

OTO FY 2024-2027

Transportation Improvement Program

Approved by the Board of Directors _____

Approved by U.S. DOT _____



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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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

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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

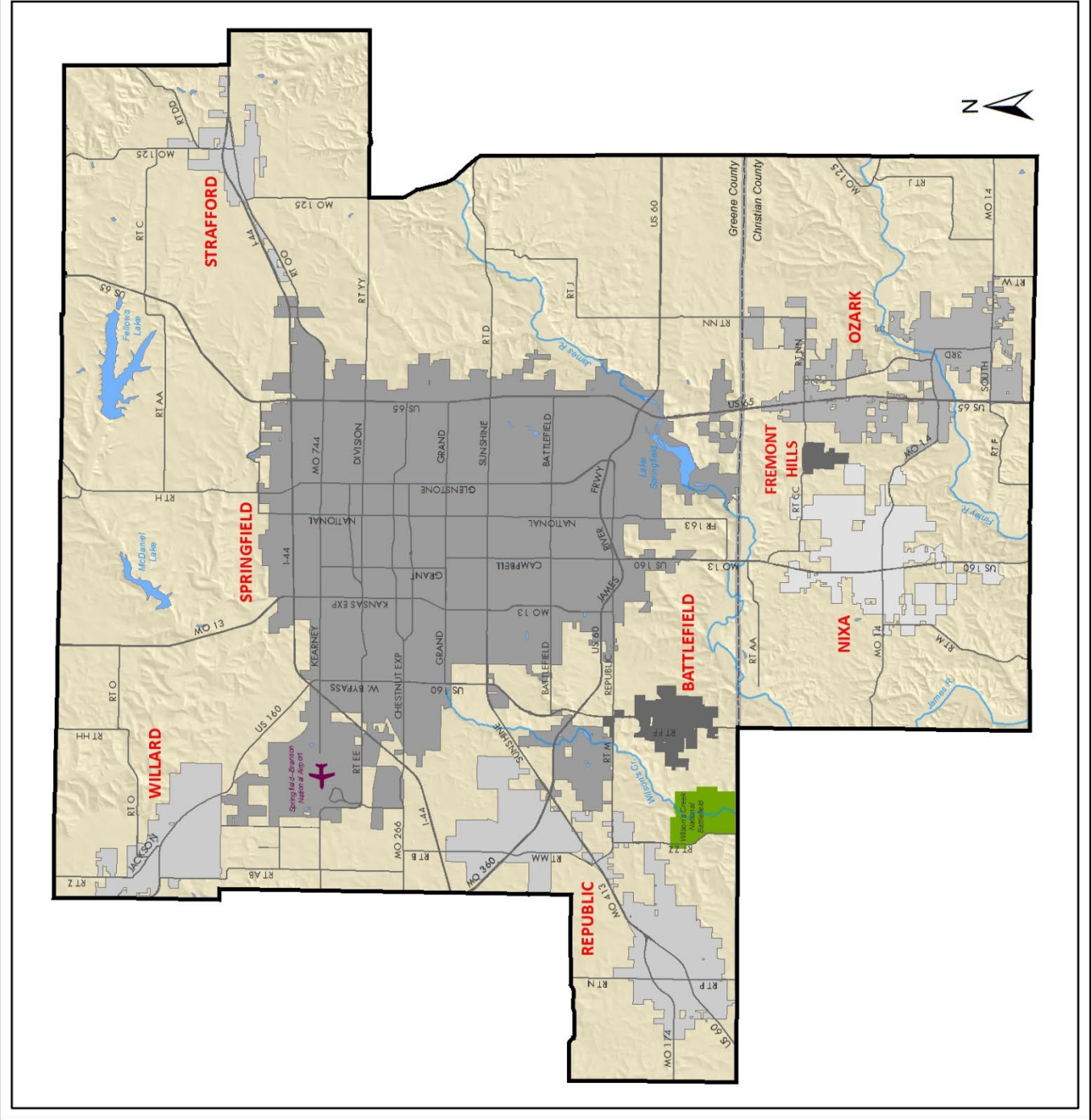


Legend

- 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 Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



Ozarks Transportation Organization Urbanized Area

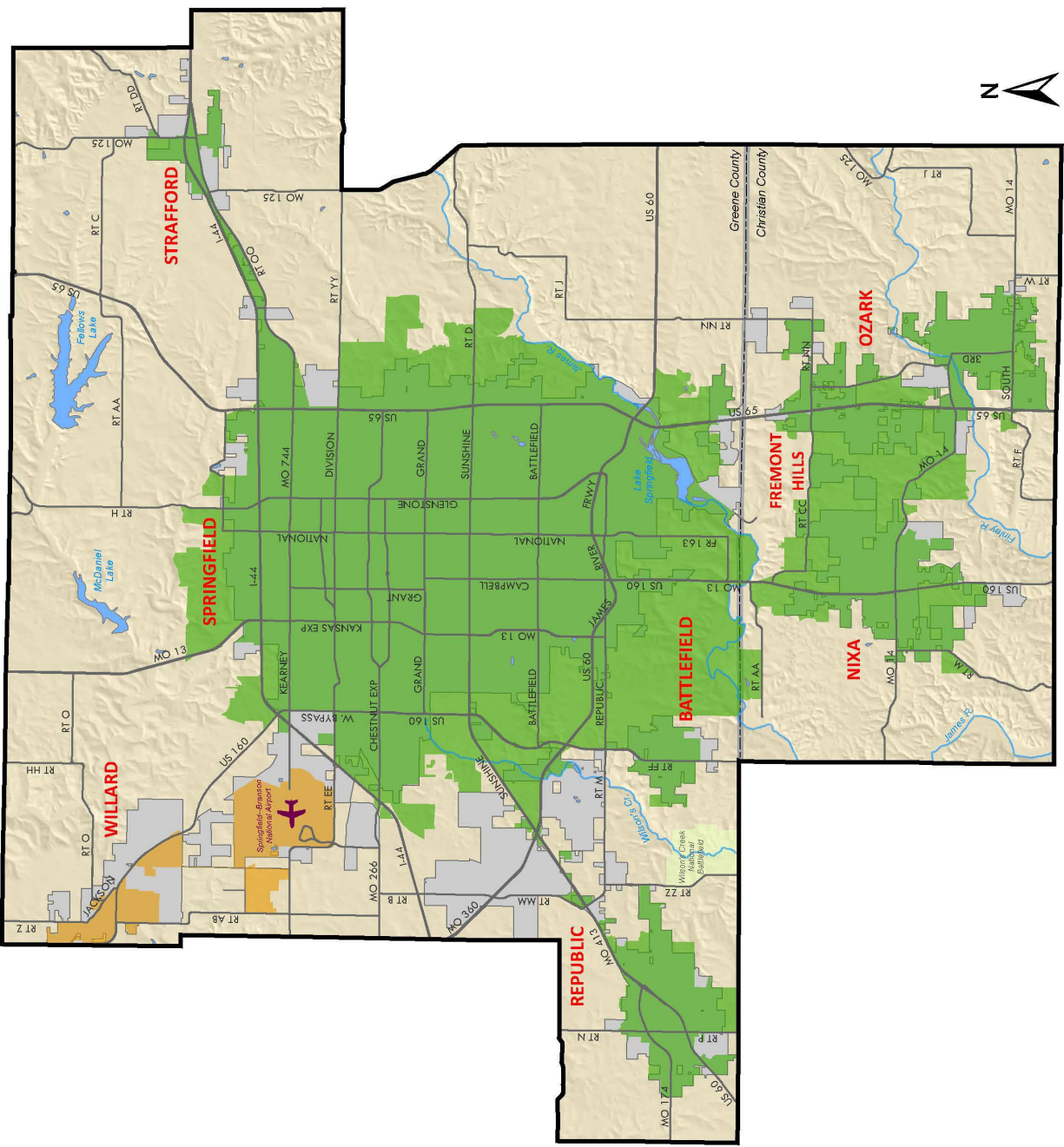
U.S. Census Bureau
2010 Census Urban Area
Delineation Program
FHWA Approved 1/16/14

Legend

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



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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 2024-2027 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 December. The list is online at www.OzarksTransportation.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 130 projects in the TIP are marked as having environmental justice considerations, equating to nearly \$388 million dollars over four years of programmed funding.



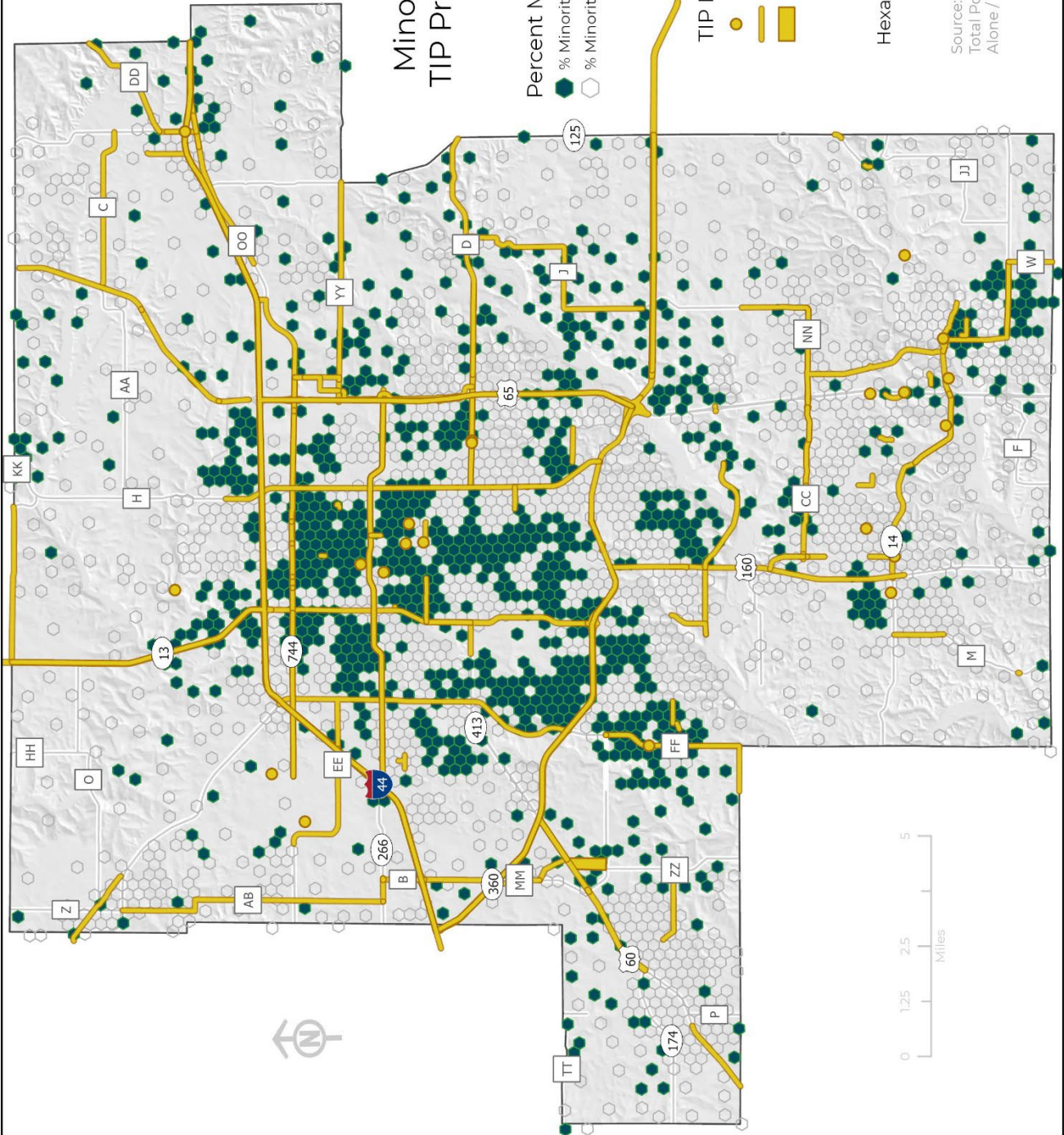
Minority EJ Areas & TIP Project Locations

Percent Minority Population
 ● % Minority Pop Below Hexagon Average
 ○ % Minority Pop Below Hexagon Average

TIP Project Locations

Hexagon Average: 12.6%

Source: ACS 2021 5-Yr Estimates,
 Total Population minus White
 Alone / Total Population





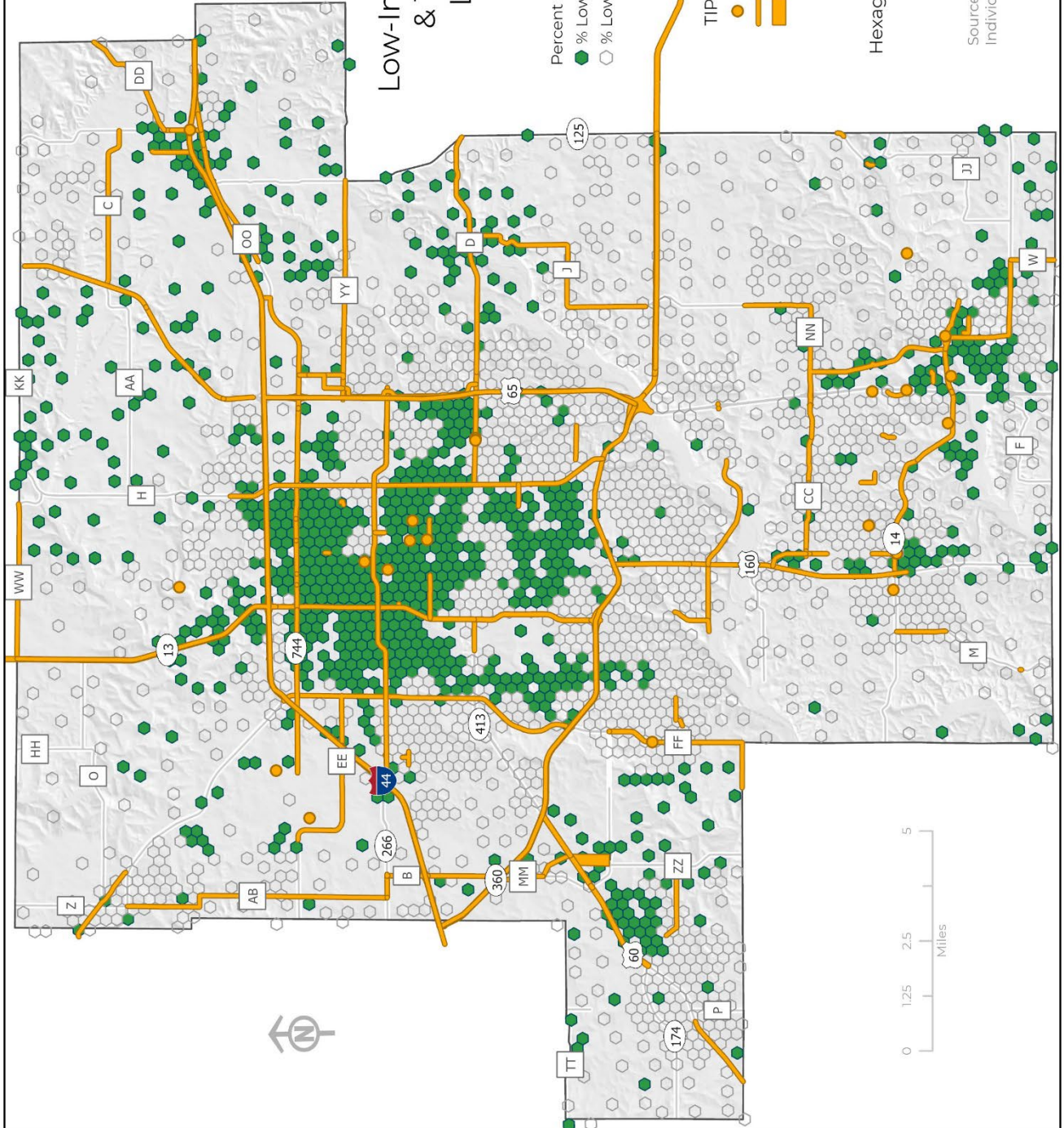
Low-Income EJ Areas & TIP Project Locations

Percent Low-Income Population
● % Low-Income Above Average
○ % Low-Income Below Average

TIP Project Locations

Hexagon Average: 14.39%

Source: ACS 2021 5-Yr Estimates
Individuals Living Below Poverty



PERFORMANCE BASED PLANNING

SECTION B

NATIONAL GOALS AND PERFORMANCE MEASURES

OTO GOALS AND PERFORMANCE MEASURES

PROGRAMMING FOR PERFORMANCE

PERFORMANCE MEASURES

NATIONAL GOALS AND PERFORMANCE MEASURES

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

1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Measures:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

2. Transit Safety

To achieve a reduction in transit-related fatalities, serious injuries, and safety events, and improve mechanical reliability.

Measures:

- Fatalities: Total Number of Reportable Fatalities by Mode
- Fatalities: Rate per Total Vehicle Revenue Miles by Mode
- Injuries: Total Number of Reportable Injuries by Mode
- Injuries: Rate per Total Vehicle Revenue Miles by Mode
- Safety Events: Total Number Reportable Events by Mode

3. Transit Asset Management:

To maintain transit assets in a state of good repair.

Measures:

- Equipment (non-revenue service vehicles) State of Good Repair
- Facilities State of Good Repair
- Infrastructure State of Good Repair
- Rolling Stock State of Good Repair
- Safety Events: Rate per Total Vehicle Revenue Miles by Mode
- System Reliability: Mean Distance between Major Mechanical Failures by Mode

4. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair.

Measures:

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition

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

5. **System Reliability**

To improve the efficiency of the surface transportation system.

Measures:

- Interstate Travel Time Reliability Measure – Percent of Person-Miles Traveled on the Interstate that are Reliable
- Non-Interstate NHS Travel Time Reliability Measure – Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

6. **Freight Movement and Economic Vitality**

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Measures:

- Freight Reliability Measure – Truck Travel Time Reliability (TTTR) Index

7. **Congestion Reduction**

To achieve a significant reduction in congestion on the National Highway System.

Measures:

- Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)

8. **Environmental Sustainability**

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Measures:

- Emissions Measure – Total Emissions Reduction (not applicable to OTO)

9. **Reduced Project Delivery Delays**

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

SAFETY TARGETS

After review of the information, at its meeting on January 19, 2023, the OTO Board of Directors voted to support the statewide safety targets for Calendar Year (CY) 2023, 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.

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 2024-2027 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 2024-2027 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 2024-FY 2027 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 \$118 million is programmed for bicycle and pedestrian projects and projects that include bicycle and pedestrian accommodations.

The TIP includes numerous safety projects that address roadway and bicycle/pedestrian infrastructure, work-zone safety, and the safety and security of the transit system. These projects support a reduced crash rate and the improved condition of area roads and bridges. Many pavement improvements and railroad crossing improvements benefit these factors as well. Over \$39 million in safety projects has been programmed, with over \$195 million in projects addressing safety regardless of their funding source.

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

Infrastructure condition is addressed through numerous resurfacing and reconstruction projects. The MoDOT funding distribution process puts funding toward asset management before it can be used for system expansion and other types of projects. With MoDOT's focus on taking care of the existing system, this is even more pronounced in how funding is applied in the OTO region. About 45 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 nearly \$8 million. Transit Safety is provided through funds available to City Utilities Transit and is programmed at nearly \$133,000 over the life of this TIP.

PROJECTS

SECTION C – STATUS OF PRIOR YEAR PROJECTS

STATUS OF PRIOR YEAR PROJECTS

The tables below show the status of projects that appeared in the prior Transportation Improvement Program, but do not appear in the FY 2024-2027 TIP.

SECTION D

TIP #	Project Description	Type of Improvement	Status
NA1206	General Aviation Redevelopment Phases II/III	Expand available area for future general aviation development.	Reprogrammed beyond TIP
NA1300	Runway Pavement Condition Study and Master Plan Update	Master Plan Update	Under Construction
NA1301	Replace Perimeter Fencing	Replace perimeter fencing: 3,500 feet of 6-foot fence to be replaced with 8-foot fence and 3 strands of barb-wire.	Reprogrammed beyond TIP
NA1501	Runway 32 RSAS, OFA and Approach Grading Improvements	Remove Runway 32 20:1 approach obstruction and grading improvements.	Reprogrammed beyond TIP
NA1503	Taxiway Alpha and Papa Direct Access Mitigation at Taxiway November	Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa at Taxiway November.	Reprogrammed beyond TIP
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
NA1904	Runway 2-20 Lighting Rehabilitation	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.	Reprogrammed beyond TIP
NA1907	Construct T-Hangar Taxilanes (Fuel Farm Area)	Construction of T-Hangar taxilanes to accommodate T-Hangar growth.	Reprogrammed beyond TIP
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
NA2304	Runway 14-32 Joint Sealant Replacement and Spall Repair	This project includes the rehabilitation of Runway 14-32 pavements and joint sealant replacements.	Withdrawn/Removed from TIP
NA2503	Taxiway Romeo Reconstruction	This project includes the reconstruction of Taxiway Alpha at Taxiway November.	Reprogrammed beyond TIP

SECTION E

TIP #	Project Description	Type of Improvement	Status
BA2201	Route FF through Battlefield Study	Corridor Study to develop cross section and roadway type recommendations based on public input and projected volumes and function.	Complete
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.	Under Construction
CC2102	US 160 Bridge Rehabilitation and Intersection Improvements at RT AA	Rehabilitate northbound bridge over the James River and add turn lanes and replace signal at Rte. AA. Project involves bridge A1198.	Under Construction
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.	Under Construction
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
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.	Under Construction
EN1914	ADA Improvements on Nature Center Way	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 miles east of Republic Road to end of route.	Under Construction
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

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.	Under Construction
EN2009	Fassnight Clay to Brookside	Constructing approximately 1,650 linear feet of the Fassnight Creek Greenway, extending the trail from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum.	Complete
EN2011	Trail of Tears Elm to Somerset	Constructing approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail.	Under Construction
EN2103	Norton Road ADA Improvements in Springfield	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Norton Road near Rte. 13 in Springfield and on Rte. Z at the Frisco Highline Trail north of Jackson Street in Willard.	Under Construction
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.	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
GR1901	Kansas Extension Phase I	New roadway from Republic Road to Plainview 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.	Under Construction
GR1912	BNSF RR Crossing at FR 245	Install lights and gates at public BNSF railroad crossing (#673 253R).	Withdrawn/Removed from TIP
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

TIP #	Project Description	Type of Improvement	Status
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
GR2101	FR 140 RR Gate Installation	Install gates at public BNSF railroad crossing #673269M across West Farm Road 140.	Withdrawn/Removed from TIP
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.	Under Construction
GR2206	RT KK Culvert Replacement East of Hidden Lake Lane	Replace culvert east of Hidden Lake Lane. Project involves culvert T0150.	Complete
GR2209	MO 360/US 60 Bridge Rehabilitations	Bridge rehabilitation on eastbound bridge over Farm Road 156 and BNSF Railroad and on Rte. 60 eastbound bridge over South Creek west of Rte. 160. Project involves bridges A5842 and A4148.	Under Construction
GR2211	Greene County Bridge Projects on FR 150/171	This is a bundle of two bridge projects: FR 150 Bridge (#1500133) Replacement over Wilson's Creek; FR 171 Bridge (#1710070) Rehab/Repair over Little Sac River.	Withdrawn/Removed from TIP
MO2106	Add ITS for Ozarks Traffic in Various Locations in OTO Area	Add ITS for Ozarks Traffic at various locations on Route 60 (James River Freeway) in Springfield, Route FF (West Bypass) near Battlefield, and various locations in Ozark.	Under Construction
MO2107	Upgrade ITS Message Boards in OTO Area	Upgrade ITS message boards at various locations in the Urban Southwest District.	Under Construction
MO2202	Various Routes Pavement Preservation	Pavement preservation treatment on Rte. 14 from Antler Drive to Rte. M in Nixa, on Rte. F from Riverdale Road to Rte. 65 in Ozark, and on Rte. DD from Rte. 125 to the end of state maintenance near Strafford.	Under Construction
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.	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.	In Progress

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. 60 at various locations from Farm Road 194 near Republic to Rte. 125 in Rogersville.	Under Construction
MO2301	ITS Operations and Management (2023)	Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.	Complete
MO2302	On-Call Work Zone Enforcement (2023)	on-call work zone enforcement at various locations in the Ozarks Transportation Organization area.	Complete
MO2310	Interstate Striping	Striping upgrade at various locations from 0.15 mile east of Route 360 to 2 miles east of Route 125.	Under Construction
NX2102	North Street Maplewood Hills to Cheyenne	Engineering for North Street Improvements from east of Maplewood Hills to the intersection at Cheyenne.	In Progress
RG0901	Interchange Improvements at Route 60 & Route 125	Add interchange at Route 125 in Rogersville.	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.	Under Construction
RP2203	RT P Pavement Resurfacing US 60 to Farm Road 194	Pavement resurfacing from Rte. 60 to Farm Road 194 in Republic.	Under Construction
RP2302	RT MM Capacity Improvements Scoping from James River Freeway to Farm Road 160	Scoping for capacity improvements from James River Freeway (Rte. 360) to Farm Road 160 in Republic.	Withdrawn/Removed from TIP
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
SP1815	Kearney and West Bypass Intersection Improvements	Add intersection turn lanes on West Bypass (Rte. 160) at Kearney Street (Rte. 744) in Springfield.	Under Construction
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.	Under Construction
SP1902	Republic Road Lane Widening	Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.	Under Construction

TIP #	Project Description	Type of Improvement	Status
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
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
SP2008	West Bypass Resurfacing I-44 to Sunshine	Pavement resurfacing on West Bypass from I-44 to Sunshine Street (Rte. 413).	Under Construction
SP2009	West Bypass Resurfacing Sunshine to 60	Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).	Under Construction
SP2014	ADA Improvements Sunshine, National, Battlefield	ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.	Construction Obligated
SP2015	Grant Avenue Connect Parkway Project	The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting at Downtown Springfield, ending at Sunshine Street, including bike lanes, traffic calming, intersection improvements, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.	Under Construction
SP2016	Traffic Signal System Improvements	Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.	In Progress
SP2101	OR 44 Pavement Resurfacing in Springfield	Pavement resurfacing from Farm Road 112 to 0.2 miles west of Rte. 13 in Springfield.	Complete
SP2102	Norton Road Pavement Resurfacing	Pavement resurfacing on various outer roads locations near Rte. 13 in north Springfield.	Complete
SP2103	I-44 Outer Road Pavement Resurfacing	Pavement resurfacing on various outer roads in Springfield and Strafford.	Complete
SP2201	RR and Intersection Improvements at National and Division	Install new lights, cantilevers, & intersection improvements at public BNSF crossing.	Withdrawn/Removed from TIP
SP2204	James River Freeway Add Lanes Kansas to Campbell	Add lanes on James River Freeway from Kansas Expressway (Rte. 13) to west of Campbell Avenue (Rte. 160) in Springfield.	Under Construction

TIP #	Project Description	Type of Improvement	Status
SP2205	James River Freeway Add Lanes Campbell to National	Add lanes and sound abatement on James River Freeway from west of Rte. 160 (Campbell Avenue) to National Avenue in Springfield. Project involves bridges A4182 and A4183.	Under Construction
SP2207	US 60 Pavement Resurfacing on Aux Ramps Kansas to Campbell	Pavement resurfacing on Rte. 60 (James River Freeway) auxiliary ramps from Kansas Expressway (Rte. 13) to Campbell Avenue (Rte. 160) in Springfield.	Under Construction
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
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

SECTION F

TIP #	Project Description	Type of Improvement	Status
CU2008	2020 Cares Act	in response to the COVID-19 pandemic, FTA allocated CU Transit \$7,633,199 with no required match, to support capital, operating, and other expenses eligible under Section 5307.	Complete
CU2204	FY 2022 Purchase 2 Paratransit Buses	Capital replacement of two, new paratransit buses to replace 2014 paratransit buses.	In Progress
CU2304	FY 21 5307 ARP Capital Funding	ARP Funding for Capital Replacement Projects	In Progress
OA2301	ARPA 5310 Funding	Pandemic transportation support for seniors and individuals with disabilities.	In Progress

PROJECTS

SECTION D – FEDERAL AVIATION ELIGIBLE PROJECTS

(NA) SPRINGFIELD-BRANSON NATIONAL AIRPORT

EXPLANATION OF FUNDING

AIRPORT IMPROVEMENT PROGRAM

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

ELIGIBLE AIRPORTS

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

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

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

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

ELIGIBLE PROJECTS

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

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

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

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

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

Project Overview

5 Projects Listed

NA1801-20A5 - RECONSTRUCTION OF THE CARGO APRON

Plan Revision: 24PublicComment Section: Aviation Project Type: Aviation Lead Agency: Springfield-Branson National Airport

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$8,981,200

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

Project Considerations: Environmental Justice Area

Project Description: Cargo apron construction north of Taxiway Bravo - includes the center portion of the current cargo apron.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	AIP (FAA)	-	-	\$685,080	-	-	-	\$685,080
Engineering	Local	-	-	\$76,120	-	-	-	\$76,120
Total Engineering		-	-	\$761,200	-	-	-	\$761,200
Construction	AIP (FAA)	-	-	\$7,398,000	-	-	-	\$7,398,000
Construction	Local	-	-	\$822,000	-	-	-	\$822,000
Total Construction		-	-	\$8,220,000	-	-	-	\$8,220,000
Total Programmed		-	-	\$8,981,200	-	-	-	\$8,981,200

NA1903-20A5 - TAXIWAY NOVEMBER AND DELTA RECONSTRUCTION

Plan Revision
24PublicComment

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$17,630,000

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

Funding Source Notes
Non-Federal Funding Source: Airport Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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)	-	-	\$13,311,000	-	-	-	\$13,311,000
Construction	Local	-	-	\$2,979,000	-	-	-	\$2,979,000
Total Construction		-	-	\$16,290,000	-	-	-	\$16,290,000
Total Programmed		-	\$1,340,000	\$16,290,000	-	-	-	\$17,630,000

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

Plan Revision
24PublicComment

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$11,385,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	-	\$96,500	-	-	-	\$96,500
Engineering	AIP (FAA)	-	-	\$868,500	-	-	-	\$868,500
Total Engineering		-	-	\$965,000	-	-	-	\$965,000
Construction	Local	-	-	-	\$1,042,000	-	-	\$1,042,000
Construction	AIP (FAA)	-	-	-	\$9,378,000	-	-	\$9,378,000
Total Construction		-	-	-	\$10,420,000	-	-	\$10,420,000
Total Programmed		-	-	\$965,000	\$10,420,000	-	-	\$11,385,000

NA2501-22 - TERMINAL APRON EXPANSION

Plan Revision
24PublicComment

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$7,400,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	AIP (FAA)	-	\$6,660,000	-	-	-	-	\$6,660,000
Construction	Local	-	\$740,000	-	-	-	-	\$740,000
Total Construction		-	\$7,400,000	-	-	-	-	\$7,400,000
Total Programmed		-	\$7,400,000	-	-	-	-	\$7,400,000

NA2505-22 - RECONSTRUCT GA APRON

Plan Revision
24PublicComment

Section
Aviation

Project Type
Aviation

Lead Agency
Springfield-Branson National Airport

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,130,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	-	-	\$35,000	-	-	\$35,000
Engineering	AIP (FAA)	-	-	-	\$315,000	-	-	\$315,000
Total Engineering		-	-	-	\$350,000	-	-	\$350,000
Construction	AIP (FAA)	-	-	-	-	\$3,402,000	-	\$3,402,000
Construction	Local	-	-	-	-	\$378,000	-	\$378,000
Total Construction		-	-	-	-	\$3,780,000	-	\$3,780,000
Total Programmed		-	-	-	\$350,000	\$3,780,000	-	\$4,130,000

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. Currently programmed projects 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.

