Springfield Bus Station

J. Howard Fisk Limousines LTD

Janes Ride

Lakeland Regional Medical Center

MainTrans Mobility Solution

Maranatha Village, Inc.

Mercy Medical Center

Missouri Council of the Blind

Missouri Department of Mental Health - Springfield Regional Center

Missouri State University

Muscular Dystrophy Association

National Alliance on Mental Illness

National Federation for the Blind

Northview Senior Center

Nova Center of the Ozarks

OATS, Inc.

Ozarks Dialysis Services

Rehabilitation Services for the Blind

Retired Senior Volunteer Program

Royal Taxi

SeniorAge Area Agency on Aging

Southside Senior Center

Southwest Missouri Council of Governments

Southwest Missouri Office on Aging

Springfield-Branson National Airport

Springfield-Greene County Park Board

Springfield Yellow Cab Co.

SWI Industrial Solutions

The Arc of the Ozarks

Vocational Rehabilitation

CITIZENS GROUPS

Bissett Neighborhood Association

Bradford Park Neighborhood Association

Brentwood Neighborhood Association

Delaware Neighborhood Association

Doling Neighborhood Association

Fassnight Neighborhood Association

Galloway Village Neighborhood Association

Grant Beach Neighborhood Association

Greater Parkcrest Neighborhood Association

Heart of the Westside Neighborhood Association

Mark Twain Neighborhood Association

Meador Park Neighborhood Association

Mid-Town Neighborhood Association

Oak Grove Neighborhood Association

Phelps Neighborhood Association

Quail Creek Property Owners Association

Ravenwood Homeowners Association

Robberson Neighborhood Association

Rountree Neighborhood Association

Seminole Holland Neighborhood Association

Spring Creek Property Owners Association

Tom Watkins Neighborhood Association

University Heights Neighborhood Association

Weller Neighborhood Association

West Central Neighborhood Alliance

Westside Neighborhood Betterment Association

Woodland Heights Neighborhood Association

NON-PROFIT GROUPS & OTHER

AIDS Project of the Ozarks

Alzheimer's Association

American Cancer Society

American Red Cross

BLC Transportation

Boys & Girls Clubs of Springfield Inc

Breast Cancer Foundation of the Ozarks

Catholic Charities of Southern Missouri Inc.

Cedarhurst Senior Living

Christian County Library District

Christian County Lions Club

CJW Transportation Consultants, LLC

Community Blood Center of the Ozarks

Community Foundation of the Ozarks

Convoy of Hope

Creekside at Elfindale

Disabled American Veterans & Auxiliary

Drew Lewis Foundation at the Fairbanks

Federal Express

Franciscan Villa

Gerry Pool Senior Friendship Center

Good Samaritan Boys Ranch

Greene County Board for Developmentally Disabled

Greene County Senior Citizens' Services Tax Fund

Grupo Latinoamericano

Hand in Hand Multicultural Center

Jacobs Care Center

Jordan Creek Nursing & Rehab

Jordan Valley Community Health Center

Karlovich & Associates Inc.

Lakeland Regional Medical Center

Latin America Library Services

Maplewood Alzheimer's Special Care

Maranatha Village, Inc.

Minorities in Business

Missouri and Northern Arkansas Railroad

Missouri Career Center

Muscular Dystrophy Association

NAACP

Natural Senior Transitions, LLC

Neighborhood at Quail Creek

Nixa Area Chamber of Commerce

Nixa Senior Center

O'Reilly Center for Hope

Ozark Chamber of Commerce

Ozark Senior Center

Ozarks Area Community Action Group: Greene County

Ozarks Food Harvest

Ozarks Regional YMCA

Ozarks Retired Services

Parkinson's Group of the Ozarks

Preferred Family Healthcare

Prime, Inc.

Rare Breed Youth Services

Ravenwood Assisted by Americare

Republic Area Chamber of Commerce

Republic Senior Friendship Center

Sacred Rose Healthcare

Safe at Home

SeniorAge Missouri

Senior Corps

Sherman Avenue Project Area Committee, Inc.