2019

- Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.
- Points will be awarded based on the degree to which project right-of-way has been secured.
- A project will earn five points if it is located on one of the corridors evaluated in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS)
- Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible.
- Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop.
- Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, or system gaps.
- Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council to a Facebook poll to a community meeting or open house.
- Points will be awarded based on the likelihood the proposed strategy would result in appropriately refined alignments.
- Points will be awarded based on the likelihood the proposed strategy would result in positive relationship with landowners along the refined alignments
- Points will be awarded based on the likelihood the proposed strategy would result in improved trail design and more frequent trail construction.
- Points will be awarded based on the likelihood the proposed strategy would result in increased community support for trails.

2018

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

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

ROADWAY PROJECT PRIORITIZATION

REVENUE SOURCES

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

LOCAL AGENCY SPONSORED PROJECT PRIORITIZATION

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

- All jurisdictions were asked to submit a list of project needs containing both current needs and those that they felt would be needed within the plan horizon.
- MoDOT was asked to submit a list of projects which were needed on the state highway system.
- The travel demand model was run to determine which roads were operating at capacity deficiencies.
- The prior plan, *Transportation Plan 2040*, was reviewed for additional, not yet submitted, projects.
- The public was asked to provide input on project needs throughout the region.
- Those roadways which were considered to be severely congested by the OTO Congestion Management Process (CMP) were added to the list of projects.

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

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

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

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

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

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

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

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

MODOT SPONSORED PROJECT PRIORITIZATION

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

To prioritize the eligible projects, OTO uses the prioritization factors from *Destination 2045*, with some modifications and updated data, such as volumes and crashes. This information is updated as available for each annual prioritization process. A working group of the Technical Planning Committee reviews the scoring results and considers other factors that may affect a project's priority. The prioritized list is then recommended to the

Technical Planning Committee and the Board of Directors. MoDOT then consults this list to determine scoping and construction projects that can be programmed after other needs are considered. Several factors affect how a project moves forward including design status, cost, ROW, and relation to other planned projects.

A number of MoDOT-sponsored projects in the FY 2024-2027 TIP were selected through this process. Below is a list of those projects currently programmed from prior prioritization processes:

- BA2202 – Route FF Corridor Improvements Scoping
- EN1901 – Route 744 ADA Improvements
- EN2002 – ADA Improvements at Various Locations
- EN2006 – Kearney ADA Improvements West Bypass to Kansas Expressway
- EN2007 – ADA Sidewalk Upgrade on Chestnut and Glenstone
- GR1403 – Capital Improvements on Route 60 East
- GR1801 – Scoping for I-44 Safety Improvements
- GR2302 – I-44 Pavement Improvements
- GR2303 – Intersection and Safety Scoping Willard and Near Republic
- MO2215 – ITS on Chestnut Expressway from West Bypass to Kansas Expressway
- NX1704 – Scoping for 160 Capacity Improvements Plainview to South
- NX2202 – Route CC Roundabout at Main Street in Nixa
- OK2201 – MO 14 Roadway Improvements 6th Avenue to 14th Avenue
- OK2202 – RT CC Intersection Improvements in Ozark
- OK2204 – MO 14 Scoping for Westbound Operational Improvements
- RP1701 – Scoping for Roadway Improvements on Route 60 from Farm Road 194 to West
- RP1703 –Route MM Improvements – I-44 to Route 360
- RP1704 – Route MM Railroad Crossing Improvements
- RP2201 – RT MM Ramp Intersection Improvements at I-44
- RP2301 – Route MM Interchange Scoping at I-44
- SP1405 – Scoping for James River Freeway Capacity Improvements
- SP1413 – Sunshine Street ADA Improvements
- SP1419 – Scoping for I-44 Roadway Improvements
- SP1709 – Scoping for Interstate Designation on Freeways
- SP1802 –Safety and Operational Improvements on Sunshine Street
- SP1811 – Kearney Street Safety Scoping
- SP1812 – Chestnut Expressway Safety Improvements
- SP1909 – West Sunshine/Route 60 Corridor Scoping
- SP2203 – I-44 Roadway Improvements Glenstone to US 65 in Springfield
- SP2212 – MO 13 Scoping for Capital Improvements Bennett to James River Freeway
- SP2214 – US 65 Scoping for Interchange and Bridge Improvements at Kearney Street
- SP2215 – I-44 and Kansas Expressway
- SP2217 – Kansas Expressway Safety and Operational Scoping
- SP2218 – Glenstone Operational and Pedestrian Improvements
- SP2219 – James River Freeway Interchange Improvements Scoping
- SP2220 – US 60 & US 65 Interchange Improvements Scoping
- SP2301 – I-44 and Kansas Interchange Improvements
- SP2302 – Kansas Expressway Capital Improvements

- SP2306 – Roundabouts on Route 266 (at AB and at B)
- SP2310 – I-44 Add Lanes and Replace Bridges from Kansas to Glenstone in Springfield
- ST2201 – MO 125 Intersection Improvements in Strafford

NATIONAL HIGHWAY FREIGHT NETWORK

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

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

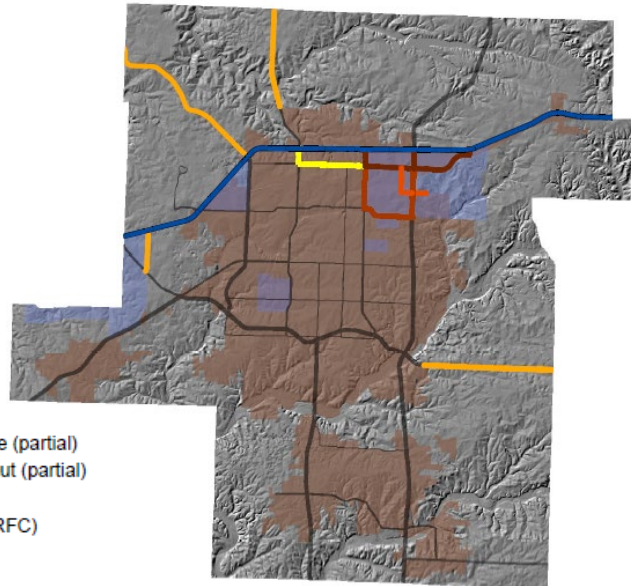
The NHFN was created to strategically direct federal resources and policies toward improved freight performance in the United States. Since OTO is an MPO with a population less than 500,000, MoDOT has the responsibility, with OTO’s consultation, to designate CUFC, which must:

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

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

DESIGNATION

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



- National Highway Freight Network
- Priority A 6.3 mi. US 65 (partial), MO 744 (partial), Glenstone (partial)
- Priority B 5.9 mi. US 65 (partial), Glenstone (partial), Chestnut (partial)
- Priority C 2.0 mi. Division (partial), Packer (partial)
- Priority D 18.2 mi. RT MM, MO 13 N, US 60 E, US 160 W (CRFC)
- Priority E 3.4 mi. MO 744 (partial), Kansas (partial)
- Top Freight Generating Area in Missouri

OTO Sponsored 3 Projects Listed

OT1901-22A2 - OTO OPERATIONS AND PLANNING

Plan Revision 24PublicComment	Section Sponsored by OTO	Project Type Operations	Lead Agency Ozarks Transportation Organization
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County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$2,503,275
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MoDoT ID -	Federal ID 00FY820, 00FY821, 00FY822, 00FY823	Project From -	Project To -
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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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	STBG-U (FHWA)	\$954,825	\$243,101	\$255,256	\$268,019	\$281,419	-	\$2,002,620
Planning	Local	\$238,706	\$60,775	\$63,814	\$67,005	\$70,355	-	\$500,655
Total Planning		\$1,193,531	\$303,876	\$319,070	\$335,024	\$351,774	-	\$2,503,275
Total Programmed		\$1,193,531	\$303,876	\$319,070	\$335,024	\$351,774	-	\$2,503,275

OT2401-24 - Safe Streets and Roads for All Action Plan

Plan Revision: 24PublicComment Section: Sponsored by OTO Project Type: Planning Lead Agency: Ozarks Transportation Organization

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$286,000

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

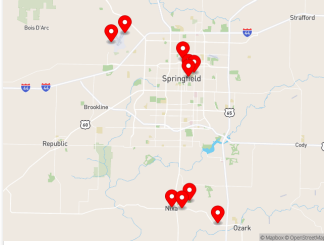
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Development of a Safe Streets and Roads for All Action Plan

Funding Source Notes
Non-Federal Funding Source: OTO Member Jurisdictions

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	SS4A (FHWA)	-	\$228,800	-	-	-	-	\$228,800
Planning	Local	-	\$57,200	-	-	-	-	\$57,200
Total Planning		-	\$286,000	-	-	-	-	\$286,000
Total Programmed		-	\$286,000	-	-	-	-	\$286,000

OT2402-24 - EV CHARGER PROGRAM



Plan Revision
24PublicComment

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

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$33,979	-	-	-	-	\$33,979
Engineering	Local	-	\$8,495	-	-	-	-	\$8,495
Total Engineering		-	\$42,474	-	-	-	-	\$42,474
Construction	CRP (FHWA)	-	\$716,021	-	-	-	-	\$716,021
Construction	Local	-	\$179,005	-	-	-	-	\$179,005
Total Construction		-	\$895,026	-	-	-	-	\$895,026
Total Programmed		-	\$937,500	-	-	-	-	\$937,500

Cost Shares 7 Projects Listed

MO2402-23AM2 - ITS OPERATIONS AND MANAGEMENT (2024)

Plan Revision 24PublicComment	Section Cost Shares	Project Type Operations	Lead Agency MoDOT
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$1,520,000
MoDoT ID J8Q3231	Federal ID 5910811, S605024	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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Payment	MoDOT-AC	-	\$768,000	-	-	-	-	\$768,000
Payment	MoDOT	-	\$192,000	-	-	-	-	\$192,000
Total Payment		-	\$960,000	-	-	-	-	\$960,000
Operations	Local	-	\$112,000	-	-	-	-	\$112,000
Operations	STBG-U (FHWA)	-	\$448,000	-	-	-	-	\$448,000
Total Operations		-	\$560,000	-	-	-	-	\$560,000
Total Programmed		-	\$1,520,000	-	-	-	-	\$1,520,000

MO2502-23 - ITS OPERATIONS AND MANAGEMENT (2025)

Plan Revision 24PublicComment	Section Cost Shares	Project Type Operations	Lead Agency MoDOT
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$1,531,000
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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Payment	MoDOT	-	-	\$191,200	-	-	-	\$191,200
Payment	MoDOT-AC	-	-	\$764,800	-	-	-	\$764,800
Total Payment		-	-	\$956,000	-	-	-	\$956,000
Operations	STBG-U (FHWA)	-	-	\$460,000	-	-	-	\$460,000
Operations	Local	-	-	\$115,000	-	-	-	\$115,000
Total Operations		-	-	\$575,000	-	-	-	\$575,000
Total Programmed		-	-	\$1,531,000	-	-	-	\$1,531,000

MO2604-24 - ITS OPERATIONS AND MANAGEMENT (2026)

Plan Revision: 24PublicComment Section: Cost Shares Project Type: Operations Lead Agency: MoDOT

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$590,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	Local	-	-	-	\$118,000	-	-	\$118,000
Operations	STBG-U (FHWA)	-	-	-	\$472,000	-	-	\$472,000
Total Operations		-	-	-	\$590,000	-	-	\$590,000
Total Programmed		-	-	-	\$590,000	-	-	\$590,000

MO2701-24 - ITS OPERATIONS AND MANAGEMENT (2027)

Plan Revision: 24PublicComment Section: Cost Shares Project Type: Operations Lead Agency: MoDOT

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$600,000

MoDOT ID: - Federal ID: - Project From: - Project To: -

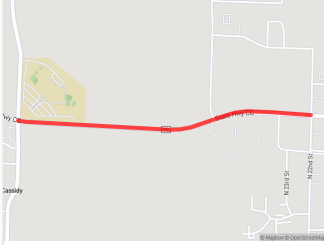
Project Considerations: -

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	Local	-	-	-	-	\$120,000	-	\$120,000
Operations	STBG-U (FHWA)	-	-	-	-	\$480,000	-	\$480,000
Total Operations		-	-	-	-	\$600,000	-	\$600,000
Total Programmed		-	-	-	-	\$600,000	-	\$600,000

OK2102-23A3a - ROUTE CC CAPITAL IMPROVEMENTS



Plan Revision 24PublicComment	Section Cost Shares	Project Type System Improvement	Lead Agency MoDOT
County Christian County	Municipality Ozark	Status Programmed	Total Cost \$5,624,047
MoDOT ID J8S0736D	Federal ID -	Project From Fremont Road	Project To 22nd Street

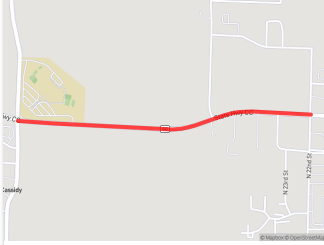
Project Considerations
**Bike/Ped Plan,
 Regional Trail Plan
 Priority, Advance
 Construction**

Project Description
Capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$88,000	\$16,000	\$387,238	-	-	-	\$491,238
Engineering	MoDOT	\$22,000	\$4,000	\$96,809	-	-	-	\$122,809
Total Engineering		\$110,000	\$20,000	\$484,047	-	-	-	\$614,047
Construction	Local	-	-	\$532,099	-	-	-	\$532,099
Construction	MoDOT-AC	-	-	\$1,879,603	-	-	-	\$1,879,603
Construction	MoDOT	-	-	\$469,901	-	-	-	\$469,901
Construction	STBG-U (FHWA)	-	-	\$2,128,397	-	-	-	\$2,128,397
Total Construction		-	-	\$5,010,000	-	-	-	\$5,010,000
Total Programmed		\$110,000	\$20,000	\$5,494,047	-	-	-	\$5,624,047

OK2301-23A3a - PROJECT DEVELOPMENT FOR ROUTE CC CAPITAL IMPROVEMENTS



Plan Revision
24PublicComment

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$1,414,485

MoDOT ID
J8S0736H

Federal ID
-

Project From
Fremont Road

Project To
22nd Street

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

Project Description

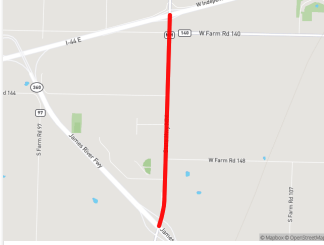
Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$8,000	\$8,000	\$8,000	-	-	-	\$24,000
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	-	-	-	\$6,000
Engineering	STBG-U (FHWA)	\$225,769	-	-	-	-	-	\$225,769
Engineering	Local	\$56,442	-	-	-	-	-	\$56,442
Total Engineering		\$292,211	\$10,000	\$10,000	-	-	-	\$312,211
ROW	Local	-	\$55,455	-	-	-	-	\$55,455
ROW	STBG-U (FHWA)	-	\$221,819	-	-	-	-	\$221,819
Total ROW		-	\$277,274	-	-	-	-	\$277,274
Payment	MoDOT	-	\$83,600	\$81,400	-	-	-	\$165,000
Payment	MoDOT-AC	-	\$334,400	\$325,600	-	-	-	\$660,000
Total Payment		-	\$418,000	\$407,000	-	-	-	\$825,000
Total Programmed		\$292,211	\$705,274	\$417,000	-	-	-	\$1,414,485

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



Plan Revision
24PublicComment

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$9,986,734

MoDOT ID
J8S0836B

Federal ID
S602093

Project From
I-44

Project To
Route 360

Project Considerations
Environmental Justice Area, Advance Construction

Project Description

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

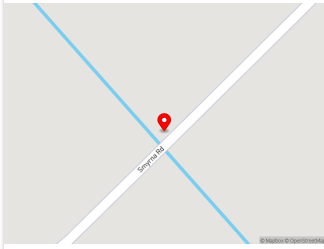
Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG (FHWA)	\$326,335	\$270,400	-	-	-	-	\$596,735
Engineering	Local	\$369,124	\$181,413	-	-	-	-	\$550,537
Engineering	MoDOT	\$81,584	\$67,600	-	-	-	-	\$149,184
Total Engineering		\$777,043	\$519,413	-	-	-	-	\$1,296,456
ROW	STBG (FHWA)	\$552,390	-	-	-	-	-	\$552,390
ROW	Local	\$445,790	-	-	-	-	-	\$445,790
ROW	MoDOT	\$138,098	-	-	-	-	-	\$138,098
Total ROW		\$1,136,278	-	-	-	-	-	\$1,136,278
Construction	STBG (FHWA)	-	\$3,741,402	-	-	-	-	\$3,741,402
Construction	STBG-U (FHWA)	-	\$2,296,000	-	-	-	-	\$2,296,000
Construction	MoDOT	-	\$935,351	-	-	-	-	\$935,351
Construction	Local	-	\$581,247	-	-	-	-	\$581,247
Total Construction		-	\$7,554,000	-	-	-	-	\$7,554,000
Total Programmed		\$1,913,321	\$8,073,413	-	-	-	-	\$9,986,734

LPA Sponsored 39 Projects Listed

CC2304-23A1 - GREEN BRIDGE REPLACEMENT



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
Asset Management -
Bridge

Lead Agency
Christian County

County
Christian County

Municipality
Unincorporated
Christian County

Status
Programmed

Total Cost
\$3,560,000

MoDoT ID
-

Federal ID
-

Project From
Over Finley River

Project To
-

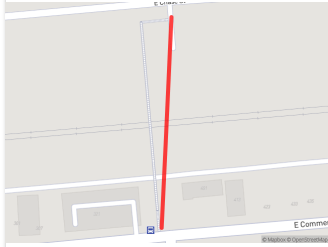
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Bridge replacement of Green Bridge in Christian County.

Funding Source Notes
Non-Federal Funding Source: Christian County

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	\$3,110,000	-	-	-	-	\$3,110,000
Construction	STBG-U (FHWA)	-	\$450,000	-	-	-	-	\$450,000
Total Construction		-	\$3,560,000	-	-	-	-	\$3,560,000
Total Programmed		-	\$3,560,000	-	-	-	-	\$3,560,000

EN1803-20A6 - JEFFERSON AVENUE FOOTBRIDGE



Plan Revision
24PublicComment

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
\$3,200,000

MoDoT ID
-

Federal ID
5903803

Project From
Chase Street

Project To
Commercial Street

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

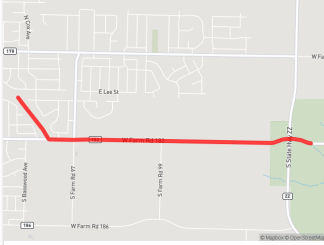
Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.

Funding Source Notes

Non-Federal Funding Source: City of Springfield Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Engineering	Local	-	\$20,000	-	-	-	-	\$20,000
Total Engineering		-	\$100,000	-	-	-	-	\$100,000
Construction	STBG-U (FHWA)	-	\$2,480,000	-	-	-	-	\$2,480,000
Construction	Local	-	\$620,000	-	-	-	-	\$620,000
Total Construction		-	\$3,100,000	-	-	-	-	\$3,100,000
Total Programmed		-	\$3,200,000	-	-	-	-	\$3,200,000

EN2010-22AM3 - SHUYLER CREEK TRAIL



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Republic

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$2,654,771

MoDoT ID
-

Federal ID
6900813

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description

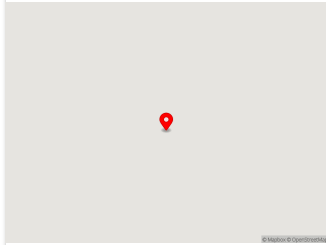
Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

Funding Source Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund; FYI: Includes Construction-Award of \$1,078,749 in TAP funding conditional upon Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	\$44,742	\$10,000	-	-	-	-	\$54,742
Engineering	STBG-U (FHWA)	\$178,969	\$40,000	-	-	-	-	\$218,969
Total Engineering		\$223,711	\$50,000	-	-	-	-	\$273,711
ROW	TAP (FHWA)	-	\$324,126	-	-	-	-	\$324,126
ROW	Local	-	\$81,032	-	-	-	-	\$81,032
Total ROW		-	\$405,158	-	-	-	-	\$405,158
Construction	TAP (FHWA)	-	\$1,264,015	-	-	-	-	\$1,264,015
Construction	Local	-	\$395,180	-	-	-	-	\$395,180
Construction	STBG-U (FHWA)	-	\$316,707	-	-	-	-	\$316,707
Total Construction		-	\$1,975,902	-	-	-	-	\$1,975,902
Total Programmed		\$223,711	\$2,431,060	-	-	-	-	\$2,654,771

EN2204-23AM7 - CHADWICK FLYER PHASE II



Plan Revision
24PublicComment

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
\$928,560

MoDoT ID
-

Federal ID
9901837

Project From
-

Project To
-

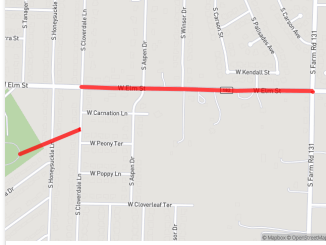
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Construction of Chadwick Flyer west of US 65 in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	\$14,679	-	-	-	-	-	\$14,679
Engineering	STBG-U (FHWA)	\$58,716	-	-	-	-	-	\$58,716
Total Engineering		\$73,395	-	-	-	-	-	\$73,395
Construction	Local	-	\$171,033	-	-	-	-	\$171,033
Construction	STBG-U (FHWA)	-	\$684,132	-	-	-	-	\$684,132
Total Construction		-	\$855,165	-	-	-	-	\$855,165
Total Programmed		\$73,395	\$855,165	-	-	-	-	\$928,560

EN2401-24 - TRAIL OF TEARS CONNECTOR



Plan Revision
24PublicComment

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
-

Project From
City Park Trail,
Cloverdale

Project To
Cloverdale, Farm
Road 131

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

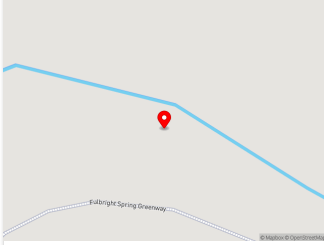
Construct 8-foot wide trail through Trail of Tears Park to Cloverdale, as well as construct sidewalk on 4th Street from Cloverdale to Farm Road 131.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$38,133	-	-	-	-	\$38,133
Engineering	Local	-	\$9,533	-	-	-	-	\$9,533
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 Programmed		-	\$47,666	\$355,898	-	-	-	\$403,564

EN2402-24 - LOST HILL GREENWAY BRIDGE



Plan Revision
24PublicComment

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

Project From

Project To

-

-

-

-

Project
Considerations

Bike/Ped Plan

Project Description

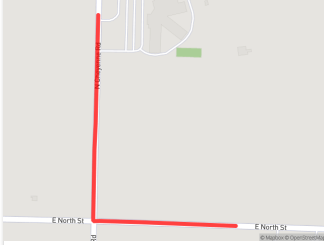
Construct new bridge to replace low-water crossing for greenway trail at Lost Hill Park.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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		-	\$13,000	\$137,000	-	-	-	\$150,000

EN2403-24 - CHEYENNE ROAD MULTI-USE PATH



Plan Revision
24PublicComment

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
-

Project From
North Street, Cheyenne Road

Project To
Summit Elementary, Cheyenne Valley Road

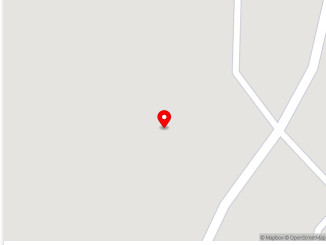
Project Considerations
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$25,514	-	-	-	-	\$25,514
Engineering	TAP (FHWA)	-	\$102,057	-	-	-	-	\$102,057
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 Programmed		-	\$127,571	\$752,667	-	-	-	\$880,238

EN2404-24 - CHADWICK FLYER TRAILHEAD



Plan Revision
24PublicComment

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
\$120,321

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

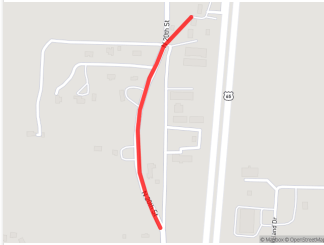
Project
Considerations
Bike/Ped Plan

Project Description
Construct restroom facilities at trailhead for the Chadwick Flyer trail at the OC in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$8,257	-	-	-	-	\$8,257
Engineering	Local	-	\$2,064	-	-	-	-	\$2,064
Total Engineering		-	\$10,321	-	-	-	-	\$10,321
Construction	Local	-	-	\$22,000	-	-	-	\$22,000
Construction	TAP (FHWA)	-	-	\$88,000	-	-	-	\$88,000
Total Construction		-	-	\$110,000	-	-	-	\$110,000
Total Programmed		-	\$10,321	\$110,000	-	-	-	\$120,321

EN2405-24 - CHADWICK FLYER PHASE V



Plan Revision
24PublicComment

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
\$723,500

MoDoT ID
-

Federal ID
-

Project From
Biagio

Project To
Biagio

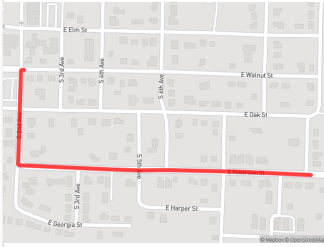
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$11,135	-	-	-	-	\$11,135
Engineering	CRP (FHWA)	-	\$44,540	-	-	-	-	\$44,540
Total Engineering		-	\$55,675	-	-	-	-	\$55,675
Construction	Local	-	-	\$133,565	-	-	-	\$133,565
Construction	CRP (FHWA)	-	-	\$534,260	-	-	-	\$534,260
Total Construction		-	-	\$667,825	-	-	-	\$667,825
Total Programmed		-	\$55,675	\$667,825	-	-	-	\$723,500

EN2406-24 - OZARK DOWNTOWN PEDESTRIAN IMPROVEMENTS PHASE 4



Plan Revision
24PublicComment

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
-

Project From
Walnut, 2nd

Project To
Robertson, 9th

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

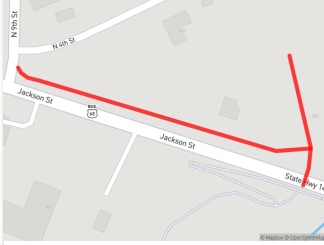
Construct and rehabilitate sidewalks in downtown Ozark along 2nd and Robertson.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$55,824	-	-	-	-	\$55,824
Total Engineering		-	\$55,824	-	-	-	-	\$55,824
Construction	TAP (FHWA)	-	-	\$226,165	-	-	-	\$226,165
Construction	Local	-	-	\$80,423	-	-	-	\$80,423
Total Construction		-	-	\$306,588	-	-	-	\$306,588
Total Programmed		-	\$55,824	\$306,588	-	-	-	\$362,412

EN2407-24 - FINLEY RIVER TRAIL EXTENSION



Plan Revision
24PublicComment

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
-

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description

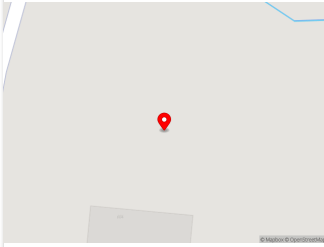
Construct 10-foot wide trail under Jackson St., from the Finley River to 9th Street, and from Jackson to Finley Farms.

Funding Source Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax; FYI: Construction-Award pending Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	CRP (FHWA)	-	-	\$193,684	-	-	-	\$193,684
Construction	Local	-	-	\$48,421	-	-	-	\$48,421
Total Construction		-	-	\$242,105	-	-	-	\$242,105
Total Programmed		-	-	\$242,105	-	-	-	\$242,105

EN2408-24 - GARRISON SPRINGS TRAILHEAD



Plan Revision
24PublicComment

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
\$70,321

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description

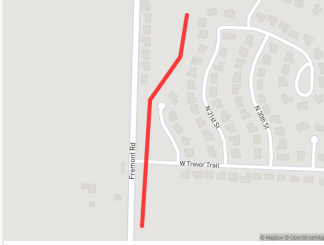
Create trailhead with parking for the Garrison Springs trail, including a 10-foot wide connector trail.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$10,321	-	-	-	-	\$10,321
Total Engineering		-	\$10,321	-	-	-	-	\$10,321
Construction	TAP (FHWA)	-	-	\$48,000	-	-	-	\$48,000
Construction	Local	-	-	\$12,000	-	-	-	\$12,000
Total Construction		-	-	\$60,000	-	-	-	\$60,000
Total Programmed		-	\$10,321	\$60,000	-	-	-	\$70,321

EN2409-24 - KALI SPRINGS TRAIL



Plan Revision
24PublicComment

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
\$160,316

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

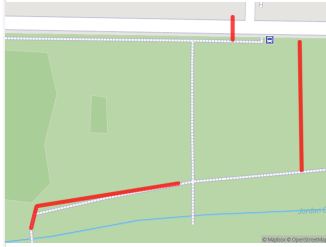
Project
Considerations
Bike/Ped Plan

Project Description
Construct 10-foot wide trail through Kali Springs.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$3,741	-	-	-	-	\$3,741
Engineering	TAP (FHWA)	-	\$14,963	-	-	-	-	\$14,963
Total Engineering		-	\$18,704	-	-	-	-	\$18,704
Construction	TAP (FHWA)	-	-	\$113,290	-	-	-	\$113,290
Construction	Local	-	-	\$28,322	-	-	-	\$28,322
Total Construction		-	-	\$141,612	-	-	-	\$141,612
Total Programmed		-	\$18,704	\$141,612	-	-	-	\$160,316

EN2410-24 - JORDAN CREEK TRAIL THROUGH SMITH PARK



Plan Revision
24PublicComment

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
-

Project From
-

Project To
-

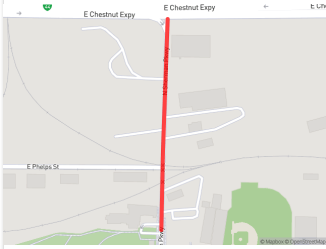
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	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 Programmed		-	\$18,790	\$125,263	-	-	-	\$144,053

EN2411-24 - SHERMAN PARKWAY LINK



Plan Revision
24PublicComment

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
-

Project From
Jordan Valley Park

Project To
Chestnut Expressway

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

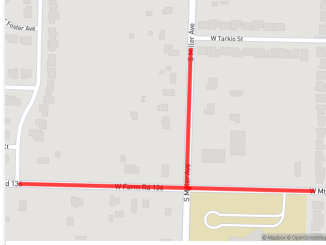
Construct The Link along Sherman Parkway from Jordan Valley Park to Chestnut Expressway, including a pedestrian and bike path.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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 Programmed		-	\$76,619	\$510,794	-	-	-	\$587,413

EN2412-24 - MOUNT VERNON AND MILLER SIDEWALKS



Plan Revision
24PublicComment

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
-

Project From
Lulwood, Mount
Vernon

Project To
Casa Grande, Tarkio

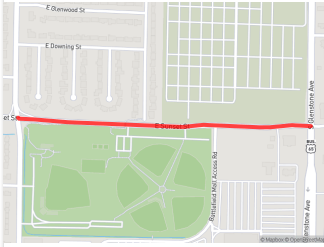
Project
Considerations
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$32,596	-	-	-	-	\$32,596
Engineering	TAP (FHWA)	-	\$130,385	-	-	-	-	\$130,385
Total Engineering		-	\$162,981	-	-	-	-	\$162,981
Construction	Local	-	-	\$217,309	-	-	-	\$217,309
Construction	TAP (FHWA)	-	-	\$869,236	-	-	-	\$869,236
Total Construction		-	-	\$1,086,545	-	-	-	\$1,086,545
Total Programmed		-	\$162,981	\$1,086,545	-	-	-	\$1,249,526

EN2413-24 - SOUTH CREEK GREENWAY FREMONT TO GLENSTONE



Plan Revision
24PublicComment

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
-

Project From
Fremont

Project To
Glenstone

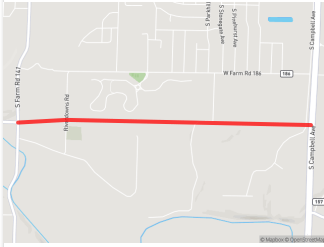
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$96,641	-	-	-	-	\$96,641
Engineering	Local	-	\$24,160	-	-	-	-	\$24,160
Total Engineering		-	\$120,801	-	-	-	-	\$120,801
Construction	CRP (FHWA)	-	-	\$644,270	-	-	-	\$644,270
Construction	Local	-	-	\$161,068	-	-	-	\$161,068
Total Construction		-	-	\$805,338	-	-	-	\$805,338
Total Programmed		-	\$120,801	\$805,338	-	-	-	\$926,139

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



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
Scoping

Lead Agency
Greene County

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$1,000,000

MoDoT ID
-

Federal ID
-

Project From
Farm Road 141

Project To
Campbell Avenue

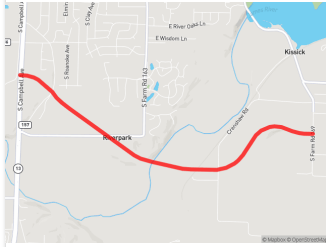
Project
Considerations
Bike/Ped Plan

Project Description
Design/Environmental Approval from Farm Road 141 to Campbell Avenue for the future East/West Arterial.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	-	-	\$1,000,000	-	-	\$1,000,000
Total Engineering		-	-	-	\$1,000,000	-	-	\$1,000,000
Total Programmed		-	-	-	\$1,000,000	-	-	\$1,000,000

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



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
Scoping

Lead Agency
Greene County

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$70,000

MoDoT ID
-

Federal ID
-

Project From
Campbell

Project To
Kissick

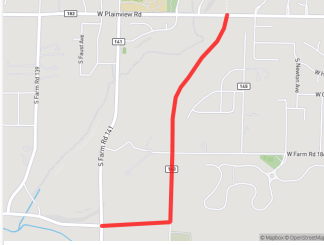
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	\$16,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$20,000
Total Engineering		\$16,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$20,000
ROW	Local	\$50,000	-	-	-	-	-	\$50,000
Total ROW		\$50,000	-	-	-	-	-	\$50,000
Total Programmed		\$66,000	\$1,000	\$1,000	\$1,000	\$1,000	-	\$70,000

GR1902-20AM6 - KANSAS EXTENSION PHASE II



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
System Improvement

Lead Agency
Greene County

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$19,669,745

MoDoT ID
-

Federal ID
5909802

Project From
Plainview Road

Project To
Farm Road 190 at
Cox Road

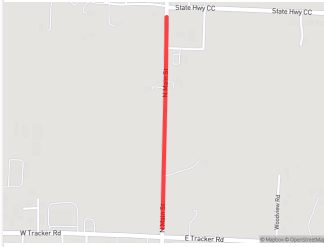
Project
Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
ROW	Local	\$733,949	-	-	-	-	-	\$733,949
ROW	STBG-U (FHWA)	\$2,935,796	-	-	-	-	-	\$2,935,796
Total ROW		\$3,669,745	-	-	-	-	-	\$3,669,745
Construction	STBG-U (FHWA)	-	\$12,800,000	-	-	-	-	\$12,800,000
Construction	Local	-	\$3,200,000	-	-	-	-	\$3,200,000
Total Construction		-	\$16,000,000	-	-	-	-	\$16,000,000
Total Programmed		\$3,669,745	\$16,000,000	-	-	-	-	\$19,669,745

NX2101-23AM4 - N. MAIN STREET



Plan Revision
24PublicComment

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
-

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	\$131,584	\$38,702	-	-	-	-	\$170,286
Engineering	Local	\$32,896	\$9,675	-	-	-	-	\$42,571
Total Engineering		\$164,480	\$48,377	-	-	-	-	\$212,857
ROW	STBG-U (FHWA)	-	\$113,524	-	-	-	-	\$113,524
ROW	Local	-	\$28,381	-	-	-	-	\$28,381
Total ROW		-	\$141,905	-	-	-	-	\$141,905
Construction	STBG-U (FHWA)	-	\$1,589,336	-	-	-	-	\$1,589,336
Construction	Local	-	\$397,334	-	-	-	-	\$397,334
Total Construction		-	\$1,986,670	-	-	-	-	\$1,986,670
Total Programmed		\$164,480	\$2,176,952	-	-	-	-	\$2,341,432

NX2301-20A5 - DOWNTOWN N. MAIN STREET



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$257,516

MoDoT ID
-

Federal ID
9001839

Project From
Route 14

Project To
North Street

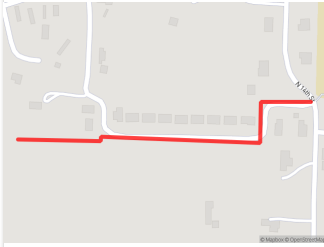
Project
Considerations
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Other	-	\$206,000	-	-	-	-	\$206,000
Engineering	Local	-	\$51,516	-	-	-	-	\$51,516
Total Engineering		-	\$257,516	-	-	-	-	\$257,516
Total Programmed		-	\$257,516	-	-	-	-	\$257,516

OK2302-23A3 - CHADWICK FLYER SPUR TO OHS



Plan Revision: 24PublicComment
 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: \$155,250

MoDoT ID: -
 Federal ID: 9901851
 Project From: -
 Project To: -

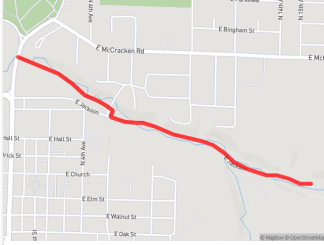
Project Considerations
 Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$4,050	-	-	-	-	\$4,050
Engineering	TAP (FHWA)	-	\$16,200	-	-	-	-	\$16,200
Total Engineering		-	\$20,250	-	-	-	-	\$20,250
Construction	Local	-	\$27,000	-	-	-	-	\$27,000
Construction	TAP (FHWA)	-	\$108,000	-	-	-	-	\$108,000
Total Construction		-	\$135,000	-	-	-	-	\$135,000
Total Programmed		-	\$155,250	-	-	-	-	\$155,250

OK2303-23AM4 - GARRISON SPRINGS TRAIL



Plan Revision
24PublicComment

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

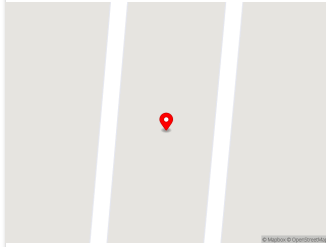
Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	TAP (FHWA)	-	\$440,000	-	-	-	-	\$440,000
Construction	Local	-	\$110,000	-	-	-	-	\$110,000
Total Construction		-	\$550,000	-	-	-	-	\$550,000
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

OK2304-23AM6 - CHADWICK FLYER US 65 CROSSING



Plan Revision
24PublicComment

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
\$3,750,000

MoDoT ID
-

Federal ID
9901849

Project From
-

Project To
-

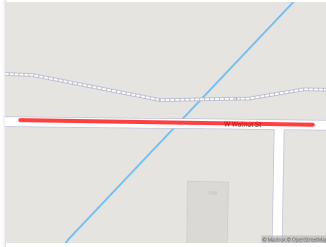
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$300,000	-	-	-	-	\$300,000
Engineering	TAP (FHWA)	-	\$144,515	-	-	-	-	\$144,515
Engineering	Local	-	\$111,129	-	-	-	-	\$111,129
Total Engineering		-	\$555,644	-	-	-	-	\$555,644
ROW	STBG-U (FHWA)	-	\$19,600	-	-	-	-	\$19,600
ROW	Other	-	\$201,550	-	-	-	-	\$201,550
ROW	TAP (FHWA)	-	\$19,600	-	-	-	-	\$19,600
ROW	Local	-	\$34,750	-	-	-	-	\$34,750
Total ROW		-	\$275,500	-	-	-	-	\$275,500
Construction	MO-ARPA	-	\$1,179,750	-	-	-	-	\$1,179,750
Construction	Other	-	\$43,700	-	-	-	-	\$43,700
Construction	TAP (FHWA)	-	\$1,335,885	-	-	-	-	\$1,335,885
Construction	STBG-U (FHWA)	-	\$55,400	-	-	-	-	\$55,400
Construction	Local	-	\$304,121	-	-	-	-	\$304,121
Total Construction		-	\$2,918,856	-	-	-	-	\$2,918,856
Total Programmed		-	\$3,750,000	-	-	-	-	\$3,750,000

SP2104-23A2 - WALNUT STREET BRIDGE



Plan Revision
24PublicComment

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
\$2,700,338

MoDoT ID
-

Federal ID
5901819

Project From
Jordan Creek

Project To
-

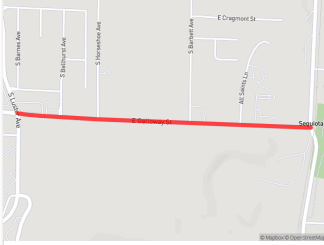
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
ROW	STBG-U (FHWA)	\$240,000	-	-	-	-	-	\$240,000
ROW	Local	\$60,000	-	-	-	-	-	\$60,000
Total ROW		\$300,000	-	-	-	-	-	\$300,000
Construction	Local	-	\$480,068	-	-	-	-	\$480,068
Construction	BRO (FHWA)	-	\$1,920,270	-	-	-	-	\$1,920,270
Total Construction		-	\$2,400,338	-	-	-	-	\$2,400,338
Total Programmed		\$300,000	\$2,400,338	-	-	-	-	\$2,700,338

SP2114-20A5 - GALLOWAY STREET IMPROVEMENTS - GOVCS



Plan Revision
24PublicComment

Section
Sponsored by Local
Public Agencies

Project Type
System Improvement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$5,000,000

MoDOT ID
GOVCS03

Federal ID
-

Project From
Luster Avenue

Project To
Lone Pine Avenue

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

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	MoDOT	-	\$1,500,000	-	-	-	-	\$1,500,000
Construction	Local	-	\$3,500,000	-	-	-	-	\$3,500,000
Total Construction		-	\$5,000,000	-	-	-	-	\$5,000,000
Total Programmed		-	\$5,000,000	-	-	-	-	\$5,000,000

SP2202-23AM2 - TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS

Plan Revision
24PublicComment

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
-

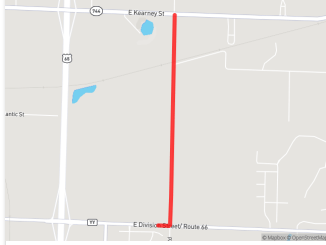
Project Considerations
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	\$31,307	-	-	-	-	-	\$31,307
Engineering	STBG-U (FHWA)	\$125,230	-	-	-	-	-	\$125,230
Total Engineering		\$156,537	-	-	-	-	-	\$156,537
ROW	Local	-	\$1,000	-	-	-	-	\$1,000
ROW	STBG-U (FHWA)	-	\$4,000	-	-	-	-	\$4,000
Total ROW		-	\$5,000	-	-	-	-	\$5,000
Construction	Local	-	\$267,693	-	-	-	-	\$267,693
Construction	STBG-U (FHWA)	-	\$1,070,770	-	-	-	-	\$1,070,770
Total Construction		-	\$1,338,463	-	-	-	-	\$1,338,463
Total Programmed		\$156,537	\$1,343,463	-	-	-	-	\$1,500,000

SP2312-23A2 - LECOMPTE ROAD IMPROVEMENTS



Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	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
24PublicComment

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
-

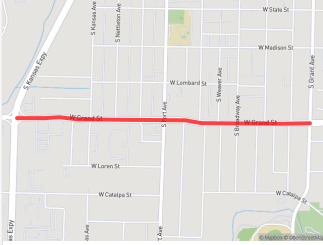
Project
Considerations
**Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority**

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	\$95,790	-	-	-	-	\$95,790
Construction	TAP (FHWA)	-	\$383,160	-	-	-	-	\$383,160
Total Construction		-	\$478,950	-	-	-	-	\$478,950
Total Programmed		-	\$478,950	-	-	-	-	\$478,950

SP2314-23A3 - GRAND STREET TRAIL



Plan Revision
24PublicComment

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
\$550,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

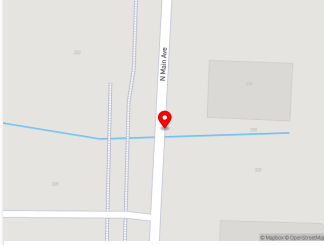
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Construction of 10-foot wide trail along Grand Street between Kansas Expressway and Grant.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$11,500	-	-	-	-	\$11,500
Engineering	CRP (FHWA)	-	\$46,000	-	-	-	-	\$46,000
Total Engineering		-	\$57,500	-	-	-	-	\$57,500
Construction	Local	-	\$98,500	-	-	-	-	\$98,500
Construction	CRP (FHWA)	-	\$394,000	-	-	-	-	\$394,000
Total Construction		-	\$492,500	-	-	-	-	\$492,500
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

SP2402-24 - MAIN AVENUE BRIDGE OVER JORDAN CREEK



Plan Revision
24PublicComment

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
-

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
ROW	STBG-U (FHWA)	-	\$2,000,000	-	-	-	-	\$2,000,000
ROW	Local	-	\$500,000	-	-	-	-	\$500,000
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		-	\$2,500,000	\$5,000,000	-	-	-	\$7,500,000

SP2404-24 - TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS

Plan Revision
24PublicComment

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
-

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	\$612,500	-	-	-	-	\$612,500
Construction	STBG-U (FHWA)	-	\$2,450,000	-	-	-	-	\$2,450,000
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
24PublicComment

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
-

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	\$3,885,000	-	-	-	-	\$3,885,000
Construction	Local	-	\$971,250	-	-	-	-	\$971,250
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
24PublicComment

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
-

Project From
-

Project To
-

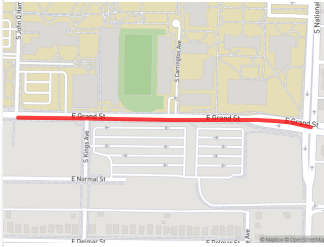
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	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
24PublicComment

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

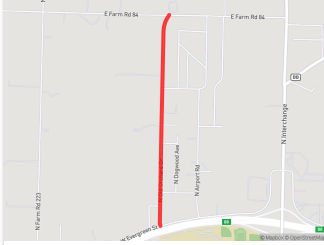
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	-	\$100,000	-	-	-	\$100,000
Engineering	STBG-U (FHWA)	-	-	\$400,000	-	-	-	\$400,000
Total Engineering		-	-	\$500,000	-	-	-	\$500,000
Construction	Local	-	-	\$300,000	-	-	-	\$300,000
Construction	STBG-U (FHWA)	-	-	\$1,200,000	-	-	-	\$1,200,000
Total Construction		-	-	\$1,500,000	-	-	-	\$1,500,000
Total Programmed		-	-	\$2,000,000	-	-	-	\$2,000,000

ST2202-20A10 - N. OLD ORCHARD ROAD IMPROVEMENTS



Plan Revision
24PublicComment

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

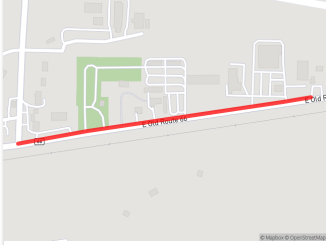
Capacity improvements to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	\$481,362	-	-	-	-	\$481,362
Construction	Local	-	\$120,341	-	-	-	-	\$120,341
Total Construction		-	\$601,703	-	-	-	-	\$601,703
Total Programmed		-	\$601,703	-	-	-	-	\$601,703

ST2302-23A4 - ROUTE 00 EAST SIDEWALKS



Plan Revision
24PublicComment

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

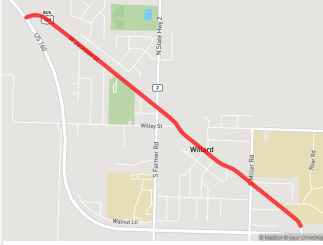
Project
Considerations
Bike/Ped Plan

Project Description
Sidewalk along Route 00 from Route 125 to just east of Dollar General.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$34,017	-	-	-	-	\$34,017
Engineering	Local	-	\$8,505	-	-	-	-	\$8,505
Total Engineering		-	\$42,522	-	-	-	-	\$42,522
Construction	Local	-	\$40,497	-	-	-	-	\$40,497
Construction	TAP (FHWA)	-	\$161,989	-	-	-	-	\$161,989
Total Construction		-	\$202,486	-	-	-	-	\$202,486
Total Programmed		-	\$245,008	-	-	-	-	\$245,008

WI2301-23 - JACKSON STREET RESURFACING



Plan Revision
24PublicComment

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

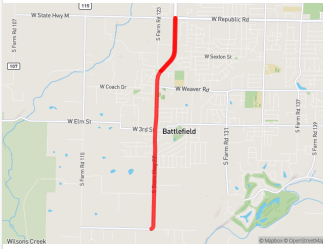
Project Description
Resurface Jackson Street in Willard from Highway 160 to Tower Road.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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 Programmed		-	\$446,641	-	-	-	-	\$446,641

MoDOT Sponsored 109 Projects Listed

BA2202-22A3 - ROUTE FF CORRIDOR IMPROVEMENTS SCOPING



Plan Revision
24PublicComment

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

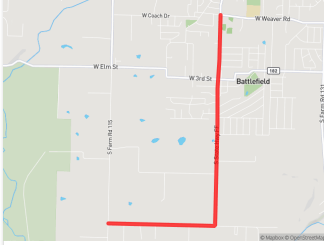
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$80,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$280,000
Engineering	MoDOT	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Total Engineering		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
Total Programmed		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000

BA2301-23 - ROUTE FF PAVEMENT RESURFACING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$555,000

MoDOT ID
JSU0018

Federal ID
S605012

Project From
Weaver Rd

Project To
Haseltine Rd

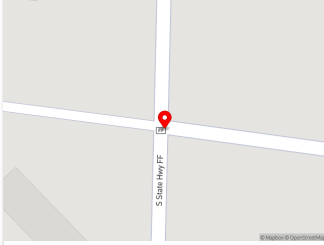
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

Project Description
Pavement resurfacing on Route FF from Weaver Road in Battlefield to end of route at Haseltine Road.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$1,400	\$10,600	-	-	\$12,800
Engineering	MoDOT-AC	\$1,600	\$1,600	\$5,600	\$42,400	-	-	\$51,200
Total Engineering		\$2,000	\$2,000	\$7,000	\$53,000	-	-	\$64,000
Construction	MoDOT-AC	-	-	-	\$392,800	-	-	\$392,800
Construction	MoDOT	-	-	-	\$98,200	-	-	\$98,200
Total Construction		-	-	-	\$491,000	-	-	\$491,000
Total Programmed		\$2,000	\$2,000	\$7,000	\$544,000	-	-	\$555,000

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



Plan Revision
24PublicComment

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
-

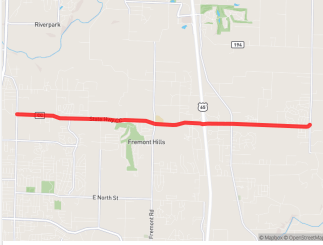
Project
Considerations
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG (FHWA)	-	\$80,000	\$16,000	\$8,000	\$8,000	\$8,000	\$120,000
Engineering	MoDOT	-	\$20,000	\$4,000	\$2,000	\$2,000	\$2,000	\$30,000
Total Engineering		-	\$100,000	\$20,000	\$10,000	\$10,000	\$10,000	\$150,000
Total Programmed		-	\$100,000	\$20,000	\$10,000	\$10,000	\$10,000	\$150,000

CC0901 - ROUTES CC/J/NN SCOPING



Plan Revision
24PublicComment

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

Federal ID
1145004,
1145005

Project From
Main Street

Project To
Pheasant Road

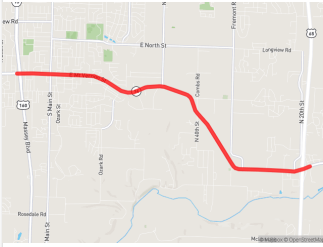
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG (FHWA)	\$35,200	\$8,000	\$8,000	\$8,000	-	-	\$59,200
Engineering	MoDOT-AC	\$3,200	-	-	-	-	-	\$3,200
Engineering	MoDOT	\$84,000	\$2,000	\$2,000	\$2,000	-	-	\$90,000
Engineering	STP (FHWA)	\$1,600	-	-	-	-	-	\$1,600
Total Engineering		\$124,000	\$10,000	\$10,000	\$10,000	-	-	\$154,000
Total Programmed		\$124,000	\$10,000	\$10,000	\$10,000	-	-	\$154,000

CC1703 - SCOPING FOR ROUTE 14 ROADWAY IMPROVEMENTS



Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$1,147,000	\$2,000	\$2,000	\$2,000	-	-	\$1,153,000
Engineering	STBG (FHWA)	\$32,000	\$8,000	\$8,000	\$8,000	-	-	\$56,000
Engineering	STP (FHWA)	\$4,000	-	-	-	-	-	\$4,000
Total Engineering		\$1,183,000	\$10,000	\$10,000	\$10,000	-	-	\$1,213,000
Total Programmed		\$1,183,000	\$10,000	\$10,000	\$10,000	-	-	\$1,213,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Christian County