Show Me Christian County

Shrock Trucking

Sonshine Manor

Southside Senior Center

Southwest Missouri Indian Center

Southwest Missouri Office on Aging

Springbike Bicycle Club

Springfield Area Chamber of Commerce

Springfield Association for the Blind

Springfield-Greene County Library

Springfield Missouri Vet Center

Springfield NAACP

Springfield Sister Cities Association (SSCA)

Springfield Victory Mission

Strafford Senior Center

Steelman Transportation

T-Haul Tank Lines, LLC

The Gardens Senior Living

The Gathering Tree

The Kitchen, Inc.

The Salvation Army

The Waterford at Ironbridge

United Parcel Service

United States Post Office

United States Customs Services and Border Protection

West Central Motor Freight, Inc.

Willard Branch Library

Wilson Logistics

Women's Medical Respite

YRC Freight

CHURCH GROUPS

Assembly of God – Chinese Church

Assembly of God Immanuel Korean Church

Assemblies of God Southern MO District Headquarters

Baha'l Information Office for SW MO

Baptist Bible College

Catholic Charities of SW Missouri, Inc.

Dol Seminary Korean Church

Ebenezer Romanian Assembly

El Faro Assembly of God Pastor

Enabled, Inc.

Greene County Baptist Association

Islamic Center of Springfield

Korean Presbyterian Church

Life 360 Intercultural Campus

Ozark Mountain Deaf Church

Pathways United Methodist Church

Sacred Heart/Iglesia Sagrado Corazon

Second Baptist Church

Slavic Evangelical Church

South Fremont Free Will Baptist

St. Agnes Catholic Church

St. Thomas the Apostle Orthodox Church

Trinity Lutheran Church

EDUCATION

Adah Fulbright Early Childhood Center

Baptist Bible College

Bingham Elementary
Springfield School District

Bissett Elementary
Springfield School District

Bowerman Elementary
Springfield School District

Boyd Elementary
Springfield School District

Campbell Early Childhood Ctr
Springfield School District

Carver Middle School
Springfield School District

Central High School
Springfield School District

Century Elementary
Nixa School District

Cherokee Middle School
Springfield School District

Cogdill Early Childhood Center
Strafford School District

Cowden Elementary
Springfield School District

Delaware Elementary
Springfield School District

Disney Elementary
Springfield School District

Drury University
Springfield

East Elementary School
Ozark School District

Espy Elementary
Nixa School District

Eugene Field Elementary
Springfield School District

Evangel University
Springfield

Finley River School
Ozark School District

Fremont Elementary
Springfield School District

Glendale High School
Springfield School District

Greene Valley State School
Springfield

Harrison Elementary
Springfield School District

Hickory Hills Elementary & Middle School

High Pointe Elementary School
Nixa School District

Hillcrest High School
Springfield School District

Holland Elementary
Springfield School District

Horace Mann Elementary
Springfield School District

Inman Intermediate
Nixa School District

Jarrett Middle School
Springfield School District

Jeffries Elementary
Springfield School District

John Thomas School of Discovery
Nixa School District

Kickapoo High School
Springfield School District

Lyon Elementary School
Republic School District

Mark Twain Elementary
Springfield School District

Mathews Elementary
Nixa School District

McBride Elementary
Springfield School District

McCulloch Elementary School
Republic School District

McGregor Elementary
Springfield School District

Missouri State University
Springfield

Nixa Early Childhood Program
Nixa School District

Nixa High School
Nixa School District

Nixa Junior High School
Nixa School District

Nixa Public Schools
Nixa

North Elementary School
Ozark School District

Ozark High School
Ozark School District

Ozark Junior High
Ozark School District

Ozark Middle School
Ozark School District

Ozark R-VI School District
Ozark School District

Ozark Technical College

Parkview High School
Springfield School District

Pershing Middle School
Springfield School District

Phelps Center for Gifted Education
Springfield School District

Pipkin Middle School
Springfield School District

Pittman Elementary
Springfield School District

Pleasant View Elementary & Middle School
Springfield School District

Price Elementary School
Republic School District

Reed Academy
Springfield School District

Republic Early Childhood Center
Republic School District

Republic High School
Republic School District

Republic Middle School
Republic School District

Republic R-III School District
Republic

Robberson Elementary
Springfield School District

Rountree Elementary