Municipality
Unincorporated
Christian County

Status
Programmed

Total Cost
\$45,000

MoDOT ID
JSU0103

Federal ID
-

Project From
0.1 mile north of
Lindenlure Drive

Project To
-

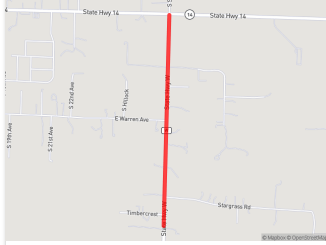
Project
Considerations
Environmental
Justice Area

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$100	\$800	\$1,100	-	-	-	\$2,000
Engineering	SAFETY (FHWA)	\$900	\$7,200	\$9,900	-	-	-	\$18,000
Total Engineering		\$1,000	\$8,000	\$11,000	-	-	-	\$20,000
Construction	SAFETY (FHWA)	-	-	\$22,500	-	-	-	\$22,500
Construction	MoDOT	-	-	\$2,500	-	-	-	\$2,500
Total Construction		-	-	\$25,000	-	-	-	\$25,000
Total Programmed		\$1,000	\$8,000	\$36,000	-	-	-	\$45,000

CC2302-23 - RT W PAVEMENT RESURFACING NEAR OZARK



Plan Revision
24PublicComment

Section
**Sponsored by
MoDOT**

Project Type
**Asset Management -
Pavement**

Lead Agency
MoDOT

County
Christian County

Municipality
**Unincorporated
Christian County**

Status
Programmed

Total Cost
\$152,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$400	\$400	\$800	\$3,000	-	-	\$4,600
Engineering	MoDOT-AC	\$1,600	\$1,600	\$3,200	\$12,000	-	-	\$18,400
Total Engineering		\$2,000	\$2,000	\$4,000	\$15,000	-	-	\$23,000
Construction	MoDOT-AC	-	-	-	\$103,200	-	-	\$103,200
Construction	MoDOT	-	-	-	\$25,800	-	-	\$25,800
Total Construction		-	-	-	\$129,000	-	-	\$129,000
Total Programmed		\$2,000	\$2,000	\$4,000	\$144,000	-	-	\$152,000

EN1706 - SCOPING FOR ADA IMPROVEMENTS

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$80,000

MoDOT ID
J8P3065

Federal ID
-

Project From
-

Project To
-

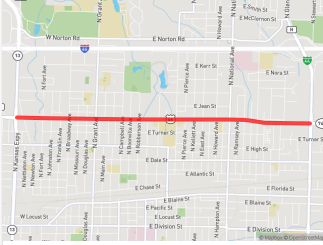
Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$12,000	\$800	\$800	\$800	\$800	\$800	\$16,000
Engineering	STBG (FHWA)	\$40,000	\$3,200	\$3,200	\$3,200	\$3,200	\$3,200	\$56,000
Engineering	STP (FHWA)	\$8,000	-	-	-	-	-	\$8,000
Total Engineering		\$60,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$80,000
Total Programmed		\$60,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$80,000

EN1901-19 - ROUTE 744 ADA IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Bicycle and
Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,879,000

MoDOT ID
J8S3149

Federal ID
7441019

Project From
Kansas Expressway
(Rte. 13)

Project To
Glenstone Avenue
(Loop 44)

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

Project Description

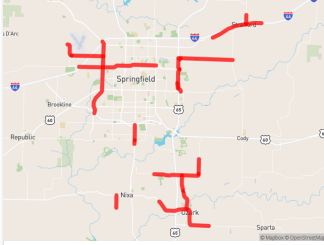
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$464,000	\$301,600	-	-	-	-	\$765,600
Engineering	MoDOT	\$116,000	\$75,400	-	-	-	-	\$191,400
Total Engineering		\$580,000	\$377,000	-	-	-	-	\$957,000
ROW	MoDOT	\$20,800	-	-	-	-	-	\$20,800
ROW	MoDOT-AC	\$83,200	-	-	-	-	-	\$83,200
Total ROW		\$104,000	-	-	-	-	-	\$104,000
Construction	MoDOT-AC	-	\$1,454,400	-	-	-	-	\$1,454,400
Construction	MoDOT	-	\$363,600	-	-	-	-	\$363,600
Total Construction		-	\$1,818,000	-	-	-	-	\$1,818,000
Total Programmed		\$684,000	\$2,195,000	-	-	-	-	\$2,879,000

EN2002-20A5 - ADA IMPROVEMENTS AT VARIOUS LOCATIONS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Bicycle and
Pedestrian

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$4,272,000

MoDOT ID
J8P3192

Federal ID
S603085

Project From
-

Project To
-

Project
Considerations

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

Project Description

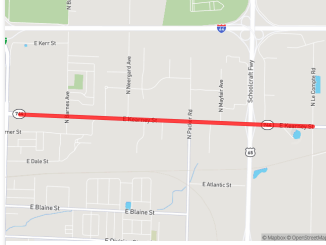
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$317,600	\$1,018,400	-	-	-	-	\$1,336,000
Engineering	MoDOT	\$79,400	\$254,600	-	-	-	-	\$334,000
Total Engineering		\$397,000	\$1,273,000	-	-	-	-	\$1,670,000
ROW	MoDOT	\$3,000	-	-	-	-	-	\$3,000
ROW	MoDOT-AC	\$12,000	-	-	-	-	-	\$12,000
Total ROW		\$15,000	-	-	-	-	-	\$15,000
Construction	MoDOT	-	\$517,400	-	-	-	-	\$517,400
Construction	MoDOT-AC	-	\$2,069,600	-	-	-	-	\$2,069,600
Total Construction		-	\$2,587,000	-	-	-	-	\$2,587,000
Total Programmed		\$412,000	\$3,860,000	-	-	-	-	\$4,272,000

EN2005-20 - KEARNEY AND MULROY ADA IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Bicycle and
Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,266,000

MoDOT ID
J8S3172

Federal ID
7441017

Project From
east of Glenstone
Avenue (Loop
44)/Rte. 00

Project To
LeCompte Road

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

Project Description

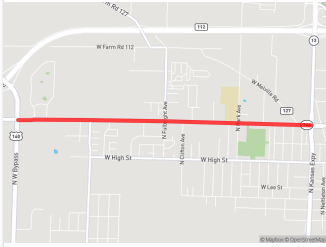
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$348,000	\$252,800	-	-	-	-	\$600,800
Engineering	MoDOT	\$87,000	\$63,200	-	-	-	-	\$150,200
Total Engineering		\$435,000	\$316,000	-	-	-	-	\$751,000
ROW	MoDOT-AC	\$40,000	-	-	-	-	-	\$40,000
ROW	MoDOT	\$10,000	-	-	-	-	-	\$10,000
Total ROW		\$50,000	-	-	-	-	-	\$50,000
Construction	MoDOT	-	\$293,000	-	-	-	-	\$293,000
Construction	MoDOT-AC	-	\$1,172,000	-	-	-	-	\$1,172,000
Total Construction		-	\$1,465,000	-	-	-	-	\$1,465,000
Total Programmed		\$485,000	\$1,781,000	-	-	-	-	\$2,266,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Bicycle and
Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,524,000

MoDOT ID
J8S3190

Federal ID
7441018

Project From
West Bypass (Rte.
160)

Project To
Kansas Expressway
(Rte. 13)

Project
Considerations

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

Project Description

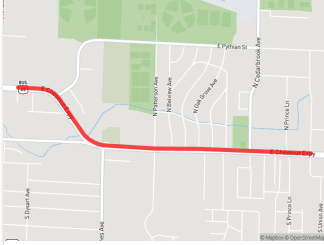
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$97,400	\$77,400	-	-	-	-	\$174,800
Engineering	MoDOT-AC	\$389,600	\$309,600	-	-	-	-	\$699,200
Total Engineering		\$487,000	\$387,000	-	-	-	-	\$874,000
ROW	MoDOT	\$21,400	-	-	-	-	-	\$21,400
ROW	MoDOT-AC	\$85,600	-	-	-	-	-	\$85,600
Total ROW		\$107,000	-	-	-	-	-	\$107,000
Construction	MoDOT	-	\$308,600	-	-	-	-	\$308,600
Construction	MoDOT-AC	-	\$1,234,400	-	-	-	-	\$1,234,400
Total Construction		-	\$1,543,000	-	-	-	-	\$1,543,000
Total Programmed		\$594,000	\$1,930,000	-	-	-	-	\$2,524,000

EN2007-20 - ADA SIDEWALK UPGRADE ON CHESTNUT AND GLENSTONE



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type Bicycle and Pedestrian	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$2,168,000
MoDOT ID J8S3171	Federal ID S603070	Project From East of Glenstone Avenue (Bus. 65)	Project To Belcrest Avenue

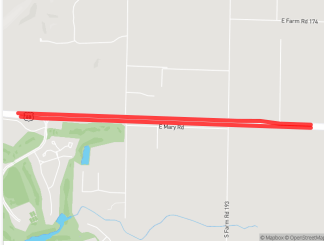
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$47,200	\$132,200	-	-	-	-	\$179,400
Engineering	STBG (FHWA)	\$188,800	\$528,800	-	-	-	-	\$717,600
Total Engineering		\$236,000	\$661,000	-	-	-	-	\$897,000
ROW	MoDOT	\$2,000	-	-	-	-	-	\$2,000
ROW	STBG (FHWA)	\$8,000	-	-	-	-	-	\$8,000
Total ROW		\$10,000	-	-	-	-	-	\$10,000
Construction	STAP (FHWA)	-	\$257,000	-	-	-	-	\$257,000
Construction	STBG (FHWA)	-	\$803,200	-	-	-	-	\$803,200
Construction	MoDOT	-	\$200,800	-	-	-	-	\$200,800
Total Construction		-	\$1,261,000	-	-	-	-	\$1,261,000
Total Programmed		\$246,000	\$1,922,000	-	-	-	-	\$2,168,000

GR1403-18A1 - CAPITAL IMPROVEMENTS ON ROUTE 60 EAST



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$29,168,000

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

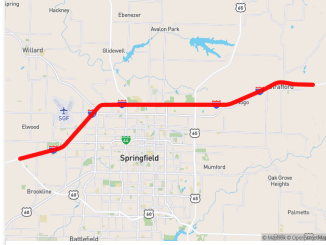
Project
Considerations
Environmental
Justice Area,
Advance
Construction

Project Description
Capital improvements on Route 60 from Rte. 65 to Rtes. NN and J.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$91,800	\$100,000	\$100,000	\$40,000	\$54,400	\$637,000	\$1,023,200
Engineering	NHPP (FHWA)	\$356,000	\$400,000	\$400,000	\$160,000	\$217,600	\$2,548,000	\$4,081,600
Engineering	MoDOT-AC	\$3,200	-	-	-	-	-	\$3,200
Total Engineering		\$451,000	\$500,000	\$500,000	\$200,000	\$272,000	\$3,185,000	\$5,108,000
ROW	NHPP (FHWA)	-	-	-	-	\$500,800	-	\$500,800
ROW	MoDOT	-	-	-	-	\$125,200	-	\$125,200
Total ROW		-	-	-	-	\$626,000	-	\$626,000
Construction	MoDOT	-	-	-	-	-	\$4,686,800	\$4,686,800
Construction	NHPP (FHWA)	-	-	-	-	-	\$18,747,200	\$18,747,200
Total Construction		-	-	-	-	-	\$23,434,000	\$23,434,000
Total Programmed		\$451,000	\$500,000	\$500,000	\$200,000	\$898,000	\$26,619,000	\$29,168,000

GR1801-18 - SCOPING FOR I-44 SAFETY IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$91,000

MoDOT ID
J813134

Federal ID
-

Project From
Rte. 360

Project To
2.0 miles east of Rte.
125

Project
Considerations
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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	\$72,900	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$81,900
Engineering	MoDOT	\$8,100	\$200	\$200	\$200	\$200	\$200	\$9,100
Total Engineering		\$81,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$91,000
Total Programmed		\$81,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$91,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$2,253,000

MoDOT ID
J8P3164

Federal ID
0652114

Project From
north of I-44

Project To
Rtes. KK and A

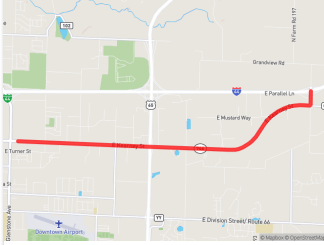
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$6,400	\$51,400	-	-	-	-	\$57,800
Engineering	NHPP (FHWA)	\$25,600	\$205,600	-	-	-	-	\$231,200
Total Engineering		\$32,000	\$257,000	-	-	-	-	\$289,000
Construction	NHPP (FHWA)	-	\$1,571,200	-	-	-	-	\$1,571,200
Construction	MoDOT	-	\$392,800	-	-	-	-	\$392,800
Total Construction		-	\$1,964,000	-	-	-	-	\$1,964,000
Total Programmed		\$32,000	\$2,221,000	-	-	-	-	\$2,253,000

GR2004-20 - 744 PAVEMENT RESURFACING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$1,646,000

MoDOT ID
J8S3162

Federal ID
7441016

Project From
east of Glenstone
Avenue (Loop
44)/Rte. 00

Project To
Mulroy Road/I-44

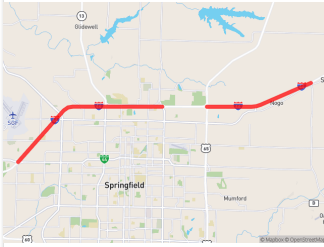
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Pavement resurfacing on Route 744 from east of Loop 44 (Glenstone Avenue) to Mulroy Road, and on Mulroy Road from Rte. 00 to I-44.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$7,600	\$29,400	-	-	-	-	\$37,000
Engineering	NHPP (FHWA)	\$30,400	\$117,600	-	-	-	-	\$148,000
Total Engineering		\$38,000	\$147,000	-	-	-	-	\$185,000
Construction	MoDOT	-	\$292,200	-	-	-	-	\$292,200
Construction	NHPP (FHWA)	-	\$1,168,800	-	-	-	-	\$1,168,800
Total Construction		-	\$1,461,000	-	-	-	-	\$1,461,000
Total Programmed		\$38,000	\$1,608,000	-	-	-	-	\$1,646,000

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



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type Asset Management - Pavement	Lead Agency MoDOT
County Greene County	Municipality Unincorporated Greene County	Status Programmed	Total Cost \$12,458,000
MoDOT ID J813225	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

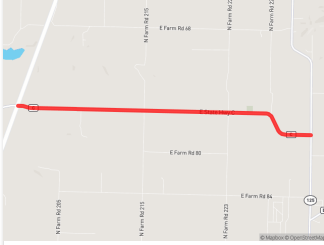
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
 Pavement resurfacing on I-44 from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford and add high friction surface treatment on the westbound lanes in Strafford.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$110,700	\$264,800	\$1,114,400	-	-	-	\$1,489,900
Engineering	MoDOT	\$12,300	\$66,200	\$278,600	-	-	-	\$357,100
Total Engineering		\$123,000	\$331,000	\$1,393,000	-	-	-	\$1,847,000
Construction	MoDOT	-	-	\$2,122,200	-	-	-	\$2,122,200
Construction	NHPP (FHWA)	-	-	\$8,488,800	-	-	-	\$8,488,800
Total Construction		-	-	\$10,611,000	-	-	-	\$10,611,000
Total Programmed		\$123,000	\$331,000	\$12,004,000	-	-	-	\$12,458,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$392,000

MoDOT ID
J8S3226

Federal ID
S604073

Project From
Rte. 65

Project To
Rte. 125

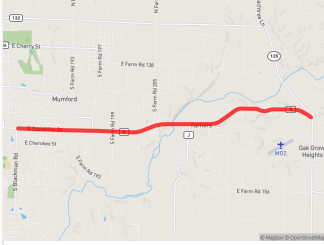
Project
Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

Project Description
Pavement resurfacing on Route C from Route 65 to Route 125 north of Strafford.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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	-	\$68,400	-	-	-	-	\$68,400
Construction	MoDOT-AC	-	\$273,600	-	-	-	-	\$273,600
Total Construction		-	\$342,000	-	-	-	-	\$342,000
Total Programmed		\$8,000	\$384,000	-	-	-	-	\$392,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$1,730,000

MoDOT ID
J8S3215

Federal ID
S604042

Project From
east of Blackman
Road

Project To
Rte. 125

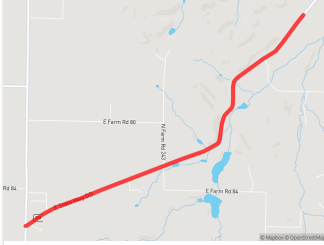
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$19,200	\$12,800	\$146,400	-	-	-	\$178,400
Engineering	MoDOT	\$4,800	\$3,200	\$36,600	-	-	-	\$44,600
Total Engineering		\$24,000	\$16,000	\$183,000	-	-	-	\$223,000
Construction	MoDOT-AC	-	-	\$1,205,600	-	-	-	\$1,205,600
Construction	MoDOT	-	-	\$301,400	-	-	-	\$301,400
Total Construction		-	-	\$1,507,000	-	-	-	\$1,507,000
Total Programmed		\$24,000	\$16,000	\$1,690,000	-	-	-	\$1,730,000

GR2204-22 - ROUTE DD PAVEMENT RESURFACING ROUTE 125 TO WEBSTER COUNTY



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$299,000

MoDOT ID
J8S3228

Federal ID
S604070

Project From
Rte. 125

Project To
Webster County line

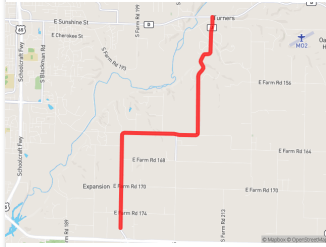
Project
Considerations
Environmental
Justice Area,
Advance
Construction

Project Description
Pavement resurfacing on Route DD from Route 125 in Strafford to the Webster County line.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$6,400	\$25,600	-	-	-	-	\$32,000
Engineering	MoDOT	\$1,600	\$6,400	-	-	-	-	\$8,000
Total Engineering		\$8,000	\$32,000	-	-	-	-	\$40,000
Construction	MoDOT	-	\$51,800	-	-	-	-	\$51,800
Construction	MoDOT-AC	-	\$207,200	-	-	-	-	\$207,200
Total Construction		-	\$259,000	-	-	-	-	\$259,000
Total Programmed		\$8,000	\$291,000	-	-	-	-	\$299,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$685,000

MoDoT ID
J8S3211

Federal ID
S604039

Project From
Rte. D

Project To
0.3 mile north of Rte.
60

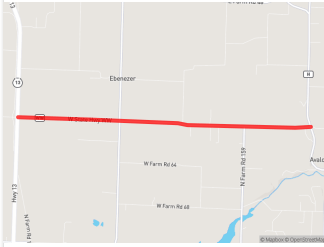
Project
Considerations
Environmental
Justice Area,
Advance
Construction

Project Description
Pavement resurfacing from Route D to 0.3 miles north of US 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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$2,200	\$800	\$13,600	-	-	-	\$16,600
Engineering	MoDOT-AC	\$8,800	\$3,200	\$54,400	-	-	-	\$66,400
Total Engineering		\$11,000	\$4,000	\$68,000	-	-	-	\$83,000
Construction	MoDOT-AC	-	-	\$481,600	-	-	-	\$481,600
Construction	MoDOT	-	-	\$120,400	-	-	-	\$120,400
Total Construction		-	-	\$602,000	-	-	-	\$602,000
Total Programmed		\$11,000	\$4,000	\$670,000	-	-	-	\$685,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$778,000

MoDOT ID
J8S3227

Federal ID
S604071

Project From
Rte. 13

Project To
Rte. H

Project
Considerations
Advance
Construction

Project Description

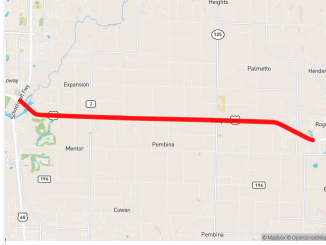
Pavement resurfacing and add shoulders on Route WW from Route 13 to Route H.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$4,400	\$16,200	-	-	-	-	\$20,600
Engineering	MoDOT-AC	\$17,600	\$64,800	-	-	-	-	\$82,400
Total Engineering		\$22,000	\$81,000	-	-	-	-	\$103,000
Construction	MoDOT	-	\$135,000	-	-	-	-	\$135,000
Construction	MoDOT-AC	-	\$540,000	-	-	-	-	\$540,000
Total Construction		-	\$675,000	-	-	-	-	\$675,000
Total Programmed		\$22,000	\$756,000	-	-	-	-	\$778,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$25,000

MoDOT ID
J8P3251

Federal ID
-

Project From
Rte. 65

Project To
east of Rte. VV

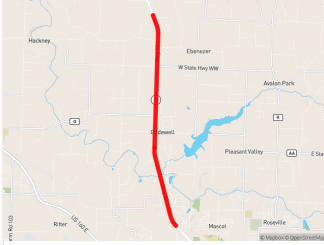
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$1,000	\$1,000	\$1,000	-	-	\$5,000
Engineering	MoDOT-AC	\$8,000	\$4,000	\$4,000	\$4,000	-	-	\$20,000
Total Engineering		\$10,000	\$5,000	\$5,000	\$5,000	-	-	\$25,000
Total Programmed		\$10,000	\$5,000	\$5,000	\$5,000	-	-	\$25,000

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



Plan Revision
24PublicComment

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

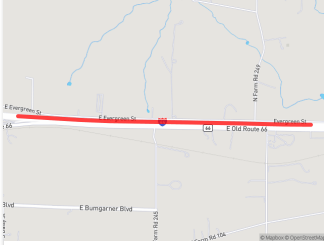
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$5,000	\$5,000	\$2,000	\$2,000	\$2,000	-	\$16,000
Engineering	SAFETY (FHWA)	\$45,000	\$45,000	\$18,000	\$18,000	\$18,000	-	\$144,000
Total Engineering		\$50,000	\$50,000	\$20,000	\$20,000	\$20,000	-	\$160,000
Total Programmed		\$50,000	\$50,000	\$20,000	\$20,000	\$20,000	-	\$160,000

GR2302-23A4 - I-44 PAVEMENT IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$4,607,200

MoDOT ID
JSU0146

Federal ID
0442346

Project From
0.7 mi east of Rte.
125

Project To
2.1 miles east of Rte.
125

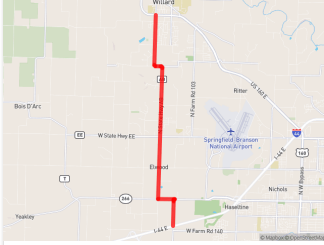
Project
Considerations
Environmental
Justice Area

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$11,200	\$144,000	-	-	-	-	\$155,200
Engineering	MoDOT	\$28,000	\$36,000	-	-	-	-	\$64,000
Total Engineering		\$39,200	\$180,000	-	-	-	-	\$219,200
Construction	NHPP (FHWA)	-	\$3,510,400	-	-	-	-	\$3,510,400
Construction	MoDOT	-	\$877,600	-	-	-	-	\$877,600
Total Construction		-	\$4,388,000	-	-	-	-	\$4,388,000
Total Programmed		\$39,200	\$4,568,000	-	-	-	-	\$4,607,200

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



Plan Revision
24PublicComment

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
Bike/Ped Plan,
Advance
Construction

Project Description

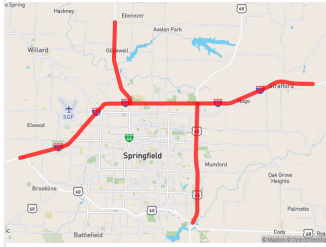
Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B and on Rte. B from Rte. 266 to I-44 near Republic.

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	FY2024	FY2025	FY2026	FY2027	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

GR2402-24 - STRIPING UPGRADES IN GREENE COUNTY



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield, Strafford

Status
Programmed

Total Cost
\$444,000

MoDOT ID
SU0203

Federal ID
-

Project From
0.1 miles east of Rte
360, I-44, WW

Project To
2 miles east of Rte
125 in Strafford, Rte
60, I-44

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

Project Description

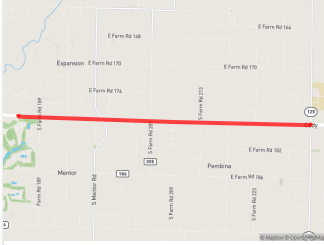
Striping upgrades on I-44 at various locations from 0.1 miles east of Rte. 360 to 2 miles east of Rte. 125 in Strafford, on Rte. 65 from I-44 to Rte. 60 and on Rte. 13 from Rte. WW to I-44.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	-	\$64,800	-	-	-	-	\$64,800
Engineering	MoDOT	-	\$7,200	-	-	-	-	\$7,200
Total Engineering		-	\$72,000	-	-	-	-	\$72,000
Construction	SAFETY (FHWA)	-	\$297,600	-	-	-	-	\$297,600
Construction	MoDOT	-	\$74,400	-	-	-	-	\$74,400
Total Construction		-	\$372,000	-	-	-	-	\$372,000
Total Programmed		-	\$444,000	-	-	-	-	\$444,000

GR2403-24 - SCOPING FOR CAPITAL IMPROVEMENTS US 60



Plan Revision
24PublicComment

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
Highland Springs
Boulevard

Project To
Rte 125

Project
Considerations
Environmental
Justice Area

Project Description
Scoping for capital improvements on US 60 from Highland Springs Boulevard to Route 125.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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 Programmed		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

MO1105 - SAFE AND SOUND BRIDGE PROGRAM

Plan Revision 24PublicComment	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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
ROW	MoDOT	\$7,000	-	-	-	-	-	\$7,000
Total ROW		\$7,000	-	-	-	-	-	\$7,000
Payment	MoDOT	\$3,746,000	\$292,000	\$292,000	\$292,000	\$292,000	\$292,000	\$5,206,000
Total Payment		\$3,746,000	\$292,000	\$292,000	\$292,000	\$292,000	\$292,000	\$5,206,000
Total Programmed		\$3,753,000	\$292,000	\$292,000	\$292,000	\$292,000	\$292,000	\$5,213,000

MO1405 - SURVEYING FOR EXCESS RIGHT-OF-WAY

Plan Revision: 24PublicComment Section: Sponsored by MoDOT Project Type: Operations Lead Agency: MoDOT

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

MoDOT ID: J8P3027 Federal ID: - Project From: Various Project To: Various

Project Considerations
-

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$125,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000	\$260,000
Total Engineering		\$125,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000	\$260,000
Total Programmed		\$125,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000	\$260,000

MO1719-18A5 - SCOPING FOR BRIDGE IMPROVEMENTS

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$796,000

MoDOT ID
J8P3067

Federal ID
S602066

Project From
Various

Project To
Various

Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$109,200	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$159,200
Engineering	NHPP (FHWA)	\$436,800	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$636,800
Total Engineering		\$546,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$796,000
Total Programmed		\$546,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$796,000

MO1720 - SCOPING FOR BRIDGE PREVENTIVE MAINTENANCE

Plan Revision: 24PublicComment Section: Sponsored by MoDOT Project Type: Scoping Lead Agency: MoDOT

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

MoDOT ID: J8P3068 Federal ID: - Project From: Various Project To: Various

Project Considerations: -

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$6,400	\$800	\$800	\$800	-	-	\$8,800
Engineering	NHPP (FHWA)	\$25,600	\$3,200	\$3,200	\$3,200	-	-	\$35,200
Total Engineering		\$32,000	\$4,000	\$4,000	\$4,000	-	-	\$44,000
Total Programmed		\$32,000	\$4,000	\$4,000	\$4,000	-	-	\$44,000

MO1721-18A5 - SCOPING FOR SAFETY IMPROVEMENTS

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$859,000

MoDOT ID
J8P3069

Federal ID
S603050

Project From
Various

Project To
Various

Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$55,900	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$85,900
Engineering	SAFETY (FHWA)	\$503,100	\$54,000	\$54,000	\$54,000	\$54,000	\$54,000	\$773,100
Total Engineering		\$559,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$859,000
Total Programmed		\$559,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$859,000

MO1722 - SCOPING FOR PAVEMENT IMPROVEMENTS ON MAJOR ROUTES

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$542,000

MoDoT ID
J8P3099

Federal ID
-

Project From
Various

Project To
Various

Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$233,600	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$433,600
Engineering	MoDOT	\$58,400	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$108,400
Total Engineering		\$292,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$542,000
Total Programmed		\$292,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$542,000

MO1723 - SCOPING FOR PAVEMENT IMPROVEMENTS ON MINOR ROUTES

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$508,000

MoDoT ID
J8S3066

Federal ID
-

Project From
Various

Project To
Various

Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG (FHWA)	\$203,200	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$403,200
Engineering	MoDOT	\$51,600	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$101,600
Engineering	STP (FHWA)	\$3,200	-	-	-	-	-	\$3,200
Total Engineering		\$258,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$508,000
Total Programmed		\$258,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$508,000

MO1905-22A1 - BRIDGE INSPECTIONS

Plan Revision
24PublicComment

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
-

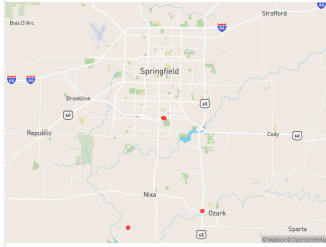
Project Considerations
-

Project Description
Bridge inspections throughout the Ozarks Transportation Organization area.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Maintenance	BRO (FHWA)	\$48,000	\$77,600	\$24,000	\$36,000	-	-	\$185,600
Maintenance	Local	\$12,000	\$19,400	\$6,000	\$9,000	-	-	\$46,400
Maintenance	MoDOT	\$59,000	-	-	-	-	-	\$59,000
Total Maintenance		\$119,000	\$97,000	\$30,000	\$45,000	-	-	\$291,000
Total Programmed		\$119,000	\$97,000	\$30,000	\$45,000	-	-	\$291,000

MO2206-22 - BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS



Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$1,542,000

MoDOT ID
J813246

Federal ID
0652119

Project From
South Dry Sac Creek, Over Rte. 60, Over Rte. 65, McCaferly Branch

Project To
-

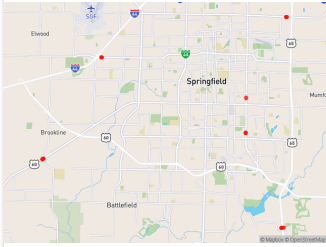
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
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 McCaferly Branch. Project involves bridges A3361, A4181, A3514 and A3109.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$4,600	\$30,400	-	-	-	-	\$35,000
Engineering	NHPP (FHWA)	\$18,400	\$121,600	-	-	-	-	\$140,000
Total Engineering		\$23,000	\$152,000	-	-	-	-	\$175,000
Construction	MoDOT	-	\$273,400	-	-	-	-	\$273,400
Construction	NHPP (FHWA)	-	\$1,093,600	-	-	-	-	\$1,093,600
Total Construction		-	\$1,367,000	-	-	-	-	\$1,367,000
Total Programmed		\$23,000	\$1,519,000	-	-	-	-	\$1,542,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$3,853,000

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
-

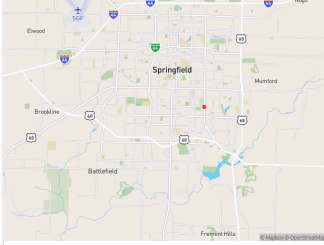
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$522,400	\$12,000	\$472,800	-	-	-	\$1,007,200
Engineering	MoDOT	\$130,600	\$3,000	\$118,200	-	-	-	\$251,800
Total Engineering		\$653,000	\$15,000	\$591,000	-	-	-	\$1,259,000
ROW	MoDOT	-	\$2,400	-	-	-	-	\$2,400
ROW	MoDOT-AC	-	\$9,600	-	-	-	-	\$9,600
Total ROW		-	\$12,000	-	-	-	-	\$12,000
Construction	MoDOT	-	-	\$516,400	-	-	-	\$516,400
Construction	MoDOT-AC	-	-	\$2,065,600	-	-	-	\$2,065,600
Total Construction		-	-	\$2,582,000	-	-	-	\$2,582,000
Total Programmed		\$653,000	\$27,000	\$3,173,000	-	-	-	\$3,853,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$3,475,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$2,000	\$30,000	\$34,000	\$111,200	-	\$181,200
Engineering	MoDOT-AC	\$16,000	\$8,000	\$120,000	\$136,000	\$444,800	-	\$724,800
Total Engineering		\$20,000	\$10,000	\$150,000	\$170,000	\$556,000	-	\$906,000
ROW	MoDOT-AC	-	-	-	\$11,200	-	-	\$11,200
ROW	MoDOT	-	-	-	\$2,800	-	-	\$2,800
Total ROW		-	-	-	\$14,000	-	-	\$14,000
Construction	MoDOT-AC	-	-	-	-	\$2,044,000	-	\$2,044,000
Construction	MoDOT	-	-	-	-	\$511,000	-	\$511,000
Total Construction		-	-	-	-	\$2,555,000	-	\$2,555,000
Total Programmed		\$20,000	\$10,000	\$150,000	\$184,000	\$3,111,000	-	\$3,475,000

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

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$254,000

MoDOT ID
J8P3234

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	-	\$40,000	-	-	-	-	\$40,000
Engineering	MoDOT	-	\$10,000	-	-	-	-	\$10,000
Total Engineering		-	\$50,000	-	-	-	-	\$50,000
Construction	MoDOT-AC	-	\$163,200	-	-	-	-	\$163,200
Construction	MoDOT	-	\$40,800	-	-	-	-	\$40,800
Total Construction		-	\$204,000	-	-	-	-	\$204,000
Total Programmed		-	\$254,000	-	-	-	-	\$254,000

MO2214-22A3 - ITS SCOPING AT VARIOUS LOCATIONS

Plan Revision
24PublicComment

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
-

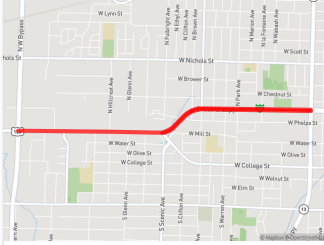
Project Considerations
Advance Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Engineering	MoDOT-AC	\$80,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$280,000
Total Engineering		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
Total Programmed		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000

MO2215-23 - ITS ON CHESTNUT EXPRESSWAY FROM WEST BYPASS TO KANSAS EXPRESSWAY



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
ITS

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$553,000

MoDOT ID
JSU0088

Federal ID
S605018

Project From
West Bypass (Rte.
160)

Project To
Kansas Expressway
(Rte. 13)

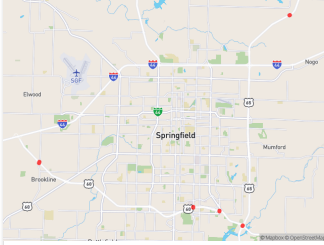
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
Add ITS equipment and software on Chestnut Expressway (Loop 44) from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$3,000	\$24,600	-	-	-	-	\$27,600
Engineering	MoDOT-AC	\$12,000	\$98,400	-	-	-	-	\$110,400
Total Engineering		\$15,000	\$123,000	-	-	-	-	\$138,000
Construction	MoDOT-AC	-	\$332,000	-	-	-	-	\$332,000
Construction	MoDOT	-	\$83,000	-	-	-	-	\$83,000
Total Construction		-	\$415,000	-	-	-	-	\$415,000
Total Programmed		\$15,000	\$538,000	-	-	-	-	\$553,000

MO2306-23 - BRIDGE DECK SEALING AT VARIOUS LOCATIONS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Republic, Springfield

Status
Programmed

Total Cost
\$3,564,000

MoDOT ID
JSU0046

Federal ID
0652122

Project From
over Farm Road 197,
over James River
Freeway, over Rte.
60, over Rte. 360

Project To
-

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

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.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$48,000	\$401,600	-	-	-	-	\$449,600
Engineering	MoDOT	\$12,000	\$100,400	-	-	-	-	\$112,400
Total Engineering		\$60,000	\$502,000	-	-	-	-	\$562,000
Construction	NHPP (FHWA)	-	\$2,401,600	-	-	-	-	\$2,401,600
Construction	MoDOT	-	\$600,400	-	-	-	-	\$600,400
Total Construction		-	\$3,002,000	-	-	-	-	\$3,002,000
Total Programmed		\$60,000	\$3,504,000	-	-	-	-	\$3,564,000

MO2307-23 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2025)

Plan Revision: 24PublicComment Section: Sponsored by MoDOT Project Type: Asset Management - Other Lead Agency: MoDOT

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$1,953,000

MoDOT ID: JSU0072 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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$800	\$800	\$61,600	-	-	-	\$63,200
Engineering	MoDOT-AC	\$3,200	\$3,200	\$246,400	-	-	-	\$252,800
Total Engineering		\$4,000	\$4,000	\$308,000	-	-	-	\$316,000
Construction	MoDOT	-	-	\$327,400	-	-	-	\$327,400
Construction	MoDOT-AC	-	-	\$1,309,600	-	-	-	\$1,309,600
Total Construction		-	-	\$1,637,000	-	-	-	\$1,637,000
Total Programmed		\$4,000	\$4,000	\$1,945,000	-	-	-	\$1,953,000

MO2308-23 - JOB ORDER CONTRACTING FOR CONCRETE REPAIRS (2024)

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Asset Management - Pavement

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$749,000

MoDOT ID
JSU0118

Federal ID
S605029

Project From
-

Project To
-

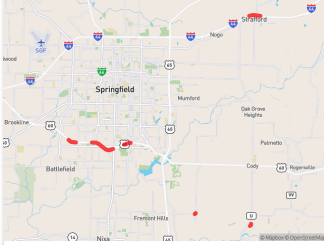
Project Considerations
Advance Construction

Project Description
Job Order Contracting for concrete repairs in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$3,000	\$24,400	-	-	-	-	\$27,400
Engineering	MoDOT-AC	\$12,000	\$97,600	-	-	-	-	\$109,600
Total Engineering		\$15,000	\$122,000	-	-	-	-	\$137,000
Construction	MoDOT	-	\$122,400	-	-	-	-	\$122,400
Construction	MoDOT-AC	-	\$489,600	-	-	-	-	\$489,600
Total Construction		-	\$612,000	-	-	-	-	\$612,000
Total Programmed		\$15,000	\$734,000	-	-	-	-	\$749,000

MO2309-23 - VARIOUS ROUTES PAVEMENT RESURFACING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Christian County,
Greene County

Municipality
Springfield, Stafford

Status
Programmed

Total Cost
\$2,749,000

MoDOT ID
JSU0058

Federal ID
0443345

Project From
West of Old Orchard
Drive, East of West
Bypass, At Pheasant
Road, South of
Thornbrooke Drive

Project To
East of Rte. 125, East
of National Avenue,

Project
Considerations
Environmental
Justice Area

Project Description

Add high friction surface treatment on I-44 westbound lanes in Stafford, 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.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$6,600	\$38,500	-	-	-	-	\$45,100
Engineering	SAFETY (FHWA)	\$59,400	\$346,500	-	-	-	-	\$405,900
Total Engineering		\$66,000	\$385,000	-	-	-	-	\$451,000
Construction	MoDOT	-	\$229,800	-	-	-	-	\$229,800
Construction	SAFETY (FHWA)	-	\$2,068,200	-	-	-	-	\$2,068,200
Total Construction		-	\$2,298,000	-	-	-	-	\$2,298,000
Total Programmed		\$66,000	\$2,683,000	-	-	-	-	\$2,749,000

MO2401-22 - JOB ORDER CONTRACTING PAVEMENT REPAIR (2024)

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$530,000

MoDOT ID
J813232

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Job Order Contracting for pavement repair in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	-	\$9,000	-	-	-	-	\$9,000
Engineering	MoDOT-AC	-	\$81,000	-	-	-	-	\$81,000
Total Engineering		-	\$90,000	-	-	-	-	\$90,000
Construction	MoDOT	-	\$80,000	-	-	-	-	\$80,000
Construction	MoDOT-AC	-	\$360,000	-	-	-	-	\$360,000
Total Construction		-	\$440,000	-	-	-	-	\$440,000
Total Programmed		-	\$530,000	-	-	-	-	\$530,000

MO2404-22 - ON-CALL WORK ZONE ENFORCEMENT (2024)

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$220,000

MoDOT ID
J813230

Federal ID
-

Project From
Various

Project To
Various

Project Considerations
-

Project Description
On-call work zone enforcement at various locations in the Ozarks Transportation Organization area.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Payment	MoDOT	-	\$22,000	-	-	-	-	\$22,000
Payment	SAFETY (FHWA)	-	\$198,000	-	-	-	-	\$198,000
Total Payment		-	\$220,000	-	-	-	-	\$220,000
Total Programmed		-	\$220,000	-	-	-	-	\$220,000

MO2405-24 - SCOPING FOR ADA TRANSITION PLAN

Plan Revision
24PublicComment

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 Transition Plan improvements at various locations in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG (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 Programmed		-	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000

MO2406-24 - SIGN TRUSS INSPECTIONS

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$250,000

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	FY2024	FY2025	FY2026	FY2027	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 Programmed		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

MO2407-24 - RETAINING WALL INSPECTIONS

Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	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 Programmed		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

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

Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$235,000

MoDOT ID
JSU0068

Federal ID
-

Project From
Various

Project To
Various

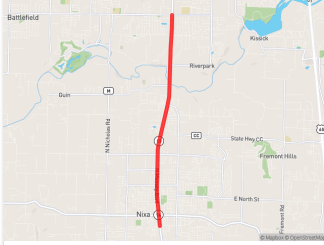
Project Considerations
-

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	-	-	\$1,500	-	-	-	\$1,500
Engineering	SAFETY (FHWA)	-	-	\$13,500	-	-	-	\$13,500
Total Engineering		-	-	\$15,000	-	-	-	\$15,000
Payment	MoDOT	-	-	\$22,000	-	-	-	\$22,000
Payment	SAFETY (FHWA)	-	-	\$198,000	-	-	-	\$198,000
Total Payment		-	-	\$220,000	-	-	-	\$220,000
Total Programmed		-	-	\$235,000	-	-	-	\$235,000

NX1704 - SCOPING FOR ROUTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH



Plan Revision
24PublicComment

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

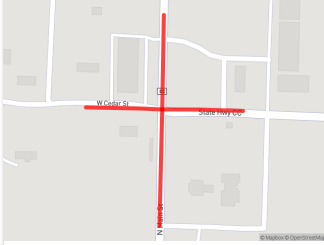
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$2,800	\$400	\$400	\$400	\$400	\$400	\$4,800
Engineering	NHPP (FHWA)	\$11,200	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$19,200
Total Engineering		\$14,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$24,000
Total Programmed		\$14,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$24,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$4,224,000

MoDOT ID
J8S0736F

Federal ID
S604093

Project From
At Main Street

Project To
-

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

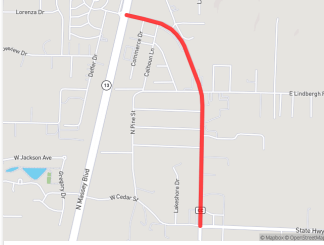
Project Description
Add roundabout at Route CC and Main Street in Nixa.

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$204,000	\$421,600	-	-	-	-	\$625,600
Engineering	MoDOT	\$51,000	\$105,400	-	-	-	-	\$156,400
Total Engineering		\$255,000	\$527,000	-	-	-	-	\$782,000
ROW	MoDOT-AC	\$80,000	-	-	-	-	-	\$80,000
ROW	MoDOT	\$20,000	-	-	-	-	-	\$20,000
Total ROW		\$100,000	-	-	-	-	-	\$100,000
Construction	MoDOT	-	\$668,400	-	-	-	-	\$668,400
Construction	MoDOT-AC	-	\$2,673,600	-	-	-	-	\$2,673,600
Total Construction		-	\$3,342,000	-	-	-	-	\$3,342,000
Total Programmed		\$355,000	\$3,869,000	-	-	-	-	\$4,224,000

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



Plan Revision
24PublicComment

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

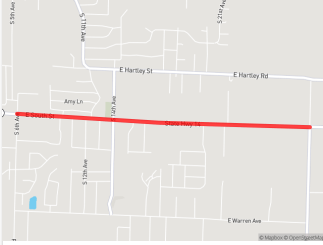
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	-	-	\$10,000
Engineering	MoDOT-AC	\$16,000	\$8,000	\$8,000	\$8,000	-	-	\$40,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	-	-	\$50,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	-	-	\$50,000

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



Plan Revision
24PublicComment

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

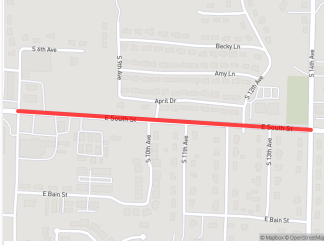
Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark.

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$234,400	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$434,400
Engineering	MoDOT	\$58,600	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$108,600
Total Engineering		\$293,000	\$50,000	\$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 Programmed		\$293,000	\$50,000	\$50,000	\$50,000	\$50,000	\$7,838,000	\$8,331,000

OK2201-22 - MO 14 ROADWAY IMPROVEMENTS 6TH AVENUE TO 14TH AVENUE



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$6,811,000

MoDOT ID
J8P0583B

Federal ID
S604083

Project From
6th Avenue

Project To
14th Avenue

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

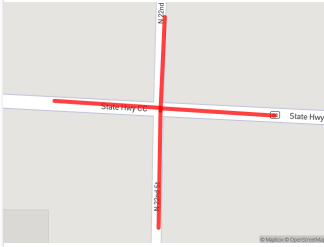
Project Description
Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$10,000	\$10,000	\$20,000	\$27,800	\$80,600	-	\$148,400
Engineering	MoDOT-AC	\$40,000	\$40,000	\$80,000	\$111,200	\$322,400	-	\$593,600
Total Engineering		\$50,000	\$50,000	\$100,000	\$139,000	\$403,000	-	\$742,000
ROW	MoDOT-AC	-	-	-	\$1,557,600	-	-	\$1,557,600
ROW	MoDOT	-	-	-	\$389,400	-	-	\$389,400
Total ROW		-	-	-	\$1,947,000	-	-	\$1,947,000
Construction	MoDOT	-	-	-	-	\$824,400	-	\$824,400
Construction	MoDOT-AC	-	-	-	-	\$3,297,600	-	\$3,297,600
Total Construction		-	-	-	-	\$4,122,000	-	\$4,122,000
Total Programmed		\$50,000	\$50,000	\$100,000	\$2,086,000	\$4,525,000	-	\$6,811,000

OK2202-22 - ROUTE CC INTERSECTION IMPROVEMENTS IN OZARK



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$4,223,000

MoDOT ID
J8S0736E

Federal ID
S604078

Project From
Rte. CC and 22nd
Street intersection

Project To
-

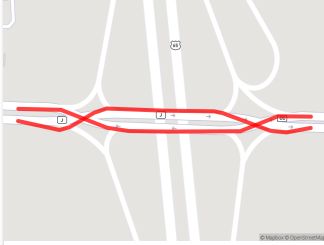
Project
Considerations
Bike/Ped Plan,
Advance
Construction

Project Description
Route CC intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$120,000	\$396,000	\$486,400	-	-	-	\$1,002,400
Engineering	MoDOT	\$30,000	\$99,000	\$121,600	-	-	-	\$250,600
Total Engineering		\$150,000	\$495,000	\$608,000	-	-	-	\$1,253,000
ROW	MoDOT	-	\$73,600	-	-	-	-	\$73,600
ROW	MoDOT-AC	-	\$294,400	-	-	-	-	\$294,400
Total ROW		-	\$368,000	-	-	-	-	\$368,000
Construction	MoDOT	-	-	\$520,400	-	-	-	\$520,400
Construction	MoDOT-AC	-	-	\$2,081,600	-	-	-	\$2,081,600
Total Construction		-	-	\$2,602,000	-	-	-	\$2,602,000
Total Programmed		\$150,000	\$863,000	\$3,210,000	-	-	-	\$4,223,000

OK2203-22 - ROUTE J BRIDGE REHABILITATION IN OZARK



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$918,000

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

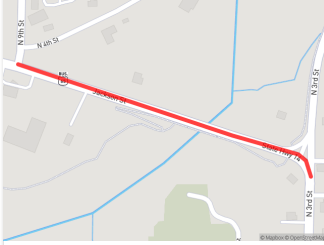
Ramp and intersection improvements at Routes CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$800	\$12,400	\$23,400	-	-	-	\$36,600
Engineering	NHPP (FHWA)	\$3,200	\$49,600	\$93,600	-	-	-	\$146,400
Total Engineering		\$4,000	\$62,000	\$117,000	-	-	-	\$183,000
Construction	MoDOT	-	-	\$147,000	-	-	-	\$147,000
Construction	NHPP (FHWA)	-	-	\$588,000	-	-	-	\$588,000
Total Construction		-	-	\$735,000	-	-	-	\$735,000
Total Programmed		\$4,000	\$62,000	\$852,000	-	-	-	\$918,000

OK2204-22 - MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS



Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	-	-	\$10,000
Engineering	MoDOT-AC	\$16,000	\$8,000	\$8,000	\$8,000	-	-	\$40,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	-	-	\$50,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	-	-	\$50,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$90,000

MoDOT ID
J8P0865

Federal ID
-

Project From
Farm Road 194

Project To
West Ave in Republic

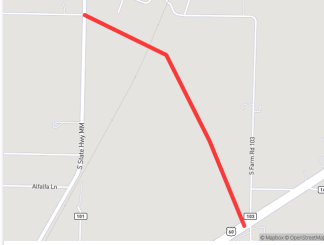
Project
Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$27,000	\$1,000	\$1,000	\$1,000	-	-	\$30,000
Engineering	NHPP (FHWA)	\$48,000	\$4,000	\$4,000	\$4,000	-	-	\$60,000
Total Engineering		\$75,000	\$5,000	\$5,000	\$5,000	-	-	\$90,000
Total Programmed		\$75,000	\$5,000	\$5,000	\$5,000	-	-	\$90,000

RP1704-20A9 - RT MM ROAD RELOCATION, RAILROAD GRADE SEPARATION, AND CORRIDOR SCOPING



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Republic	Status Programmed	Total Cost \$34,712,000
MoDOT ID J8S0836, J8S0836D	Federal ID S602092	Project From Farm Road 160	Project To Route 60

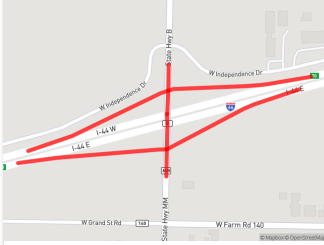
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description
 Relocate Brookline Avenue, add railroad grade separation and sidewalks from Farm Road 160 to Rte. 60 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.

Funding Source Notes
 Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, \$564,000 Open Container, Approved Sidewalk Cost Share to be programmed upon executed agreement (\$342,000 TAP), OTO Discretionary Funding Award for MM Underpass (\$241,488 CRP)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG (FHWA)	\$3,046,400	\$739,200	\$2,799,200	\$160,000	-	-	\$6,744,800
Engineering	MoDOT	\$1,199,000	\$184,800	\$699,800	\$40,000	-	-	\$2,123,600
Engineering	STP (FHWA)	\$1,600	-	-	-	-	-	\$1,600
Total Engineering		\$4,247,000	\$924,000	\$3,499,000	\$200,000	-	-	\$8,870,000
ROW	STBG (FHWA)	-	\$2,828,800	-	-	-	-	\$2,828,800
ROW	MoDOT	-	\$707,200	-	-	-	-	\$707,200
Total ROW		-	\$3,536,000	-	-	-	-	\$3,536,000
Construction	SAFETY (FHWA)	-	-	\$564,000	-	-	-	\$564,000
Construction	STBG (FHWA)	-	-	\$17,468,400	-	-	-	\$17,468,400
Construction	MoDOT	-	-	\$4,273,600	-	-	-	\$4,273,600
Total Construction		-	-	\$22,306,000	-	-	-	\$22,306,000
Total Programmed		\$4,247,000	\$4,460,000	\$25,805,000	\$200,000	-	-	\$34,712,000

RP2201-22 - ROUTE MM RAMP INTERSECTION IMPROVEMENTS AT I-44



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$1,399,000

MoDOT ID
J8S3239

Federal ID
S604043

Project From
Rte. MM and I-44
intersection

Project To
-

Project
Considerations
Advance
Construction

Project Description
Add signals at Route MM ramps and reconfigure lanes at I-44.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$16,000	\$36,600	-	-	-	-	\$52,600
Engineering	MoDOT-AC	\$64,000	\$146,400	-	-	-	-	\$210,400
Total Engineering		\$80,000	\$183,000	-	-	-	-	\$263,000
ROW	MoDOT-AC	-	\$539,200	-	-	-	-	\$539,200
ROW	MoDOT	-	\$134,800	-	-	-	-	\$134,800
Total ROW		-	\$674,000	-	-	-	-	\$674,000
Construction	MoDOT-AC	-	\$369,600	-	-	-	-	\$369,600
Construction	MoDOT	-	\$92,400	-	-	-	-	\$92,400
Total Construction		-	\$462,000	-	-	-	-	\$462,000
Total Programmed		\$80,000	\$1,319,000	-	-	-	-	\$1,399,000

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



Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$100,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$120,000
Engineering	STBG (FHWA)	\$400,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$480,000
Total Engineering		\$500,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$600,000
Total Programmed		\$500,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$600,000

RP2303-23 - CAPITAL IMPROVEMENT ON US 60 IN REPUBLIC



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Republic	Status Programmed	Total Cost \$17,898,000
MoDOT ID JSU0078	Federal ID 0602124	Project From west of County Road 103	Project To Rte. 360 in Republic

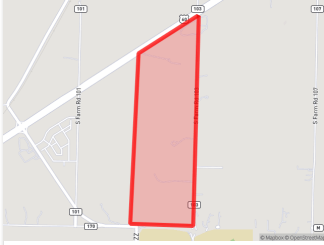
Project Considerations
-

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$40,000	\$400,000	\$640,000	\$640,000	\$757,600	-	\$2,477,600
Engineering	MoDOT	\$10,000	\$100,000	\$160,000	\$160,000	\$189,400	-	\$619,400
Total Engineering		\$50,000	\$500,000	\$800,000	\$800,000	\$947,000	-	\$3,097,000
ROW	MoDOT	-	-	-	\$524,600	-	-	\$524,600
ROW	NHPP (FHWA)	-	-	-	\$2,098,400	-	-	\$2,098,400
Total ROW		-	-	-	\$2,623,000	-	-	\$2,623,000
Construction	MoDOT	-	-	-	-	\$2,435,600	-	\$2,435,600
Construction	NHPP (FHWA)	-	-	-	-	\$9,742,400	-	\$9,742,400
Total Construction		-	-	-	-	\$12,178,000	-	\$12,178,000
Total Programmed		\$50,000	\$500,000	\$800,000	\$3,423,000	\$13,125,000	-	\$17,898,000

RP2304-23 - WILSON'S CREEK BOULEVARD EXTENSION SCOPING



Plan Revision
24PublicComment

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

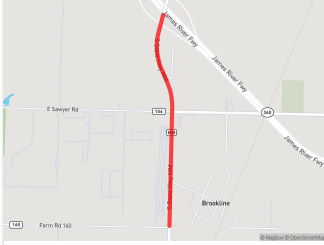
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$24,000
Engineering	MoDOT-AC	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$96,000
Total Engineering		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000
Total Programmed		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000

RP2305-23 - ROUTE MM ROADWAY IMPROVEMENTS SCOPING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$500,000

MoDOT ID
J8S0836E

Federal ID
S605004

Project From
Rte 360

Project To
County Rd 160

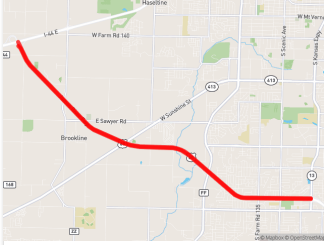
Project
Considerations
Bike/Ped Plan

Project Description
Scoping for roadway improvements on Route MM from Route 360 to Farm Road 160 in Republic.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	-	\$100,000
Engineering	STBG (FHWA)	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	-	\$400,000
Total Engineering		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	\$500,000
Total Programmed		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	\$500,000

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



Plan Revision
24PublicComment

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

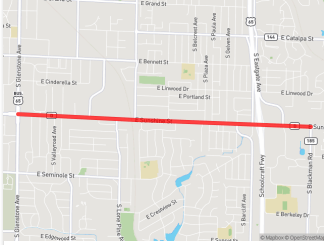
Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$328,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$528,000
Engineering	MoDOT	\$84,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$134,000
Total Engineering		\$412,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$662,000
Total Programmed		\$412,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$662,000