Springfield School District

Schofield Elementary School
Republic School District

SCORE
Nixa School District

Sequiota Elementary
Springfield School District

Shady Dell Early Childhood Center
Springfield School District

Sherwood Elementary
Springfield School District

South Elementary School
Ozark School District

Springfield Public Schools
Springfield

Strafford Elementary
Strafford School District

Strafford High School
Strafford School District

Strafford Middle School
Strafford School District

Strafford R-VI School District
Strafford

Study Alternative Center
Springfield School District

Summit Intermediate School
Nixa School District

Sunshine Elementary
Springfield School District

Sweeny Elementary School
Republic School District

Tiger Paw Early Childhood Center
Ozark School District

Truman Elementary
Springfield School District

Wanda Gray Elementary
Springfield School District

Watkins Elementary
Springfield School District

Weaver Elementary
Springfield School District

Weller Elementary
Springfield School District

West Elementary School
Ozark School District

Westport Elementary School
Springfield School District

Westport Middle School
Springfield School District

Wilder Elementary
Springfield School District

Willard Central Elementary
Willard School District

Willard East Elementary School
Willard School District

Willard High School
Willard School District

Willard Intermediate 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 2023 and to-date in 2024 is linked here, with a summary of such comments:

2023 Public Comment

2024 Public Comment through March 1

2023

- Bus to Airport - (Springfield, Greene) > (In response to Airport Master Plan Post) Haven't been able to get anywhere near it via transit for years. Thought 35 might get close but nope.
- Chadwick Flyer Trail - (Springfield, Greene) > Hello! I know that this bid section most likely is further south than our home at 2316 S Oak Grove Avenue, 65804. My purpose with this message is to remind you to keep the lines of communication open with the home owners along the route. On our street specifically, just south of Seminole, the tracks run directly behind our homes. Letting us know the specific plans and timeframe of the project would go a long way toward support for this project. Last year I reached out to the city to ask about the specifics of the design at our area; where does the property line lay, who will maintain the green space, what is required of us as homeowners? Even though we attended the open house those issues specific to our location were not answered. I understand that some of these things may not have even been decided. My plea to you is to remember that you are literally going to be working in our back yards. The few neighbors I have spoken to support this project, but that doesn't mean we don't deserve to be informed about it's impact on our neighborhood. I welcome any discussion if it would be helpful.
- Clifton - Madison (Springfield, Greene) > At the corner of Clifton & Madison, we would like a flashing stop sign to replace the stop sign on Clifton. There have been several near misses from people not seeing the stop signs on Clifton.
- Crosswalk - Seminole & Brentwood (Springfield, Greene) > Sidewalks that touch on both sides but no crosswalk.
- Crosswalk - Sunset & Glenstone (Springfield, Greene) > Current crosswalk is unmaintained and unsignaled - should be a 4 way crossing
- Crosswalk - Glenstone & Barataria & Mall (Springfield, Greene) > 4-way crossing here would be great, allowing safe and quick transfers to the Brentwood Center and the mall. As well as allowing transit riders to quickly and safely transfer across the street from 5, 25, and 31 to 12 and vice versa. Daylighting and traffic calming would be nice to help enforce the frequently disregarded speed limit.
- Farm Road 131 - Between Weaver Rd & Elm Street (Battlefield, Greene) > We live off of FR 131 in Battlefield, MO and are in desparate need of a sidewalk along FR 131 between Elm/Plainview & Weaver. It's a narrow road with several hills & many people use this road to walk/bike daily. More importantly, elementary and intermediate schools are not providing bus service to this neighborhood and children are expected to walk/bike on this road, which is sometimes very dark in the mornings. It is also busy with traffic from cars and buses around the same time kids would be walking. It's been a concern of mine since

I've lived in the area for about 10 years. We would greatly appreciate any assistance you could provide to help facilitate a sidewalk for this road. Feel free to contact me if needed.