SP1413-19 - SUNSHINE STREET ADA IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Bicycle and
Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,184,000

MoDOT ID
J8S3024, J8S3153

Federal ID
0652084,
S603067

Project From
Glenstone Avenue
(Bus. 65)

Project To
Blackman Road

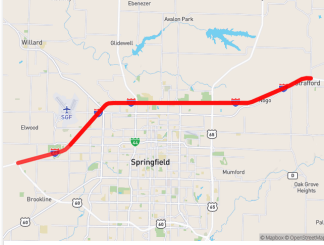
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$248,000	\$431,200	\$552,800	-	-	-	\$1,232,000
Engineering	STBG (FHWA)	\$32,000	-	-	-	-	-	\$32,000
Engineering	MoDOT	\$70,000	\$107,800	\$138,200	-	-	-	\$316,000
Total Engineering		\$350,000	\$539,000	\$691,000	-	-	-	\$1,580,000
ROW	MoDOT-AC	-	\$42,400	-	-	-	-	\$42,400
ROW	MoDOT	-	\$10,600	-	-	-	-	\$10,600
Total ROW		-	\$53,000	-	-	-	-	\$53,000
Construction	MoDOT	-	-	\$459,800	-	-	-	\$459,800
Construction	STAP (FHWA)	-	-	\$252,000	-	-	-	\$252,000
Construction	MoDOT-AC	-	-	\$1,839,200	-	-	-	\$1,839,200
Total Construction		-	-	\$2,551,000	-	-	-	\$2,551,000
Total Programmed		\$350,000	\$592,000	\$3,242,000	-	-	-	\$4,184,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$890,000

MoDOT ID
J813044

Federal ID
0442305

Project From
Rte. 360

Project To
Rte. 125

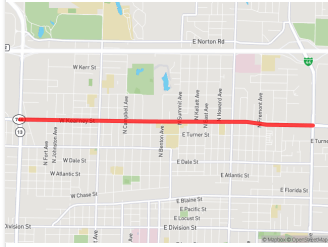
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$65,000	\$10,000	\$15,000	\$15,000	-	-	\$105,000
Engineering	I/M (FHWA)	\$425,000	\$90,000	\$135,000	\$135,000	-	-	\$785,000
Total Engineering		\$490,000	\$100,000	\$150,000	\$150,000	-	-	\$890,000
Total Programmed		\$490,000	\$100,000	\$150,000	\$150,000	-	-	\$890,000

SP1708 - KEARNEY PAVEMENT RESURFACING KANSAS TO GLENSTONE



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$795,000

MoDOT ID
J8P3050C

Federal ID
7441020

Project From
Kansas Expressway

Project To
Glenstone Avenue

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

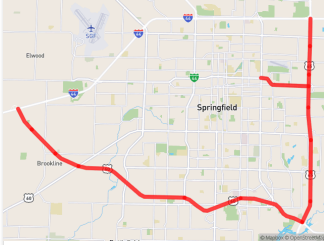
Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$3,800	\$14,200	-	-	-	-	\$18,000
Engineering	NHPP (FHWA)	\$15,200	\$56,800	-	-	-	-	\$72,000
Total Engineering		\$19,000	\$71,000	-	-	-	-	\$90,000
Construction	NHPP (FHWA)	-	\$564,000	-	-	-	-	\$564,000
Construction	MoDOT	-	\$141,000	-	-	-	-	\$141,000
Total Construction		-	\$705,000	-	-	-	-	\$705,000
Total Programmed		\$19,000	\$776,000	-	-	-	-	\$795,000

SP1709 - SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS



Plan Revision
24PublicComment

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
-

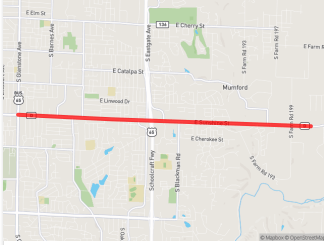
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$21,600	\$800	\$800	\$800	-	-	\$24,000
Engineering	NHPP (FHWA)	\$86,400	\$3,200	\$3,200	\$3,200	-	-	\$96,000
Total Engineering		\$108,000	\$4,000	\$4,000	\$4,000	-	-	\$120,000
Total Programmed		\$108,000	\$4,000	\$4,000	\$4,000	-	-	\$120,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,300,000

MoDOT ID
J8S3133

Federal ID
S604067

Project From
Glenstone Ave.

Project To
Farm Road 199

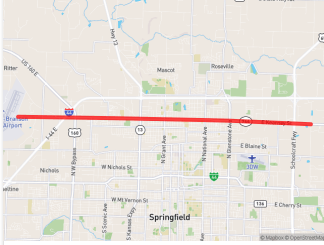
Project Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 miles east of Farm Road 199.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$314,400	\$163,200	\$309,600	-	-	-	\$787,200
Engineering	MoDOT	\$78,600	\$40,800	\$77,400	-	-	-	\$196,800
Total Engineering		\$393,000	\$204,000	\$387,000	-	-	-	\$984,000
ROW	MoDOT	-	\$50,600	-	-	-	-	\$50,600
ROW	NHPP (FHWA)	-	\$202,400	-	-	-	-	\$202,400
Total ROW		-	\$253,000	-	-	-	-	\$253,000
Construction	MoDOT	-	-	\$412,600	-	-	-	\$412,600
Construction	NHPP (FHWA)	-	-	\$1,650,400	-	-	-	\$1,650,400
Total Construction		-	-	\$2,063,000	-	-	-	\$2,063,000
Total Programmed		\$393,000	\$457,000	\$2,450,000	-	-	-	\$3,300,000

SP1811-18 - KEARNEY STREET SAFETY SCOPING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$136,000

MoDOT ID
J8S3145

Federal ID
7441021

Project From
SGF Airport

Project To
Le Compté Avenue

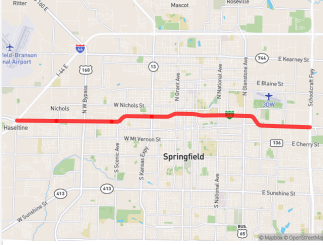
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Scoping for safety improvements on Kearney Street (Route 744) from Springfield-Branson National Airport to Le Compté Ave.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	\$96,000	\$9,000	\$9,000	\$9,000	-	-	\$123,000
Engineering	MoDOT	\$10,000	\$1,000	\$1,000	\$1,000	-	-	\$13,000
Total Engineering		\$106,000	\$10,000	\$10,000	\$10,000	-	-	\$136,000
Total Programmed		\$106,000	\$10,000	\$10,000	\$10,000	-	-	\$136,000

SP1812-22A4 - CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,860,000

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

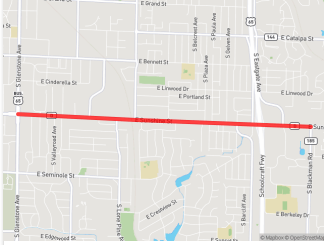
Chestnut Expressway signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue, Boonville Avenue, and Eastgate Avenue, as well as intersection and signal upgrades at U.S. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	SAFETY (FHWA)	\$372,300	\$189,900	-	-	-	-	\$562,200
Engineering	MoDOT	\$40,700	\$21,100	-	-	-	-	\$61,800
Total Engineering		\$413,000	\$211,000	-	-	-	-	\$624,000
ROW	MoDOT	\$15,000	-	-	-	-	-	\$15,000
ROW	SAFETY (FHWA)	\$135,000	-	-	-	-	-	\$135,000
Total ROW		\$150,000	-	-	-	-	-	\$150,000
Construction	MoDOT	-	\$108,600	-	-	-	-	\$108,600
Construction	SAFETY (FHWA)	-	\$977,400	-	-	-	-	\$977,400
Total Construction		-	\$1,086,000	-	-	-	-	\$1,086,000
Total Programmed		\$563,000	\$1,297,000	-	-	-	-	\$1,860,000

SP1906-19 - ROUTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,041,000

MoDOT ID
J8S0745

Federal ID
S602071

Project From
Glenstone Avenue

Project To
Blackman Road

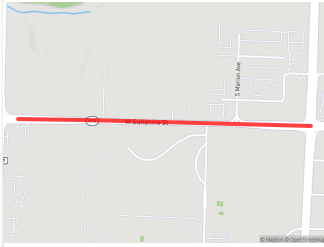
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

Project Description
Pavement resurfacing on Sunshine Street from Glenstone Avenue (Bus. 65) Blackman Road in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$56,000	\$1,600	\$139,200	-	-	-	\$196,800
Engineering	MoDOT	\$14,000	\$400	\$34,800	-	-	-	\$49,200
Total Engineering		\$70,000	\$2,000	\$174,000	-	-	-	\$246,000
Construction	MoDOT	-	-	\$359,000	-	-	-	\$359,000
Construction	NHPP (FHWA)	-	-	\$1,436,000	-	-	-	\$1,436,000
Total Construction		-	-	\$1,795,000	-	-	-	\$1,795,000
Total Programmed		\$70,000	\$2,000	\$1,969,000	-	-	-	\$2,041,000

SP1908-19A2 - SUNSHINE STREET BRIDGE OVER MNA RAILROAD



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$6,884,900

MoDOT ID
J8S3157

Federal ID
4131009

Project From
0.1 miles east of
Scenic Ave

Project To
Kansas Expy (Rte.
13)

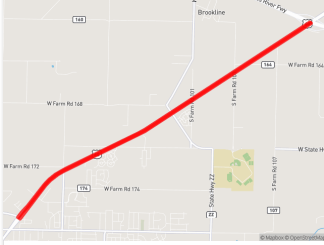
Project
Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 miles east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$194,300	\$141,000	-	-	-	-	\$335,300
Engineering	NHPP (FHWA)	\$713,600	\$564,000	-	-	-	-	\$1,277,600
Total Engineering		\$907,900	\$705,000	-	-	-	-	\$1,612,900
ROW	MoDOT	\$67,600	-	-	-	-	-	\$67,600
ROW	NHPP (FHWA)	\$270,400	-	-	-	-	-	\$270,400
Total ROW		\$338,000	-	-	-	-	-	\$338,000
Construction	MoDOT	-	\$986,800	-	-	-	-	\$986,800
Construction	NHPP (FHWA)	-	\$3,947,200	-	-	-	-	\$3,947,200
Total Construction		-	\$4,934,000	-	-	-	-	\$4,934,000
Total Programmed		\$1,245,900	\$5,639,000	-	-	-	-	\$6,884,900

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



Plan Revision
24PublicComment

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

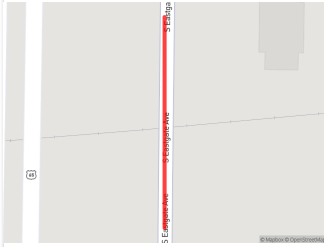
Project
Considerations
**Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority**

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$321,600	\$40,000	\$40,000	\$40,000	-	-	\$441,600
Engineering	MoDOT	\$80,400	\$10,000	\$10,000	\$10,000	-	-	\$110,400
Total Engineering		\$402,000	\$50,000	\$50,000	\$50,000	-	-	\$552,000
Total Programmed		\$402,000	\$50,000	\$50,000	\$50,000	-	-	\$552,000

SP1910-19A2 - EASTGATE BRIDGE OVER BNSF



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,831,000

MoDOT ID
J8S3158

Federal ID
0652118

Project From
SB log mile 0.85500

Project To
0.879

Project
Considerations
Bike/Ped Plan

Project Description
Bridge replacement on Eastgate Avenue over BNSF Railway in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$55,200	\$21,400	\$91,800	-	-	-	\$168,400
Engineering	NHPP (FHWA)	\$220,800	\$85,600	\$367,200	-	-	-	\$673,600
Total Engineering		\$276,000	\$107,000	\$459,000	-	-	-	\$842,000
ROW	NHPP (FHWA)	-	\$216,800	-	-	-	-	\$216,800
ROW	MoDOT	-	\$54,200	-	-	-	-	\$54,200
Total ROW		-	\$271,000	-	-	-	-	\$271,000
Construction	MoDOT	-	-	\$543,600	-	-	-	\$543,600
Construction	NHPP (FHWA)	-	-	\$2,174,400	-	-	-	\$2,174,400
Total Construction		-	-	\$2,718,000	-	-	-	\$2,718,000
Total Programmed		\$276,000	\$378,000	\$3,177,000	-	-	-	\$3,831,000

SP1911-19A2 - MELVILLE ROAD BRIDGE OVER I-44



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$5,320,000

MoDOT ID
J8S3156

Federal ID
S604089

Project From
EB log mile 2.043

Project To
EB log mile 2.112

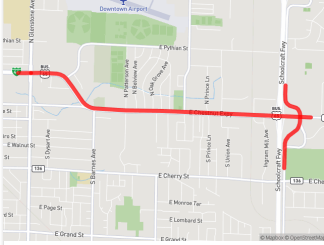
Project
Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$211,200	\$391,200	\$698,400	-	-	-	\$1,300,800
Engineering	MoDOT	\$52,800	\$97,800	\$174,600	-	-	-	\$325,200
Total Engineering		\$264,000	\$489,000	\$873,000	-	-	-	\$1,626,000
ROW	MoDOT	-	\$5,000	-	-	-	-	\$5,000
ROW	NHPP (FHWA)	-	\$20,000	-	-	-	-	\$20,000
Total ROW		-	\$25,000	-	-	-	-	\$25,000
Construction	MoDOT	-	-	\$733,800	-	-	-	\$733,800
Construction	NHPP (FHWA)	-	-	\$2,935,200	-	-	-	\$2,935,200
Total Construction		-	-	\$3,669,000	-	-	-	\$3,669,000
Total Programmed		\$264,000	\$514,000	\$4,542,000	-	-	-	\$5,320,000

SP2002-20 - PAVEMENT RESURFACING ON CHESTNUT



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,462,000

MoDOT ID
J8S3167

Federal ID
0442324

Project From
0.1 miles west of
Glenstone Avenue
(Bus. 65), 0.1 miles
north of Cherry
Street

Project To
0.1 miles east of
Eastgate Avenue, 0.3
miles north of
Chestnut Expressway

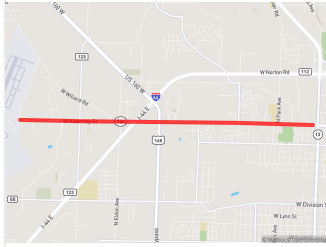
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Pavement resurfacing on Chestnut Expressway from 0.1 miles west of Glenstone Avenue (Bus. 65) to 0.1 miles east of Eastgate Avenue and on Eastgate Avenue from 0.1 miles north of Cherry Street to 0.3 miles north of Chestnut Expressway in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$6,200	\$30,800	-	-	-	-	\$37,000
Engineering	NHPP (FHWA)	\$24,800	\$123,200	-	-	-	-	\$148,000
Total Engineering		\$31,000	\$154,000	-	-	-	-	\$185,000
Construction	MoDOT	-	\$255,400	-	-	-	-	\$255,400
Construction	NHPP (FHWA)	-	\$1,021,600	-	-	-	-	\$1,021,600
Total Construction		-	\$1,277,000	-	-	-	-	\$1,277,000
Total Programmed		\$31,000	\$1,431,000	-	-	-	-	\$1,462,000

SP2006-20 - KEARNEY RESURFACING FROM AIRPORT TO KANSAS EXPY



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type Asset Management - Pavement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$908,000
MoDOT ID J8S3169	Federal ID S603057	Project From Springfield Airport Entrance	Project To west of Kansas Expressway (Rte. 13)

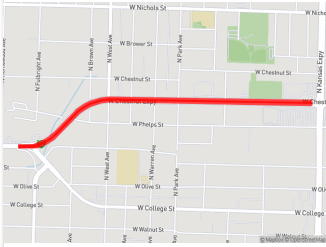
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
 Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$19,200	\$64,000	-	-	-	-	\$83,200
Engineering	MoDOT	\$4,800	\$16,000	-	-	-	-	\$20,800
Total Engineering		\$24,000	\$80,000	-	-	-	-	\$104,000
Construction	MoDOT-AC	-	\$643,200	-	-	-	-	\$643,200
Construction	MoDOT	-	\$160,800	-	-	-	-	\$160,800
Total Construction		-	\$804,000	-	-	-	-	\$804,000
Total Programmed		\$24,000	\$884,000	-	-	-	-	\$908,000

SP2013-20 - CHESTNUT PAVEMENT RESURFACING COLLEGE TO KANSAS EXPY



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$676,000

MoDOT ID
J8S3166

Federal ID
-

Project From
Scenic Avenue

Project To
West of Kansas
Expressway (Rte. 13)

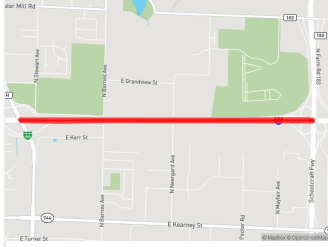
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Kansas Expressway (Rte. 13).

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$2,200	\$15,000	-	-	-	-	\$17,200
Engineering	NHPP (FHWA)	\$8,800	\$60,000	-	-	-	-	\$68,800
Total Engineering		\$11,000	\$75,000	-	-	-	-	\$86,000
Construction	NHPP (FHWA)	-	\$472,000	-	-	-	-	\$472,000
Construction	MoDOT	-	\$118,000	-	-	-	-	\$118,000
Total Construction		-	\$590,000	-	-	-	-	\$590,000
Total Programmed		\$11,000	\$665,000	-	-	-	-	\$676,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$18,826,000

MoDOT ID
J813044C

Federal ID
0442337

Project From
Glenstone Avenue
(Rte. H)

Project To
Rte. 65

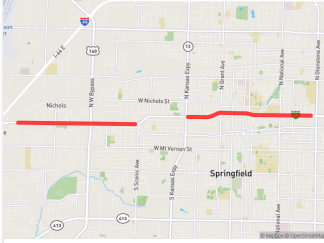
Project
Considerations
Environmental
Justice Area

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$413,200	\$146,000	\$2,079,200	-	-	-	\$2,638,400
Engineering	MoDOT	\$90,800	\$365,000	\$519,800	-	-	-	\$975,600
Total Engineering		\$504,000	\$511,000	\$2,599,000	-	-	-	\$3,614,000
Construction	NHPP (FHWA)	-	-	\$12,169,600	-	-	-	\$12,169,600
Construction	MoDOT	-	-	\$3,042,400	-	-	-	\$3,042,400
Total Construction		-	-	\$15,212,000	-	-	-	\$15,212,000
Total Programmed		\$504,000	\$511,000	\$17,811,000	-	-	-	\$18,826,000

SP2206-22 - CHESTNUT EXPRESSWAY PAVEMENT RESURFACING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,848,000

MoDOT ID
J8S3224

Federal ID
S604069

Project From
Lullwood Street, east
of Rte. 13

Project To
Scenic Avenue, .1
miles east of
Delaware Avenue

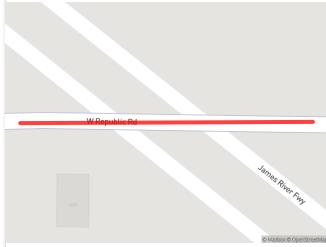
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from east of Kansas Expressway (Rte. 13) to 0.1 miles east of Delaware Avenue in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$40,800	\$249,600	-	-	-	-	\$290,400
Engineering	MoDOT	\$10,200	\$62,400	-	-	-	-	\$72,600
Total Engineering		\$51,000	\$312,000	-	-	-	-	\$363,000
Construction	MoDOT	-	\$497,000	-	-	-	-	\$497,000
Construction	NHPP (FHWA)	-	\$1,988,000	-	-	-	-	\$1,988,000
Total Construction		-	\$2,485,000	-	-	-	-	\$2,485,000
Total Programmed		\$51,000	\$2,797,000	-	-	-	-	\$2,848,000

SP2211-22 - REPUBLIC STREET BRIDGE REHABILITATION OVER JAMES RIVER FREEWAY



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,189,000

MoDOT ID
J8S3240

Federal ID
S604085

Project From
.5 miles east of Rte.
13 over Rte. 60

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description

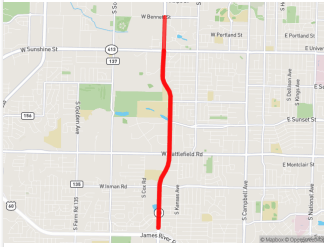
Republic Street bridge rehabilitation over James River Freeway (Route 60) 0.5 miles east of Kansas Expressway (Route 13) in Springfield. Project involves bridge A4184.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$94,400	\$123,200	-	-	-	-	\$217,600
Engineering	MoDOT	\$23,600	\$30,800	-	-	-	-	\$54,400
Total Engineering		\$118,000	\$154,000	-	-	-	-	\$272,000
ROW	NHPP (FHWA)	\$1,600	-	-	-	-	-	\$1,600
ROW	MoDOT	\$400	-	-	-	-	-	\$400
Total ROW		\$2,000	-	-	-	-	-	\$2,000
Construction	NHPP (FHWA)	-	\$732,000	-	-	-	-	\$732,000
Construction	MoDOT	-	\$183,000	-	-	-	-	\$183,000
Total Construction		-	\$915,000	-	-	-	-	\$915,000
Total Programmed		\$120,000	\$1,069,000	-	-	-	-	\$1,189,000

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



Plan Revision 24PublicComment	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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$200,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$800,000
Engineering	MoDOT	\$50,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$200,000
Total Engineering		\$250,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,000,000
Total Programmed		\$250,000	\$150,000	\$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
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$100,000

MoDOT ID
J8P3220

Federal ID
0652121

Project From
Kearney Street

Project To
-

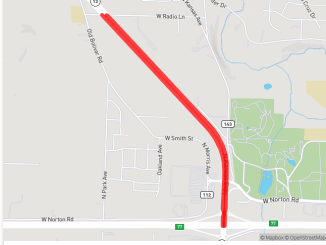
Project Considerations
**Bike/Ped Plan,
Regional Trail Plan
Priority**

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$8,000	\$4,000	\$4,000	\$4,000	-	-	\$20,000
Engineering	NHPP (FHWA)	\$32,000	\$16,000	\$16,000	\$16,000	-	-	\$80,000
Total Engineering		\$40,000	\$20,000	\$20,000	\$20,000	-	-	\$100,000
Total Programmed		\$40,000	\$20,000	\$20,000	\$20,000	-	-	\$100,000

SP2215-22 - I-44 AND KANSAS EXPRESSWAY



Plan Revision
24PublicComment

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

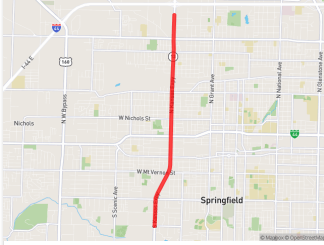
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Engineering	NHPP (FHWA)	\$80,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$280,000
Total Engineering		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
Total Programmed		\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000

SP2217-22A1 - KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING



Plan Revision
24PublicComment

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

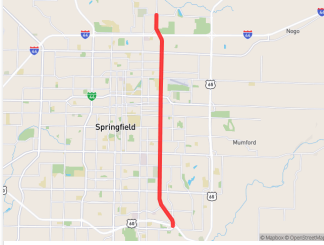
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$200,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$400,000
Engineering	MoDOT	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$100,000
Total Engineering		\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$500,000
Total Programmed		\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$500,000

SP2218-22A3 - GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,192,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$194,400	\$1,000	\$1,000	\$1,000	\$20,000	\$76,400	\$293,800
Engineering	MoDOT-AC	\$773,600	\$4,000	-	-	-	-	\$777,600
Engineering	SAFETY (FHWA)	\$9,000	-	-	-	-	-	\$9,000
Engineering	NHPP (FHWA)	-	-	\$4,000	\$4,000	\$80,000	\$305,600	\$393,600
Total Engineering		\$977,000	\$5,000	\$5,000	\$5,000	\$100,000	\$382,000	\$1,474,000
Construction	MoDOT	-	-	-	-	-	\$343,600	\$343,600
Construction	NHPP (FHWA)	-	-	-	-	-	\$1,374,400	\$1,374,400
Total Construction		-	-	-	-	-	\$1,718,000	\$1,718,000
Total Programmed		\$977,000	\$5,000	\$5,000	\$5,000	\$100,000	\$2,100,000	\$3,192,000

SP2219-22A3 - JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING



Plan Revision
24PublicComment

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

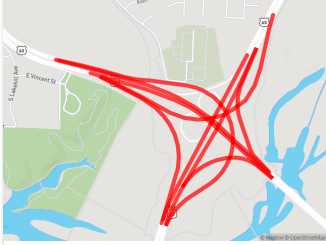
Scoping for James River Freeway interchange improvements at Kansas Expressway (Route 13) in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$80,000	\$40,000	\$8,000	\$8,000	\$8,000	\$8,000	\$152,000
Engineering	MoDOT	\$20,000	\$10,000	\$2,000	\$2,000	\$2,000	\$2,000	\$38,000
Total Engineering		\$100,000	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$190,000
Total Programmed		\$100,000	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$190,000

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



Plan Revision
24PublicComment

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
-

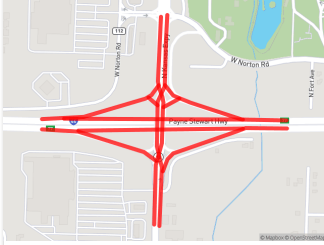
Project
Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Scoping for interchange operational improvements at US 65 and James River Freeway (US 60) in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$80,000	\$40,000	\$16,000	\$16,000	\$16,000	\$16,000	\$184,000
Engineering	MoDOT	\$20,000	\$10,000	\$4,000	\$4,000	\$4,000	\$4,000	\$46,000
Total Engineering		\$100,000	\$50,000	\$20,000	\$20,000	\$20,000	\$20,000	\$230,000
Total Programmed		\$100,000	\$50,000	\$20,000	\$20,000	\$20,000	\$20,000	\$230,000

SP2301-23 - I-44 AND KANSAS INTERCHANGE IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$37,642,000

MoDOT ID
JSU0079

Federal ID
0132097

Project From
At I-44

Project To
-

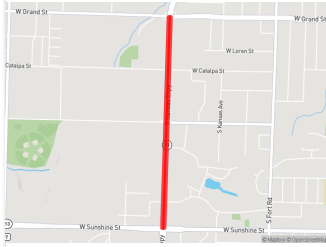
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$100,000	\$100,000	\$100,000	\$116,800	\$744,000	-	\$1,160,800
Engineering	NHPP (FHWA)	\$400,000	\$400,000	\$400,000	\$467,200	\$2,976,000	-	\$4,643,200
Total Engineering		\$500,000	\$500,000	\$500,000	\$584,000	\$3,720,000	-	\$5,804,000
ROW	MoDOT	-	-	-	\$1,076,200	-	-	\$1,076,200
ROW	NHPP (FHWA)	-	-	-	\$4,304,800	-	-	\$4,304,800
Total ROW		-	-	-	\$5,381,000	-	-	\$5,381,000
Construction	NHPP (FHWA)	-	-	-	-	\$21,165,600	-	\$21,165,600
Construction	MoDOT	-	-	-	-	\$5,291,400	-	\$5,291,400
Total Construction		-	-	-	-	\$26,457,000	-	\$26,457,000
Total Programmed		\$500,000	\$500,000	\$500,000	\$5,965,000	\$30,177,000	-	\$37,642,000

SP2302-23 - KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$11,782,000

MoDOT ID
JSU0093

Federal ID
0132096

Project From
Sunshine Street (Rte.
413)

Project To
Grand Street

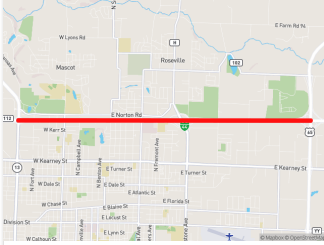
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$32,000	\$32,000	\$240,000	\$240,000	\$248,000	\$942,400	\$1,734,400
Engineering	MoDOT	\$8,000	\$8,000	\$60,000	\$60,000	\$62,000	\$235,600	\$433,600
Total Engineering		\$40,000	\$40,000	\$300,000	\$300,000	\$310,000	\$1,178,000	\$2,168,000
ROW	NHPP (FHWA)	-	-	-	-	\$24,800	-	\$24,800
ROW	MoDOT	-	-	-	-	\$6,200	-	\$6,200
Total ROW		-	-	-	-	\$31,000	-	\$31,000
Construction	MoDOT	-	-	-	-	-	\$1,916,600	\$1,916,600
Construction	NHPP (FHWA)	-	-	-	-	-	\$7,666,400	\$7,666,400
Total Construction		-	-	-	-	-	\$9,583,000	\$9,583,000
Total Programmed		\$40,000	\$40,000	\$300,000	\$300,000	\$341,000	\$10,761,000	\$11,782,000

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



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$4,839,000
MoDOT ID JSU0114	Federal ID 0442350	Project From Kansas Expressway (Rte. 13)	Project To Rte. 65

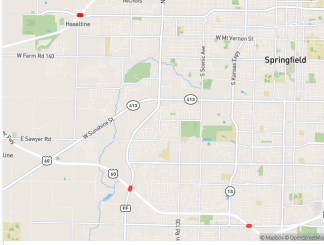
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
Sound abatement at various locations on I-44 from Kansas Expressway (Rte. 13) to Rte. 65 in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$30,000	\$10,000	\$10,000	\$23,000	\$111,400	-	\$184,400
Engineering	NHPP (FHWA)	-	\$40,000	\$40,000	\$92,000	\$445,600	-	\$617,600
Engineering	MoDOT-AC	\$120,000	-	-	-	-	-	\$120,000
Total Engineering		\$150,000	\$50,000	\$50,000	\$115,000	\$557,000	-	\$922,000
ROW	NHPP (FHWA)	-	-	-	\$45,600	-	-	\$45,600
ROW	MoDOT	-	-	-	\$11,400	-	-	\$11,400
Total ROW		-	-	-	\$57,000	-	-	\$57,000
Construction	MoDOT	-	-	-	-	\$772,000	-	\$772,000
Construction	NHPP (FHWA)	-	-	-	-	\$3,088,000	-	\$3,088,000
Total Construction		-	-	-	-	\$3,860,000	-	\$3,860,000
Total Programmed		\$150,000	\$50,000	\$50,000	\$172,000	\$4,417,000	-	\$4,839,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,181,000

MoDOT ID
JSU0051

Federal ID
1601080

Project From
over James River
Freeway, over I-44

Project To
-

Project
Considerations
Environmental
Justice Area

Project Description

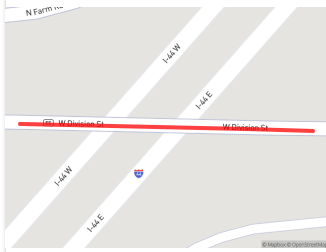
Bridge painting on US 160 over James River Freeway (Route 60), on Republic Street over Route 60 and on Chestnut Expressway (Route 266) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$2,000	\$4,800	\$10,000	\$55,000	-	-	\$71,800
Engineering	NHPP (FHWA)	\$8,000	\$19,200	\$40,000	\$220,000	-	-	\$287,200
Total Engineering		\$10,000	\$24,000	\$50,000	\$275,000	-	-	\$359,000
Construction	MoDOT	-	-	-	\$364,400	-	-	\$364,400
Construction	NHPP (FHWA)	-	-	-	\$1,457,600	-	-	\$1,457,600
Total Construction		-	-	-	\$1,822,000	-	-	\$1,822,000
Total Programmed		\$10,000	\$24,000	\$50,000	\$2,097,000	-	-	\$2,181,000

SP2305-23 - BRIDGE IMPROVEMENT OVER I-44



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,520,000

MoDOT ID
JSU0066

Federal ID
S605015

Project From
over I-44

Project To
-

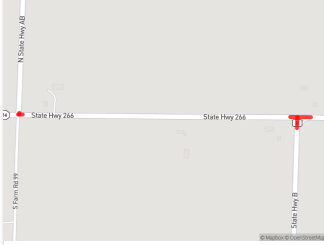
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$24,000	\$7,200	\$8,000	\$16,000	\$140,000	-	\$195,200
Engineering	MoDOT	\$6,000	\$1,800	\$2,000	\$4,000	\$35,000	-	\$48,800
Total Engineering		\$30,000	\$9,000	\$10,000	\$20,000	\$175,000	-	\$244,000
Construction	NHPP (FHWA)	-	-	-	-	\$1,020,800	-	\$1,020,800
Construction	MoDOT	-	-	-	-	\$255,200	-	\$255,200
Total Construction		-	-	-	-	\$1,276,000	-	\$1,276,000
Total Programmed		\$30,000	\$9,000	\$10,000	\$20,000	\$1,451,000	-	\$1,520,000

SP2306-23 - ROUNDABOUTS ON ROUTE 266



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,953,000

MoDOT ID
JSU0080

Federal ID
2661018

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

Project To
-

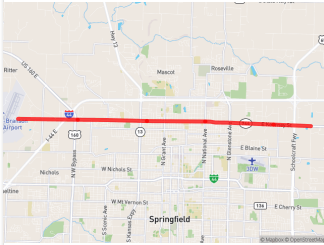
Project
Considerations
Advance
Construction

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$240,000	\$28,000	\$381,600	-	-	-	\$649,600
Engineering	MoDOT	\$60,000	\$7,000	\$95,400	-	-	-	\$162,400
Total Engineering		\$300,000	\$35,000	\$477,000	-	-	-	\$812,000
ROW	MoDOT	-	\$13,600	-	-	-	-	\$13,600
ROW	MoDOT-AC	-	\$54,400	-	-	-	-	\$54,400
Total ROW		-	\$68,000	-	-	-	-	\$68,000
Construction	MoDOT-AC	-	-	\$2,458,400	-	-	-	\$2,458,400
Construction	MoDOT	-	-	\$614,600	-	-	-	\$614,600
Total Construction		-	-	\$3,073,000	-	-	-	\$3,073,000
Total Programmed		\$300,000	\$103,000	\$3,550,000	-	-	-	\$3,953,000

SP2307-23 - SYSTEM IMPROVEMENTS ON KEARNEY FROM AIRPORT TO LECOMPT



Plan Revision 24PublicComment	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$2,272,000
MoDoT ID JSU0085	Federal ID 7441022	Project From Springfield-Branson National Airport	Project To LeCompte Avenue

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

Project Description
Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$284,000	\$284,000	-	-	-	-	\$568,000
Engineering	MoDOT	\$71,000	\$71,000	-	-	-	-	\$142,000
Total Engineering		\$355,000	\$355,000	-	-	-	-	\$710,000
ROW	NHPP (FHWA)	\$1,600	-	-	-	-	-	\$1,600
ROW	MoDOT	\$400	-	-	-	-	-	\$400
Total ROW		\$2,000	-	-	-	-	-	\$2,000
Construction	NHPP (FHWA)	-	\$1,248,000	-	-	-	-	\$1,248,000
Construction	MoDOT	-	\$312,000	-	-	-	-	\$312,000
Total Construction		-	\$1,560,000	-	-	-	-	\$1,560,000
Total Programmed		\$357,000	\$1,915,000	-	-	-	-	\$2,272,000

SP2308-23AM1 - J-TURNS ON US 65 AT BLUEGRASS ROAD



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,381,000

MoDOT ID
JSU0101

Federal ID
S605003

Project From
at Bluegrass Road
(County Road 94)

Project To
-

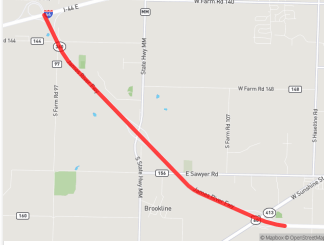
Project
Considerations
Bike/Ped Plan

Project Description
Add J-turn at US 65 and Bluegrass Road (Farm Road 94).

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; \$840,000 Open Container Funds

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$10,000	\$67,000	-	-	-	-	\$77,000
Engineering	SAFETY (FHWA)	\$90,000	\$603,000	-	-	-	-	\$693,000
Total Engineering		\$100,000	\$670,000	-	-	-	-	\$770,000
ROW	SAFETY (FHWA)	\$25,200	-	-	-	-	-	\$25,200
ROW	MoDOT	\$2,800	-	-	-	-	-	\$2,800
Total ROW		\$28,000	-	-	-	-	-	\$28,000
Construction	MoDOT	-	\$258,300	-	-	-	-	\$258,300
Construction	SAFETY (FHWA)	-	\$2,324,700	-	-	-	-	\$2,324,700
Total Construction		-	\$2,583,000	-	-	-	-	\$2,583,000
Total Programmed		\$128,000	\$3,253,000	-	-	-	-	\$3,381,000

SP2309-23 - JAMES RIVER FREEWAY PAVEMENT RESURFACING



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$763,000

MoDOT ID
JSU0014

Federal ID
3601007

Project From
I-44

Project To
Rte. 60

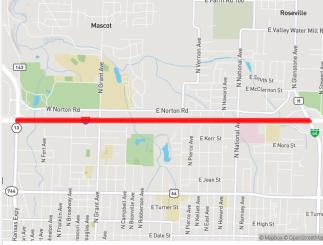
Project
Considerations
-

Project Description
Pavement resurfacing on James River Freeway from I-44 to Route 60 in Springfield. Project involves bridge A5843.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$7,200	\$1,600	\$1,600	\$1,600	\$123,200	-	\$135,200
Engineering	MoDOT	\$1,800	\$400	\$400	\$400	\$30,800	-	\$33,800
Total Engineering		\$9,000	\$2,000	\$2,000	\$2,000	\$154,000	-	\$169,000
Construction	MoDOT	-	-	-	-	\$118,800	-	\$118,800
Construction	NHPP (FHWA)	-	-	-	-	\$475,200	-	\$475,200
Total Construction		-	-	-	-	\$594,000	-	\$594,000
Total Programmed		\$9,000	\$2,000	\$2,000	\$2,000	\$748,000	-	\$763,000

SP2310-23 - I-44 ADD LANES AND REPLACE BRIDGES FROM KANSAS TO GLENSTONE IN SPRINGFIELD



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$46,284,000

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, A0446 and A0447.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$80,000	\$355,800	\$400,000	\$1,386,000	-	-	\$2,221,800
Engineering	NHPP (FHWA)	\$720,000	\$1,423,200	\$1,600,000	\$5,544,000	-	-	\$9,287,200
Total Engineering		\$800,000	\$1,779,000	\$2,000,000	\$6,930,000	-	-	\$11,509,000
Construction	MoDOT	-	-	-	\$25,778,200	-	-	\$25,778,200
Construction	NHPP (FHWA)	-	-	-	\$8,996,800	-	-	\$8,996,800
Total Construction		-	-	-	\$34,775,000	-	-	\$34,775,000
Total Programmed		\$800,000	\$1,779,000	\$2,000,000	\$41,705,000	-	-	\$46,284,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Other

Lead Agency
MoDOT

County

Municipality

Status
Programmed

Total Cost
\$1,282,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	\$8,000	\$8,000	\$8,000	\$48,000	\$88,000	\$160,000
Engineering	MoDOT	-	\$2,000	\$2,000	\$2,000	\$12,000	\$22,000	\$40,000
Total Engineering		-	\$10,000	\$10,000	\$10,000	\$60,000	\$110,000	\$200,000
ROW	NHPP (FHWA)	-	-	-	-	\$9,600	-	\$9,600
ROW	MoDOT	-	-	-	-	\$2,400	-	\$2,400
Total ROW		-	-	-	-	\$12,000	-	\$12,000
Construction	NHPP (FHWA)	-	-	-	-	-	\$856,000	\$856,000
Construction	MoDOT	-	-	-	-	-	\$214,000	\$214,000
Total Construction		-	-	-	-	-	\$1,070,000	\$1,070,000
Total Programmed		-	\$10,000	\$10,000	\$10,000	\$72,000	\$1,180,000	\$1,282,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$150,000

MoDOT ID
SU0167

Federal ID
-

Project From
-

Project To
-

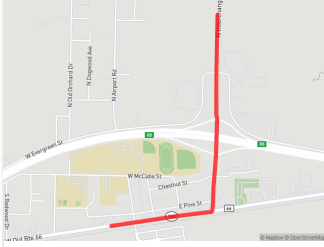
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	-	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$30,000
Engineering	NHPP (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 Programmed		-	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000

ST2201-22 - MO 125 INTERSECTION IMPROVEMENTS IN STRAFFORD



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$8,794,000

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 00, and add turn lane from Washington Ave. to Route 00 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 (\$240,320 TAP)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$130,000	\$62,000	\$120,400	-	-	-	\$312,400
Engineering	MoDOT-AC	\$520,000	\$248,000	\$481,600	-	-	-	\$1,249,600
Total Engineering		\$650,000	\$310,000	\$602,000	-	-	-	\$1,562,000
ROW	MoDOT-AC	-	\$152,000	-	-	-	-	\$152,000
ROW	MoDOT	-	\$38,000	-	-	-	-	\$38,000
Total ROW		-	\$190,000	-	-	-	-	\$190,000
Construction	MoDOT-AC	-	-	\$5,633,600	-	-	-	\$5,633,600
Construction	MoDOT	-	-	\$1,408,400	-	-	-	\$1,408,400
Total Construction		-	-	\$7,042,000	-	-	-	\$7,042,000
Total Programmed		\$650,000	\$500,000	\$7,644,000	-	-	-	\$8,794,000

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



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$508,000

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

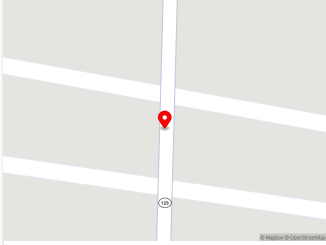
Pavement resurfacing on I-44 from 0.5 miles east of Rte. 125 in Strafford to the Webster County line.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$200	\$600	\$10,200	-	-	-	\$11,000
Engineering	NHPP (FHWA)	\$1,800	\$5,400	\$40,800	-	-	-	\$48,000
Total Engineering		\$2,000	\$6,000	\$51,000	-	-	-	\$59,000
Construction	NHPP (FHWA)	-	-	\$359,200	-	-	-	\$359,200
Construction	MoDOT	-	-	\$89,800	-	-	-	\$89,800
Total Construction		-	-	\$449,000	-	-	-	\$449,000
Total Programmed		\$2,000	\$6,000	\$500,000	-	-	-	\$508,000

ST2401-24 - SCOPING FOR BRIDGE IMPROVEMENT OVER I-44 IN STRAFFORD



Plan Revision
24PublicComment

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$30,000

MoDOT ID
SU0174

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.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	-	\$8,000	\$8,000	\$8,000	-	-	\$24,000
Engineering	MoDOT	-	\$2,000	\$2,000	\$2,000	-	-	\$6,000
Total Engineering		-	\$10,000	\$10,000	\$10,000	-	-	\$30,000
Total Programmed		-	\$10,000	\$10,000	\$10,000	-	-	\$30,000

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 27 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 Jefferson City, Kansas City, and St. Louis provides a connection to Amtrak service. Jefferson Lines 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 February 2018. These documents do an excellent job of identifying projects and defining how they are prioritized.

To learn more, the PMP and TCP are both available on the OTO website at <http://www.ozarkstransportation.org>.

5339 BUS AND BUS FACILITIES

The Bus and Bus Facility (5339) program provides grant funds to urbanized areas for public transportation and allows investments in capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. OTO is supportive of local applications for the federal competitive grant program.

PROJECT SELECTION PROCEDURE

If another public entity that is legally eligible under federal transit laws desires to use Section 5339 funding, OTO must be contacted to start the process of cooperatively determining funding eligibility. This can be done at any time by calling the OTO Executive Director at (417) 865-3042, extension 102. Until another entity is determined to be eligible for this funding, an application process is not required for City Utilities to select the projects that will use this funding.

DIRECT RECIPIENT AND SUB-RECIPIENT ELIGIBILITY

Per the FTA website, “eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.” Also per the FTA website, a subrecipient is “an eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.”

Project Overview

33 Projects Listed

CU2205-23A4 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Capital Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$566,251

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 Main/Chestnut sidewalk connection, 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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	Local	-	\$113,250	-	-	-	-	\$113,250
Capital	5310-Capital (FTA)	-	\$453,001	-	-	-	-	\$453,001
Total Capital		-	\$566,251	-	-	-	-	\$566,251
Total Programmed		-	\$566,251	-	-	-	-	\$566,251

CU2300-20 - FY 2023 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision 24PublicComment Section Transit Project Type Transit Operations Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$7,830,598

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	Local	-	\$5,271,692	-	-	-	-	\$5,271,692
Operations	MoDOT	-	\$43,500	-	-	-	-	\$43,500
Operations	5307-Operating (FTA)	-	\$2,515,406	-	-	-	-	\$2,515,406
Total Operations		-	\$7,830,598	-	-	-	-	\$7,830,598
Total Programmed		-	\$7,830,598	-	-	-	-	\$7,830,598

CU2301-20 - FY 2023 PREVENTATIVE MAINTENANCE

Plan Revision: 24PublicComment 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 service.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	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

CU2302-20 - FY 2023 TRANSIT PLANNING

Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	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

CU2303-20 - FY 2023 TRANSIT SECURITY

Plan Revision: 24PublicComment 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	FY2024	FY2025	FY2026	FY2027	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

CU2401-22 - FY 2024 PURCHASE PARATRANSIT BUSES

Plan Revision
24PublicComment

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$847,100

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Capital replacement of 4 new paratransit buses to replace 2016 paratransit buses.

Funding Source Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers; Federal Funding Source: FTA FY 2021 5339 and FY 2020 State (MoDOT)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5339 (FTA)	-	\$720,000	-	-	-	-	\$720,000
Capital	Local	-	\$127,100	-	-	-	-	\$127,100
Total Capital		-	\$847,100	-	-	-	-	\$847,100
Total Programmed		-	\$847,100	-	-	-	-	\$847,100

CU2402-22 - FY 2024 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision 24PublicComment Section Transit Project Type Transit Operations Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$10,305,429

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	MoDOT	-	\$43,500	-	-	-	-	\$43,500
Operations	5307-Operating (FTA)	-	\$2,551,138	-	-	-	-	\$2,551,138
Operations	Local	-	\$7,710,791	-	-	-	-	\$7,710,791
Total Operations		-	\$10,305,429	-	-	-	-	\$10,305,429
Total Programmed		-	\$10,305,429	-	-	-	-	\$10,305,429

CU2403-22 - FY 2024 PREVENTATIVE MAINTENANCE

Plan Revision
24PublicComment

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; FYI: CU will be requesting Preventative Maintenance funding for FY 2024 on Section 5307 Application

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	\$760,000	-	-	-	-	\$760,000
Maintenance	Local	-	\$190,000	-	-	-	-	\$190,000
Total Maintenance		-	\$950,000	-	-	-	-	\$950,000
Total Programmed		-	\$950,000	-	-	-	-	\$950,000

CU2404-22 - FY 2024 TRANSIT PLANNING

Plan Revision: 24PublicComment 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	FY2024	FY2025	FY2026	FY2027	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 24PublicComment Section Transit Project Type Transit Safety and Security Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$44,261

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	\$35,411	-	-	-	-	\$35,411
Capital	Local	-	\$8,850	-	-	-	-	\$8,850
Total Capital		-	\$44,261	-	-	-	-	\$44,261
Total Programmed		-	\$44,261	-	-	-	-	\$44,261

CU2406-24 - FY 2024 TRANSIT SAFETY

Plan Revision: 24PublicComment Section: Transit Project Type: Safety Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$33,198

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5307-Safety (FTA)	-	\$26,558	-	-	-	-	\$26,558
Capital	Local	-	\$6,640	-	-	-	-	\$6,640
Total Capital		-	\$33,198	-	-	-	-	\$33,198
Total Programmed		-	\$33,198	-	-	-	-	\$33,198

CU2407-24 - FY 2021 5307 ARP OPERATIONAL FUNDING

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Operations Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$1,100,000

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	5307-ARP (FTA)	-	\$1,100,000	-	-	-	-	\$1,100,000
Total Operations		-	\$1,100,000	-	-	-	-	\$1,100,000
Total Programmed		-	\$1,100,000	-	-	-	-	\$1,100,000

CU2501-22 - FY 2025 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision 24PublicComment Section Transit Project Type Transit Operations Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$10,305,429

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	MoDOT	-	-	\$43,500	-	-	-	\$43,500
Operations	5307-Operating (FTA)	-	-	\$2,551,138	-	-	-	\$2,551,138
Operations	Local	-	-	\$7,710,791	-	-	-	\$7,710,791
Total Operations		-	-	\$10,305,429	-	-	-	\$10,305,429
Total Programmed		-	-	\$10,305,429	-	-	-	\$10,305,429

CU2502-22 - FY 2025 PREVENTATIVE MAINTENANCE

Plan Revision: 24PublicComment 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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	-	\$760,000	-	-	-	\$760,000
Maintenance	Local	-	-	\$190,000	-	-	-	\$190,000
Total Maintenance		-	-	\$950,000	-	-	-	\$950,000
Total Programmed		-	-	\$950,000	-	-	-	\$950,000

CU2503-22 - FY 2025 TRANSIT PLANNING

Plan Revision
24PublicComment

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	FY2024	FY2025	FY2026	FY2027	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

CU2504-22 - FY 2025 TRANSIT SECURITY

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Safety and Security Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$44,261

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	-	\$35,411	-	-	-	\$35,411
Capital	Local	-	-	\$8,850	-	-	-	\$8,850
Total Capital		-	-	\$44,261	-	-	-	\$44,261
Total Programmed		-	-	\$44,261	-	-	-	\$44,261

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

Plan Revision 24PublicComment Section Transit Project Type Transit Capital Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$1,233,830

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	Local	-	-	\$250,900	-	-	-	\$250,900
Capital	5339 (FTA)	-	-	\$982,930	-	-	-	\$982,930
Total Capital		-	-	\$1,233,830	-	-	-	\$1,233,830
Total Programmed		-	-	\$1,233,830	-	-	-	\$1,233,830

CU2506-24 - FY 2025 TRANSIT SAFETY

Plan Revision: 24PublicComment Section: Transit Project Type: Safety Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$33,198

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	Local	-	-	\$6,640	-	-	-	\$6,640
Capital	5307-Safety (FTA)	-	-	\$26,558	-	-	-	\$26,558
Total Capital		-	-	\$33,198	-	-	-	\$33,198
Total Programmed		-	-	\$33,198	-	-	-	\$33,198

CU2601-23 - FY 2026 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Operations Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$10,305,429

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	Local	-	-	-	\$7,710,791	-	-	\$7,710,791
Operations	5307-Operating (FTA)	-	-	-	\$2,551,138	-	-	\$2,551,138
Operations	MoDOT	-	-	-	\$43,500	-	-	\$43,500
Total Operations		-	-	-	\$10,305,429	-	-	\$10,305,429
Total Programmed		-	-	-	\$10,305,429	-	-	\$10,305,429

CU2602-23 - FY 2026 PREVENTATIVE MAINTENANCE

Plan Revision
24PublicComment

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
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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Maintenance	5307-Preventative Maintenance (FTA)	-	-	-	\$760,000	-	-	\$760,000
Maintenance	Local	-	-	-	\$190,000	-	-	\$190,000
Total Maintenance		-	-	-	\$950,000	-	-	\$950,000
Total Programmed		-	-	-	\$950,000	-	-	\$950,000

CU2603-23 - FY 2026 TRANSIT PLANNING

Plan Revision: 24PublicComment 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	FY2024	FY2025	FY2026	FY2027	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

CU2604-23 - FY 2026 TRANSIT SECURITY

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Safety and Security Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$44,261

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 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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	-	-	\$35,411	-	-	\$35,411
Capital	Local	-	-	-	\$8,850	-	-	\$8,850
Total Capital		-	-	-	\$44,261	-	-	\$44,261
Total Programmed		-	-	-	\$44,261	-	-	\$44,261

CU2605-24 - FY 2026 TRANSIT SAFETY

Plan Revision 24PublicComment Section Transit Project Type Safety Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$33,198

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	Local	-	-	-	\$6,640	-	-	\$6,640
Capital	5307-Safety (FTA)	-	-	-	\$26,558	-	-	\$26,558
Total Capital		-	-	-	\$33,198	-	-	\$33,198
Total Programmed		-	-	-	\$33,198	-	-	\$33,198

CU2606-24 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Capital Lead Agency: City Utilities

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$566,251

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5310-Capital (FTA)	-	-	-	\$453,001	-	-	\$453,001
Capital	Local	-	-	-	\$113,250	-	-	\$113,250
Total Capital		-	-	-	\$566,251	-	-	\$566,251
Total Programmed		-	-	-	\$566,251	-	-	\$566,251

CU2701-24 - FY 2027 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision 24PublicComment Section Transit Project Type Transit Operations Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$10,305,429

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	-	-	-	\$2,551,138	-	\$2,551,138
Operations	MoDOT	-	-	-	-	\$43,500	-	\$43,500
Operations	Local	-	-	-	-	\$7,710,791	-	\$7,710,791
Total Operations		-	-	-	-	\$10,305,429	-	\$10,305,429
Total Programmed		-	-	-	-	\$10,305,429	-	\$10,305,429

CU2702-24 - FY 2027 PREVENTATIVE MAINTENANCE

Plan Revision: 24PublicComment 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	FY2024	FY2025	FY2026	FY2027	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: 24PublicComment 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	FY2024	FY2025	FY2026	FY2027	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

CU2704-24 - FY 2027 TRANSIT SECURITY

Plan Revision 24PublicComment Section Transit Project Type Transit Safety and Security Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$44,261

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5307-Security (FTA)	-	-	-	-	\$35,411	-	\$35,411
Capital	Local	-	-	-	-	\$8,850	-	\$8,850
Total Capital		-	-	-	-	\$44,261	-	\$44,261
Total Programmed		-	-	-	-	\$44,261	-	\$44,261

CU2705-24 - FY 2027 TRANSIT SAFETY

Plan Revision 24PublicComment Section Transit Project Type Safety Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$33,198

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	Local	-	-	-	-	\$6,640	-	\$6,640
Capital	5307-Safety (FTA)	-	-	-	-	\$26,558	-	\$26,558
Total Capital		-	-	-	-	\$33,198	-	\$33,198
Total Programmed		-	-	-	-	\$33,198	-	\$33,198

MO1729-23AM5 - 5310-TRADITIONAL PROJECTS RESERVE 2021-2023

Plan Revision
24PublicComment

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$800,841

MoDOT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2022-2023. FY 2021 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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5310-Capital (FTA)	\$165,994	\$474,679	-	-	-	-	\$640,673
Capital	Local	\$41,498	\$118,670	-	-	-	-	\$160,168
Total Capital		\$207,492	\$593,349	-	-	-	-	\$800,841
Total Programmed		\$207,492	\$593,349	-	-	-	-	\$800,841

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

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Capital Lead Agency: MoDOT

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$106,221

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	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Administration	5310-Admin (FTA)	\$53,479	\$52,742	-	-	-	-	\$106,221
Total Administration		\$53,479	\$52,742	-	-	-	-	\$106,221
Total Programmed		\$53,479	\$52,742	-	-	-	-	\$106,221

MO2304-22 - 5310-MODOT/OTO ADMIN 2024-2026

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Capital Lead Agency: MoDOT

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$83,135

MoDOT ID: - Federal ID: - Project From: - Project To: -

Project Considerations
Environmental Justice Area

Project Description
MoDOT and OTO Administration portion of FY 2024 through FY 2026 FTA 5310 funding.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: No Local Match Required; FYI: \$10,000 each year for OTO

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Administration	5310-Admin (FTA)	-	\$27,165	\$27,708	\$28,262	-	-	\$83,135
Total Administration		-	\$27,165	\$27,708	\$28,262	-	-	\$83,135
Total Programmed		-	\$27,165	\$27,708	\$28,262	-	-	\$83,135

MO2305-22 - 5310-TRADITIONAL PROJECTS RESERVE 2024-2026

Plan Revision: 24PublicComment Section: Transit Project Type: Transit Capital Lead Agency: MoDOT

County: Area Wide Municipality: Area Wide Status: Programmed Total Cost: \$935,270

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

Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2024-2026.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	Local	-	\$61,121	\$62,343	\$63,590	-	-	\$187,054
Capital	5310-Capital (FTA)	-	\$244,483	\$249,373	\$254,360	-	-	\$748,216
Total Capital		-	\$305,604	\$311,716	\$317,950	-	-	\$935,270
Total Programmed		-	\$305,604	\$311,716	\$317,950	-	-	\$935,270

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 19.5 cents to 22 cents per gallon on July 1, 2022. 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 4,430 projects, worth \$10.8 billion, at 5.9 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2024-2028 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$1.6 billion, with nearly 78 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 40 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 22-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. These tax revenues provide approximately 26 percent of transportation revenues.