- Farm Road 131 - Between Weaver Rd & Elm Street (Battlefield, Greene) > This is in regards to our hopes for a sidewalk along FR 131 between Weaver Rd & Plainview Rd. We are asking for a sidewalk due to this being an extremely busy street traveled by many families in the area. This road leads to three different schools and the park. It is a dangerous road to walk or bike on and the sidewalk would improve the safety of many people. Please consider this improvement!! Thank you!!
- Farm Road 131 - Between Weaver Rd & Elm Street (Battlefield, Greene) > FR 131 between Weaver Rd & Elm St needs a sidewalk for connectivity. Children walking from Walker Ridge Sub to McBride Elem and to Wilson Creek Elem must walk on the street or in the grass to reach existing sidewalks. Rezoning of buses seems like there are more children walking. City of Battlefield Sidewalk Project from 2019 plans on adding a sidewalk on Elm St which would be helpful to connect to a new sidewalk on FR 131. This would also connect this subdivision & homes to parks in the area such as McBride Elem Park & Battlefield City Park allowing for all ages & families to walk safely. There are also a lot of bikers in this area as well.
- Farm Road 131 - Between Weaver Rd & Elm Street (Battlefield, Greene) > I am a resident of Battlefield. I want to express the need for a sidewalk along FR 131 between the cross roads of Weaver & Elm St. Cars fly down this road and there are children walking down this street to go to school. There is a slight hill and sometimes it is hard to see if a car is coming or if someone is in the road. I live in the Waller Ridge subdivision and there are no sidewalks that lead out of our subdivision for walking or biking. Please consider a sidewalk along FR 131.
- Farm Road 131 - Between Weaver & Planview (Battlefield, Greene) > I am proposing the grant (SS4A?) go towards a sidewalk along FR 131 between FR 178/Weaver & FR182/Plainview. This is a very dangerous road for our children and families surrounding this area. It is a main road that leads to 3 different schools that our children attend. Many times I have had to jump onto the grass while walking this road to avoid getting hit by a car. I have seen mother pushing their babies in strollers so they could go up to the McBride School to walk along the path. I have seen small children having to walk in the grass almost as tall as they are along this pathway. A lot of children have to walk this pathway daily in order to get to and from school since they live so close and they don't qualify for the bus. PLEASE consider this sidewalk to help improve the safety to our community!! Thank you for your consideration.
- Fassnight Greenway - (Springfield, Greene) > I see that a historic marker is on this map (attached) at Creekside at Elfindale. Please pass along my appreciation and thanks to the planners on the Fassnight Greenway Planning Team. The Indian, Power, Telegraph, Butterfiled Overland Mail Route, Military Road and Old Wire Road in its many names over the years is a place to be remembered and commemorated. That location on Elfindale Court Street close to the clubhouse would be honored and maintained by Creekside and would not fall victim to damage or graffiti. Many of our ancestors traveled down the road to Booneville afer being outfitted along the Missouri River and its tributaries. The easy part of the journey on the steamboats was over and their goods were placed into wagons for transport. Happily some decided to stay once they saw the beautiful Ozarks!
- FF Extension - (Nixa, Christian) > I called on this last year. I was told it was no longer practical to development. What changed? Where will it be? Seems kinda poor planning to say one thing, do another, yet release no plans/proposals. Right?
- Glenstone - Cherry - Crosswalk (Springfield, Greene) > There is no crosswalk at this intersection which makes crossing Glenstone from the northbound bus stop to Rountree neighborhood risky.
- Glenstone - Erie (Springfield, Greene) > This interchange is challenging for cars exiting the side road from Glenstone Marketplace. The short distance from the entrance to the side road to the left turn lane (from

Erie onto Glenstone) often causes vehicles to block the straight and right turn from Erie on/through Glenstone. Cars in the turning lane also block visibility of cars turning right onto Erie from SB Glenstone. It is a scary place to exit no matter which way you're going.

- Highway 13 Corridor - (Springfield, Greene) > Facebook: Has there been any recent updates? (OTO - referred them to our study update page) - Thank you! I see the final report from August 2022. Do you know if the project has been approved? (OTO - Funding has not been identified yet. Thank you fory our inquiry)
- Highway 13 - Kansas Expressway (Springfield, Greene) > In one of your email updates you said "The interchange with Highway 13/Kansas Exp should still include the flyover installed for southbound to eastbound traffic." Do you know yet if there will be access from Kansas Exp SB to I44 EB w/out having to go through a signal light at Norton Rd?
- Highway 14 - Truman (Nixa, Christian) > I live on the south side of MO14 in Nixa and an wheelchair bound. I use my wheelchair to get around Nixa for everything. At present the only marked crosswalk on MO14 is at the intersection of MO14 and 160. If I use this crosswalk I am 1/2 mile east of City Hall, bank utilities, police, etc. That is a long way in a wheelchair, especially without a sidewalk, which forces me into the street, with the traffic coming at me from the rear where I cannot even see if I may be getting into trouble. I request that a marked crosswalk be installed at the intersection of MO14 and Truman, right in from of the Nixa City Hall. Further, the sidewalk on the north side of MO14 should be extended to the west to intersect the new crosswalk at Truman.
- Highway 60 - MM (Republic, Greene) > The entrance to the gas station regularly inhibits traffic flow, and even safety, at times. The entrance is blocked by waiting EB vehicles & someone wanting to turn left into the gas station in the WB lane will stop and wait for an opening and traffic backs up, often to 60. Sometimes traffic is kept from getting through the light because the WB lane backed up so far & cars can even block part of SB 60 traffic. EB MM traffic is moving, but busy, and a WB traveler wants to turn into the station & must wait for traffic to clear. This results in the same problems mentioned above. Some solutions: Paint a do not block intersection pattern & woods on the road in the EB lane at that entrance & post signs that fines or tickets can be levied for violations. Prohibit people from turning left in that gas station, or at least from stopping traffic during certain hours if they are unable to immediately turn left into it. WB traffic crossing 60 could turn left at the light & then turn right into the gas station, & there is an Eagle stop a mile further down MM hwy. People on SB 60 can turn right on the gas station entrance that's on 60.
- Highway 60 - Around Republic (Republic, Greene) > Hwy 60 must be diverted around Republic's growing community. The existing Hwy60 through Republic could be a business route, while taking JRF just north of MM intersection and merge to new east/west 4 lane Hwy 60 to be reconnected to existing Hwy 60 west of Billings before 413 interchange. There is then an ability to 4 lane in future expansion Hwy 60 to Oklahoma line while saving hundreds of accidents and lives. Hwy 60 from Republic interchange west to stateline does not match that east of same exit. This should have been done a few years ago when some idiot decided that the 174 intersection would correct the traffic congestion caused by growth of community. That was a waste of money! Bandaid for skull fracture, No foresight.
- Highway 60 - James River Freeway (Republic, Greene) > Expansion of Hwy 60 from JRF thru Republic west to or past Billings including outer road construction eliminating the numerous entrances to businesses as they currently exist. The addition of a pedestrian overpass or tunnel would be helpful as many children are pedestrians trying to cross that highway before & after school
- Highway 60 - Republic to Billings (Republic, Greene) > 4 lane extension from Republic through Billings

- Highway 60 - Republic to JRF (Republic, Greene) > We need to emphasize the expansion of highway 60 to three lanes between Republic and JRF.
- Highway 60 - Where the city & school purchased land (Republic, Greene) > We need some serious master planning on Hwy 60 where the city & school district have purchased property and plan to build. We need two efficient entrances & exits to/from this area. During the next 15 years we could have at least three school buildings in this area, which will mean buses, employee traffic, and probably 200 car riders per school twice per day during the school year.
- Highway 60 - Rose Hill Road (Republic, Greene) > A traffic light at Hwy 60 & Rose Hill Rd. Impossible to access 60 from Rose Hill during rush hours and actually anytime.
- Highway 160 - I-44 (Springfield, Greene) > This intersection needs to be a diverging diamond for safety and traffic flow.
- Highway 174 - Highway 60 (Republic, Greene) > An alternate road from 174 to Lowes parallel to Hwy 60
- Highway 174 - Main/N Hwy (Republic, Greene) > Improvements to intersection of 174 and Main/N Hwy to better allow traffic flow around the schools. Dangerous 2 lane.
- Highway 174 - Main Street (Republic, Greene) > We need help expanding the intersection of Hwy 174 and Main St in Republic. This is a very busy area and backs up frequently during the mornings, afternoon dismissal, and during 5pm travel home.
- Highway MM - Highway ZZ (Republic, Greene) > MM widening and re-routing past 60 to ZZ to eliminate the railroad crossings currently creating traffic issues. Elimination of or improvements to allow better traffic flow throughout Republic around railroad crossings. There is only one overpass at 174 that allows traffic to avoid railroad delays.
- Highway MM - Highway ZZ (Republic, Greene) > Need to prioritize MM connecting to ZZ in Republic as the new city/MoDOT graphs demonstrate.
- Highway ZZ - near Republic HS (Republic, Greene) > ZZ improvements around HS to assist traffic flow with all the new subdivisions in the area and school traffic.
- J Turns - (,) > We enjoy cycling in the Ozarks and we love sharing our rural roads with others in the tandem cycling community. However, J Turns are extremely dangerous for cyclists and limit cycling options. As a driver and cyclist crossing these are hazardous and place you in danger with no easy way to get to a safe haven. Lots of states we have ridden in have bike path style crossings that provide a safe way to cross busy intersections. This is a good way to cross and is cheaper than a bridge. Please consider this when planning. J turns block getting access to the rural areas.
- James River Freeway - (,) > Big picture - what about expanding JRF to the north near Willard and Ash Grove and then eventually connecting to Hwy 65
- Kansas Extension - (Springfield, Greene) > Fully fund the Kansas Exp Extension in GC
- Light Timing - (Springfield, Greene) > Another thing that causes a lot of accidents is whenever you make a left hand turn it will only let two cars through, people gets aggravated having a set through the cycle all over again. And there's also such as Fremont going north getting on the sunshine that light will only let three cars through at a time and then you have to wait for the whole cycle to be start all over again. People gets impatient they don't want to sit through two or three cycles just to get through.
- Mt. Vernon - sidewalk - Scenic to Kansas Exp (Springfield, Greene) > A continuous sidewalk along west Mt. Vernon from Scenic to Kansas Exp. We have a lot of foot traffic in our neighborhood, and when people are walking, pushing carts etc. It is dangerous for them to be in the street.
- Mt. Vernon - W Bypass (Springfield, Greene) > Would like something done with the traffic backup on Mt. Vernon at W Bypass, in the morning and evening this intersection on the east side of the Bypass on Mt Vernon gets so far backed up, it would be nice to alleviate this congestion for the motorists.

- OATS - (,) > *(In response to a previous Facebook shared post for OATS) - Except they have limited their transportation in many rural areas and no longer transport in those areas due to a "lack of drivers". I live in Peculiar, MO and can no longer get my 80-year old mother to the doctor via OATS. I'm struggling to find an alternative. The OATS website also lists that Harrisonville, MO is the next to go.
- Old Route 66 - Washington Ave (Strafford, Greene) > Needs pedestrian infrastructure for people to cross. Students are dashing across the road, many more would be able to walk to school, home, and to shops, taking cars off the road and reducing traffic.
- Pedestiran Beacons (RRFB) - (Springfield, Greene) > They have audio that tells blind pedestrians it's active but it's still just a caution light; they don't HAVE to stop and there's nothing preventing them from turning right in front of us and cutting us off. I wish we could get rid of the caution light concept altogether and go with a solid red light like they've got near MSU on National.
- Route 66 Trail Study - (Strafford, Greene) > Hi! If this were to connect Strafford to East Springfield…maybe…but, not to north Springfield. We are close enough to the homeless situation there. We don't want a super highway foot trail to Strafford.
- Roads - (,) > Don't build and they won't come. Widening streets, when will it end. Invest in a Montreal train system (above ground).
- Roundabouts - (,) > I know how to deal w/them from the bike but not as a pedestrian. Since traffice can't stop it seems like a case of look/listen behind you and run since there's no way to know how long you've got before the next car shows up. (Just part of her comment)
- Seminole - Golden (Springfield, Greene) > Intersection could be improved.
- Seminole - Sidewalks - Scenic to W Bypass (Springfield, Greene) > The section of W Seminole St between S Scenic to W Bypass is in desparte need of a sidewalk along the entire stretch. It is a major connection road for many of the surrounding residential streets. Most importantly, it is the only way for many kids to walk or cycle to Sherwood Elementary and Carver Middle School.
- State Route N - Farm Road 168 (Republic, Greene) > Improvement of intersection at N & FR 168. Blind hilltop coming up on the intersection as drivers on N approach 168. Very dangerous especially for those trying to travel across N.
- Sunshine St - Bike Lane - National / Grand (Springfield, Greene) > Can you plance bike lanes on Sunshine St between National and Grand Ave to further commuter transportation beyond the Grant Ave corridor?
- Thank you - (,) > I just recently moved to the area. And you guys are leaps and bounds above all the places I've lived, in terms of actually seeming to care and trying to do the right thing for our community. I for one really appreciate it, and I bet you all don't hear it enough. But Thank You, I think I'm gonna live out my days as a proud Missouri(an).
- Trails - Springfield Lake (Springfield, Greene) > Would love to be on the contact list for development of trails around the lake! I love Sequiota Park and Trail of Honor and look forward to the expansion of the Chadwick Flyer to Ozark connecting all of these together making Springfield a trail destination. I live along the Chadwick Branch ROW in Fremont Hills.
- Transit for Disabled - (Springfield, Greene) > I live in the Mark Twain neighborhood in Springfield and I live in an apartment complex, we are all disabled and some in electric wheelchairs and I think it would benefit everyone if we had an on demand app transportation service like Uber with wheelchair vans so it would be easier to get to and from work/errands outside of access express which is a great service but something that goes until 1 or 2 am but is still public transportation.

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 widened to 6 lanes. There is so much semi-truck traffic on I-44. It's acutally scary on I-44 during rush hour or any time for that matter.
- 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?
- 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.
- 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.
- 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.
- 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.
- 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.
- 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 disabilites. Navigating the city bus system can be overwhelming and unsafe for this population so having OATS available is very important.
- 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
- Add sidewalks to streets that don't have them
- Expand public transportation access
- Anything else is superfluous."
- "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.
- 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 Rikver 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?????
- Sidewalks

DRAFT PUBLIC COMMENT

Public Comment through July 18, 2024

- 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.
- 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 libray
- 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 Sonrise 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.
- 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.
- 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.

- 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.
- 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 plannig. 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.
- 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.
- 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 disabilites. Navigating the city bus system can be overwhelming and unsafe for this population so having OATS available is very important.
- 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 Add sidewalks to streets that don't have them, Expand public transportation access. Anything else is superfluous.
- 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

- 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.
- West Bypass - James Rikver 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?????
- Sidewalks



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

Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org