Motor Vehicle Fees

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 14 percent of transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

Vehicle and Driver Licensing Fees

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 9 percent of transportation revenues MoDOT's transportation revenue.

Interest

The interest earned on invested funds and other miscellaneous collections provides approximately 4 percent of transportation revenues. Cash balances in all funds for roads and bridges are declining. The cash balance of all funds for roads and bridges is expected to decline from \$1,440.5 million at the beginning of fiscal year 2024 to approximately \$557.5 million by the end of fiscal year 2028. 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, and multimodal programs provides about 7 percent of transportation revenue.

FEDERAL-STATEWIDE

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program (STBG)

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Infrastructure Program (HIP)

The Highway Infrastructure Program may annually provide funding through the appropriations process, which is suballocated to the OTO region. Eligible projects have varied slightly from year to year, but are generally limited to construction of highways, bridges, and tunnels. For FY 2019, the elimination of hazards and the installation of protective devices at railway-highway crossing was also an eligible activity.

Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Penalty Transfer

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

Funding from this program has allowed Missouri to reduce cross-median fatalities on many of the interstates with the installation of median guard cable and other safety improvements. This funding source will continue to be used on safety initiatives that are focused on reducing problem crash types that are identified in Missouri's Blueprint for Safety.

Statewide Transportation Alternatives Program (STAP)

This is the statewide allocation of the STBG set-aside program for transportation alternatives. MoDOT has committed half of this funding to addressing ADA transition plan compliance.

FEDERAL – SPECIAL PROGRAMS

The IIJA established, replaced, or continued several "special programs" that are unique compared to traditional federal funding. Several COVID-19 Relief bills have also provided funding to MoDOT and Missouri MPOs.

Disadvantaged Business Enterprise Program

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

On the Job Training Program

IIJA provides funding for On the Job Training activities. Missouri receives approximately \$200,000 annually for this program.

Non-State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$1 million of Surface Transportation Block Grant funds annually for non-state system bridge inspections.

State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$2.5 million in performance of these inspections on the state system.

Preventive Maintenance Program

Missouri continues to work with the Federal Highway Administration (FHWA) to expand federal funding of preventive maintenance efforts for qualifying work. These efforts will include both contract and in-house efforts which are deemed preventive maintenance or have other specific approval by FHWA. Missouri typically spends between \$125 to \$160 million per year on preventive maintenance activities. Activities currently pursued include: striping, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, pipe culvert repair and bridge maintenance. Preventive maintenance activities recently added in 2022/2023 include bridge joint repairs/replacement, bridge structural painting, intersection marking, sign replacement and highway lighting. MoDOT is also working on future activities to include signal maintenance.

Eligible Operating Costs Program

Missouri is working with FHWA to expand federal reimbursement to eligible operating expenses of the state's transportation system. Certain components of the system require ongoing operating costs to provide continuous operation. Missouri typically spends between \$5 and \$10 million per year on operating costs related to traffic signals, highway lighting, and ITS. Operating costs include utilities, labor, administrative costs, and system maintenance costs.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. IIA the National Highway Freight Program for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri State Freight and Rail Plan's Freight Investment Plan.

Better Utilizing Investments to Leverage Development (BUILD) Grant

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process.

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

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

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which includes \$900 billion in supplemental appropriations for COVID-19 relief, was signed into law. This funding includes \$50 million nationally for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants). In Missouri, MoDOT will fully administer the Federal Transit Administration (FTA) Section 5310 program in rural areas (populations less than 50,000) and in small urbanized areas (Columbia, St. Joseph, Joplin, Jefferson City, Cape Girardeau, and Lee's Summit). CRRSAA Section 5310 funding is available for operating assistance at 100% federal share for agencies serving older adults and persons with disabilities. The CRRSAA Section 5310 apportionment for Missouri small urbanized areas is \$141,054 and for Missouri rural areas is \$307,545. St. Louis and Springfield FTA Section 5310 funds are \$352,003 and \$50,792, respectively. The Kansas City Section 5310 allocation of \$231,773 will not be administered by MoDOT.

HIP-CRRSAA funds are eligible to be used for activities eligible under 23 U.S.C. 133(b) (Surface Transportation Block Grant Program (STBG)) and costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. The distribution for Missouri is \$234.8 million with \$206.3 million for any area of the state and \$28.5 million for urbanized areas with a population over 200,000.

American Rescue Plan Act of 2021

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

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

The PROTECT Program provides dedicated, formula, and discretionary federal funding to invest in planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Charging and Fueling Infrastructure Program

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

National Electric Vehicle Program

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

Reconnecting Communities Pilot Program

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

FEDERAL– REGIONAL SUBALLOCATED

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STBG-Urban, Carbon Reduction Program, and Transportation Alternative Program funding categories.

OTO has been receiving sub-allocated Federal Aid Highway Program (FAHP) funding since 2003. OTO has accumulated a balance of previously allocated, but unprogrammed, FAHP funding, referred to as “Carryover Balance” in Table H.2. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

STBG-Urban

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

Highway Infrastructure Program

Funding for the Highway Infrastructure Program has been provided in the FY 2018, FY 2019, FY 2020, and FY 2021 Appropriations bills. A portion of this funding is suballocated to urbanized areas over 200,000 population and is specifically for those projects defined in Section 133 (b)(1)(A) of Title 23, U.S.C., such as the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.

Bridge Formula Program

The BFP, created in IJA, 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 special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

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

MO HealthNet

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

State Operating Funding

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

Farebox

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

Advertising

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

Utility Ratepayers

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

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

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

OPERATIONS AND MAINTENANCE

ROADWAYS

MODOT

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

Calculations are \$410,325,110/ 77,553** lane miles of roadway.

*Source: Fiscal Year 2022 Budget Approved

** Source: Official 2020 State System Mileage

This would make MoDOT's cost \$5,291 per lane mile.

Assumptions (dollars in thousands)

Maintenance Operations*	\$377,892,474
Fleet Investments*	\$32,432,636
Total	\$410,325,110

LOCAL JURISDICTIONS

There are long standing local funding sources to accomplish the goals and objectives of local, state, and federal transportation programs. Local sponsors use a myriad of local revenues to not only operate and maintain the federally eligible system, but also to match federal funds for projects on it. Revenues to fund operations and maintenance, local match on federal projects or non-federal, regionally significant local projects, come from the cities and counties sponsoring the projects. Those sources include the following:

City and County Distributions (CART Funds): These funds are a combination of Motor Fuel Tax, Vehicle Sales Tax and Vehicle Fees. These funds are distributed from MoDOT revenues to the Cities and Counties through the Department of Revenue. For most instances, these funds fully support the maintenance and operation cost for federally eligible facilities.

Other Committed Funds: Other committed funds are non-federal funds composed of remaining CART funds from previous year distributions, local transportation taxes, grant funds, general revenues and special use initiative funds. These funds are used when total program commitments exceed the available CART funds. When a local sponsor wants to program a project, they commit to providing the non-federal local match in excess of the CART funds through these sources. Each jurisdiction has provided the annual maintenance costs for roadways per lane mile. These costs were then divided into the total number of lane miles and multiplied by the federal-aid highway miles. MoDOT's 2.7 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 2024-2028 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 2.5 percent, but in recent years has been just over 5 percent, with the last twelve months as high as 9.1 percent and currently about 4.9 percent. Current costs are reflected in cost estimates.

ADVANCE CONSTRUCTION

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

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

TRANSIT 5310 PROGRAM OF PROJECTS

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region. The following pages outline the use of this funding from FY 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	FY 2022 - FY 2023	Programmed	\$474,679.00	\$118,669.75	\$593,348.75
MoDOT/OTO Traditional Reserve MO2305	N/A	N/A	FY 2024 - FY 2026	Programmed	\$748,217.00	\$187,054.25	\$935,271.25
Total					\$1,222,896.00	\$305,724.00	\$1,528,620.00

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	Programmed/ Obligated	\$441,264.00	\$110,316.00	\$551,580.00
Unawarded Balance CU2606	Remove Barriers to Services	N/A	FY 2024-2026	Pending Future Application	\$529,042.00	\$132,260.50	\$661,302.50
Total					\$970,306.00	\$242,576.50	\$1,212,882.50

Administration Section 5310						
Program of Projects and Subrecipients	Project Description	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT MO1901-17A5	Admin	FY 2022-2023	Programmed	\$52,742.13	\$ -	\$52,742.13
MoDOT / OTO Admin MO2304-22	Admin	FY 2024-2026	Programmed	\$83,135.18	\$ -	\$83,135.18
Total				\$ 135,877.32	N/A	\$135,877.32

Total FY 2022 - FY 2026 traditional 5310 capital amount available	\$ 1,222,895.84
FY 2022 - FY 2026 traditional 5310 capital amount awarded	\$0
Balance Remaining in reserve for 5310 traditional projects	\$ 1,222,895.84
Total FY 2022 - 2026 other capital amount available	\$ 778,206.44
FY 2022 - 2026 other capital amount awarded	\$ (302,068.58)
Balance remaining for other capital	\$ 476,137.86
Total FY 2022 - FY 2026 administration available	\$ 222,344.70
FY 2022 - FY 2026 administration awarded	\$ (33,563.18)
Balance remaining for administration	\$ 188,781.52

REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,481,993)	(\$3,199,946)	(\$1,195,005)	(\$191,355)	(\$23,068,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,875,179	\$77,248,450	\$79,347,078	\$80,446,945	\$298,917,652

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$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 2024				
Funds Anticipated	\$ 7,866,000	\$ 874,000	\$ -	\$ 8,740,000
Funds Programmed	(\$7,866,000)	(\$874,000)	\$ -	(\$8,740,000)
Balance FY 2024	\$0	\$0	\$0	\$0
FY 2025				
Funds Anticipated	\$ 25,262,580	\$ 3,973,620	\$ -	\$ 29,236,200
Funds Programmed	(\$25,262,580)	(\$3,973,620)	\$ -	(\$29,236,200)
Balance FY 2025	\$0	\$0	\$0	\$0
FY 2026				
Funds Anticipated	\$ 9,693,000	\$ 1,077,000	\$ -	\$ 10,770,000
Funds Programmed	(\$9,693,000)	(\$1,077,000)	\$ -	(\$10,770,000)
Balance FY 2026	\$0	\$0	\$0	\$0
FY 2027				
Funds Anticipated	\$ 3,042,000	\$ 378,000	\$ -	\$ 3,420,000
Funds Programmed	(\$3,042,000)	(\$378,000)	\$ -	(\$3,420,000)
Balance FY 2027	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,392,476	\$1,780,849	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$27,067,400	\$38,589,600	\$24,860,000	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,589,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$85,532,148	\$73,017,355	\$26,201,019	\$42,559,219
STATE				
MoDOT	\$16,650,451	\$20,936,810	\$30,794,600	\$12,307,400
MoDOT-AC	\$18,509,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$40,664,339	\$50,225,150	\$39,130,322	\$24,514,265
LOCAL/OTHER				
Local	\$18,481,993	\$3,199,946	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,869,003	\$3,199,946	\$1,195,005	\$191,355
Total	\$149,065,490	\$126,442,451	\$66,526,346	\$67,264,839

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,869,003	\$3,199,946	\$1,195,005	\$191,355	\$27,455,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,823,495	\$144,986,632	\$81,966,520	\$83,080,580	\$469,643,315
Carryover		\$40,786,088	\$10,544,092	\$29,088,273	\$44,528,448	--
Programmed State and Federal Funding		(\$149,065,490)	(\$126,442,451)	(\$66,526,346)	(\$67,264,839)	(\$409,299,126)
TOTAL REMAINING	\$40,786,088	\$10,544,092	\$29,088,273	\$44,528,448	\$60,344,188	\$60,344,188

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 4,605,375	\$ 863,053	\$ 845,868	\$ 5,580,362	\$ 43,500	\$ 11,938,158
FY 2024						
Funds Anticipated	\$ 3,541,107	\$ 444,515	\$ 283,357	\$ 8,317,242	\$ 43,500	\$12,629,721
Funds Programmed	(\$8,146,482)	(\$1,252,070)	(\$720,000)	(\$13,897,604)	(\$87,000)	(\$24,103,156)
Running Balance	\$0	\$55,498	\$409,225	\$0	\$0	\$464,723
FY 2025						
Funds Anticipated	\$ 3,611,929	\$ 453,405	\$ 289,024	\$ 8,271,524	\$ 43,500	\$12,669,382
Funds Programmed	(\$3,541,107)	(\$277,081)	(\$982,930)	(\$8,271,524)	(\$43,500)	(\$13,116,142)
Running Balance	\$70,822	\$231,822	-\$284,681	\$0	\$0	\$17,963
FY 2026						
Funds Anticipated	\$ 3,684,168	\$ 462,473	\$ 294,805	\$ 8,135,121	\$ 43,500	\$12,620,067
Funds Programmed	(\$3,541,107)	(\$735,623)	\$0	(\$8,135,121)	(\$43,500)	(\$12,455,351)
Running Balance	\$213,883	-\$41,328	\$10,124	\$0	\$0	\$182,679
FY 2027						
Funds Anticipated	\$ 3,757,851	\$ 471,722	\$ 3,000,701	\$ 7,958,281	\$ 43,500	\$15,232,055
Funds Programmed	(\$3,541,108)	\$0	\$0	(\$7,958,281)	(\$43,500)	(\$11,542,889)
Running Balance	\$430,626	\$430,394	\$3,010,825	\$0	\$0	\$3,871,845

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

§134 METROPOLITAN TRANSPORTATION PLANNING

(h) - Scope of Planning Process

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

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

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

- (C) Timing – Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.
 - (D) Integration of other performance-based plans – A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under Chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.
- (3) Failure to consider factors – The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

TIP REQUIREMENTS FOR TMAs IN ATTAINMENT

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

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

- (a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the MPA. If more than one MPO has been designated to serve an MPA, those MPOs within the MPA shall jointly develop a single TIP for the MPA. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO(s) and the Governor(s). However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO(s) may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO(s), must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93, subpart A).
- (b) The MPO(s) shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO(s) shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the MPO(s) shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).
- (c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

- (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.
- (e) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:
 - (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
 - (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
 - (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
 - (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds;
 - (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
 - (6) National planning and research projects funded under 49 U.S.C. 5314; and
 - (7) Project management oversight projects funded under 49 U.S.C. 5327.
- (f) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.
- (g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:
 - (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
 - (2) Estimated total project cost, which may extend beyond the 4 years of the TIP;
 - (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
 - (4) Identification of the agencies responsible for carrying out the project or phase;
 - (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;
 - (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and
 - (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.
- (h) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.
- (i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

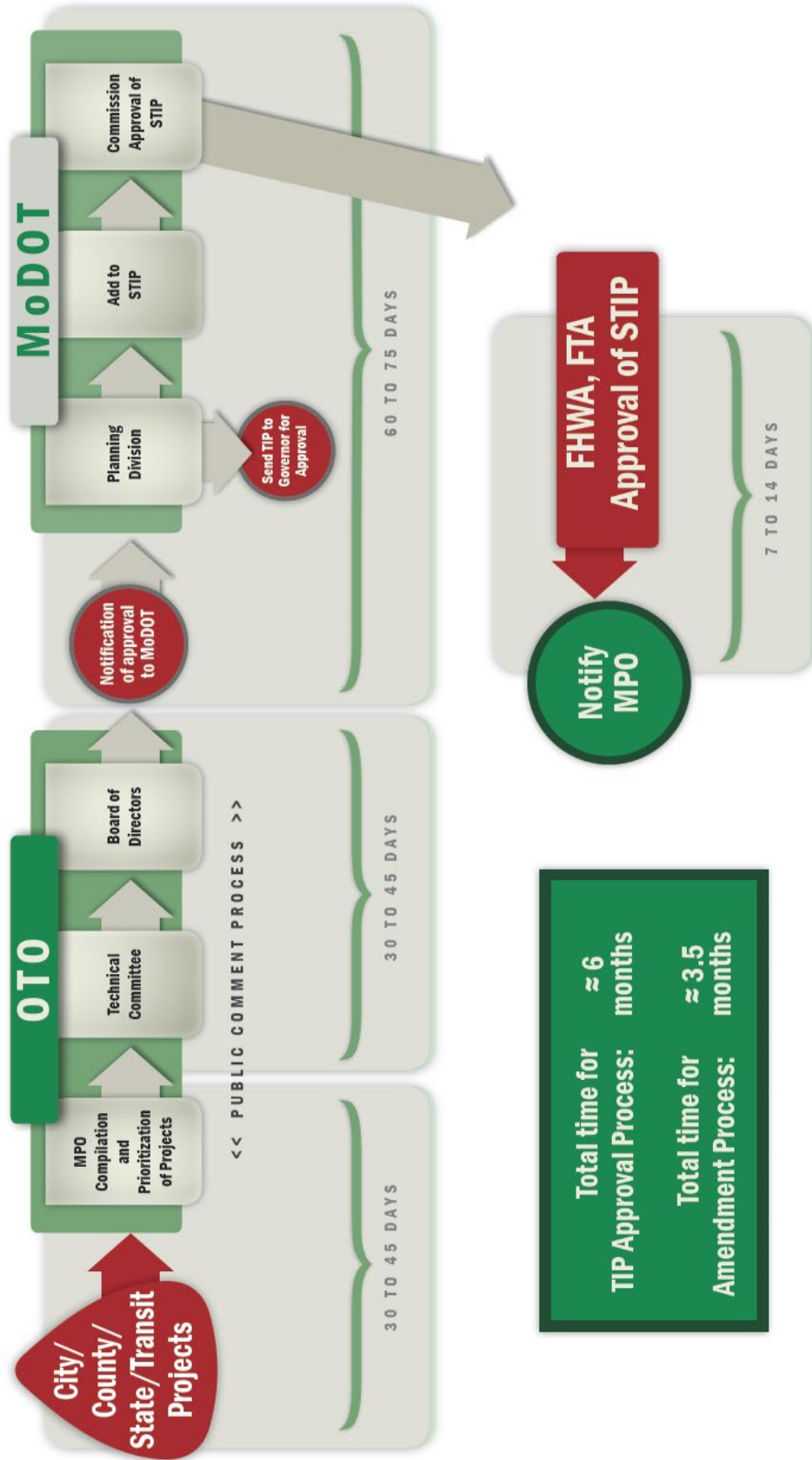
- (j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO(s), State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO(s) shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).
- (k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.
- (l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.
- (m) Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.
- (n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:
- (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;
 - (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and
 - (3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.
- (o) In metropolitan nonattainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the

transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

- (p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of §450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO(s) participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.330).

Ozarks Transportation Organization

TIP AND AMENDMENT APPROVAL PROCESS



CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

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

TIP AMENDMENTS

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

REVISIONS REQUIRING TIP AMENDMENTS

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.

ADMINISTRATIVE MODIFICATIONS

TIP administrative modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period.

REVISIONS ALLOWED AS ADMINISTRATIVE MODIFICATIONS

1. Changes in a project's total programmed amount less than 25% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;

6. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
7. Minor changes to funding sources between federal funding categories or between state and local sources;
8. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
9. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;
10. Changing a project's lead agency when agreed upon by the two agencies affected;
11. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project;
12. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 25% or \$2,000,000);
13. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change (an additional administrative modification may be made to the split project, as allowed elsewhere in this list);
14. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
15. Technical corrections.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR 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 DOT 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

Steve Childers
Chair
Ozarks Transportation Organization

July 20, 2023
Date

Signature

Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 20, 2023
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 2023-2026 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of City Utilities Transit. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

Signature

Steve Childers
Chair
Ozarks Transportation Organization

July 20, 2023

Date

LIST OF ABBREVIATIONS

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

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

APPENDIX 2

SECTION I

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

PUBLIC INPUT

PUBLIC COMMENT

INTRODUCTION

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

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

OTO BOARD AND COMMITTEE MEMBERS

Bill Achor Ozark Senior Center CC Senior Tax Board	Steve Childers City of Ozark	Angel Falig City of Republic
Kimberly Ader MoDOT	David Christenson City of Strafford	Brandie Fisher City Utilities
Mokhtee Ahmad Federal Transit Administration	Megan Clark SMCOG	Brett Foster City of Springfield
Sydney Allen Greene County	King Coltrin City of Springfield	Ashley French City of Strafford
Miranda Beadles Christian County	Doug Colvin City of Nixa	Jarad Giddens City of Nixa
Corey Becker City of Nixa	Jerry Compton JWC Architecture	Brendan Griesemer City of Springfield
Steven Bodenhamer City of Willard	Travis Cossey City of Nixa	Martin Gugel City of Springfield
Chuck Branch Christian County	Chris Coulter Greene County	Scott Hayes City of Willard
Garrett Brickner City of Republic	Chuck Cowan Springfield-Branson National Airport	Karen Haynes City of Republic
Paula Brookshire City of Springfield	Matt Crawford City Utilities	Debra Hickey City of Battlefield
Kimberly Brown Springfield Public Schools	Tom Dancey City of Springfield	Adam Humphrey Greene County
Shannon Porter Empower:Abilities	John Elkins Citizen-At-Large	Susan Istenes City of Springfield

Bradley Jackson Christian County	Andrew Nelson City of Ozark	Travis Shaw Springfield Public Schools
Skip Jansen City Utilities Board Member	Andy Novinger City of Battlefield	Jonathan Shelden Springfield Public Schools
Brandon Jenson City of Springfield	Jim O'Neal Citizen-At-Large	Aishwarya Shrestha SMCOG
Kirk Juranas City of Springfield	Paige Oxendine Springfield-Branson National Airport Board	Jeremiah Shuler Federal Transit Administration
Joel Keller Greene County	Jeremy Parsons City of Ozark	Martha Smartt City of Strafford
Hanna Knopf MoDOT	Haley Powell SeniorAge	Dan Smith City of Springfield
Mary Kromrey Ozark Greenways	Chad Ray Springfield-Branson National Airport	Samuel Snider City of Willard
Michael Latuszek Federal Highway Administration	Jason Ray SMCOG	Justin Sorgen City of Willard
Derek Lee City of Springfield	Stacy Reese MoDOT	Linda Starr SWI Industrial Solution
Tristan Losh City of Battlefield	Jeff Robinson OATS Inc.	Andy Thomason City Utilities
Rusty MacLachlan Greene County	Jeff Roussell City of Nixa	Tommy VanHorn City of Battlefield
John Matthews Missouri State University	John Russell Greene County	Richard Walker Citizen-At-Large
Renita Funk Burrell Behavioral Health	Matt Russell City of Republic	Mark Webb Greene County
John McCart City of Ozark	Beth Schaller MoDOT	Brian Weiler Springfield-Branson National Airport
Ken McClure City of Springfield	David Schaumburg Springfield-Branson National Airport	Daniel Weitkamp FHWA
Frank Miller MoDOT	Mark Schenkelberg Federal Aviation Administration	Jeremy Wegner Burlington-Northern Rep
John Montgomery Ozark Greenways	Tim Schowe City of Strafford	Randall Whitman City of Springfield
Lynn Morris Christian County		Todd Wiesehan Christian County

TRANSPORTATION PROVIDERS

Abilities First	Lakeland Regional Medical Center	Ozarks Dialysis Services
Adult Tendercare Center Alternative Opportunities Inc.	MainTrans Mobility Solution	Rehabilitation Services for the Blind
Arc Employment Service Arc of the Ozarks	Maranatha Village, Inc. Mercy Medical Center	Retired Senior Volunteer Program
Burrell Center - Admin City Utilities Transit Services	Missouri Council of the Blind	SeniorAge Area Agency on Aging
Community Partnership of the Ozarks	Missouri Department of Mental Health - Springfield Regional Center	Southwest Center for Independent Living
Council of Churches of the Ozarks	Missouri State University Speech Language and Hearing Center	Southwest Missouri Council of Governments
Cox Senior Advantage		Springfield-Branson National Airport
Developmental Center of the Ozarks	Muscular Dystrophy Association	Springfield-Greene County Park Board
Southside Senior Center	National Alliance on Mental Illness	Springfield Yellow Cab Co.
Greene Valley State School	National Federation for the Blind	SWI Industrial Solutions
Greyhound Springfield Bus Station	Northview Senior Center	Transitions at Burrell Behavioral Health
J. Howard Fisk Limousines LTD	Nova Center of the Ozarks OATS, Inc.	Vocational Rehabilitation

CITIZENS GROUPS

Bissett Neighborhood Association	Fassnight Neighborhood Association	Mark Twain Neighborhood Association
Bradford Park Neighborhood Association	Galloway Village Neighborhood Association	Meador Park Neighborhood Association
Brentwood Neighborhood Association	Grant Beach Neighborhood Association	Mid-Town Neighborhood Association
Delaware Neighborhood Association	Greater Parkcrest Neighborhood Association	Oak Grove Neighborhood Association
Doling Neighborhood Association	Heart of the Westside Neighborhood Association	Phelps Neighborhood Association

Quail Creek Property Owners Association	Seminole Holland Neighborhood Association	Weller Neighborhood Association
Ravenwood Homeowners Association	Spring Creek Property Owners Association	West Central Neighborhood Alliance
Robberson Neighborhood Association	Tom Watkins Neighborhood Association	Westside Neighborhood Betterment Association
Rountree Neighborhood Association	University Heights Neighborhood Association	Woodland Heights Neighborhood Association

NON-PROFIT GROUPS & OTHER

AIDS Project of the Ozarks	Down Syndrome Group of the Ozarks	Grupo Latinoamericano
BLC Transportation	Drew Lewis Foundation at the Fairbanks	Hand in Hand Multicultural Center
Boys & Girls Clubs of Springfield Inc	Easterseals Midwest	Jacobs Care Center
Breast Cancer Foundation of the Ozarks	Easy Living	Jordan Creek Nursing & Rehab
Capable Kids and Families	Empower:Abilities	Jordan Valley Community Health Center
Catholic Charities of Southern Missouri Inc.	Enabled, Inc.	K & C Stepping Stone
CCLinks – SB40 Board	Federal Aviation Administration	Karlovich & Associates Inc.
Cedarhurst Senior Living	Federal Express	Latin America Library Services
Christian County Library District	Federal Highway Administration	Maplewood Alzheimer’s Special Care
Christian County Lions Club	Federal Transit Administration	Midtown Carnegie Branch Library
City Utilities	First Steps	Minorities in Business
CJW Transportation Consultants, LLC	Franciscan Villa	Missouri and Northern Arkansas Railroad
Community Blood Center of the Ozarks	Gerry Pool Senior Friendship Center	Missouri Career Center
Convoy of Hope	Good Samaritan Boys Ranch	Natural Senior Transitions, LLC
Creekside at Elfindale	Greene County Board for Developmentally Disabled	Neighborhood at Quail Creek
Disabled American Veterans & Auxiliary	Greene County Senior Citizens' Services Tax Fund	Nixa Area Chamber of Commerce

Nixa Senior Center	Schweitzer Brentwood Branch Library	Stafford Senior Center
O'Reilly Center for Hunger Relief	Senior Corps	Steelman Transportation
Ozark Chamber of Commerce	Show Me Christian County	T-Haul Tank Lines, LLC
Ozark Greenways	Shrock Trucking	The Gardens Senior Living
Ozark Senior Center	Sonshine Manor	The Gathering Tree – Eden Village
Ozarks Area Community Action Group: Greene County	Southside Senior Center	The Kitchen, Inc.
Ozarks Food Harvest	Springbike Bicycle Club	The Library Center
Ozarks Regional YMCA	Springfield-Greene County Library	The Library Station
Ozarks Retired Services	Southwest Missouri Indian Center	The Next Step
Park Central Branch Library	Southwest Missouri Office on Aging	The Salvation Army
Parkinson's Group of the Ozarks	Springfield Area Chamber of Commerce	The Waterford at Ironbridge
Preferred Family Healthcare Prime, Inc.	Springfield Association for the Blind	United Parcel Service
Queen City Council of the Blind Rare Breed Youth Services	Springfield Missouri Vet Center	United States Post Office
Ravenwood Assisted by Americare	Springfield NAACP	United States Customs Services and Border Protection
Republic Branch Library	Springfield Parks Department	Vision Rehabilitation Center of the Ozarks
Republic Area Chamber of Commerce	Springfield Service Club of the Blind	West Central Motor Freight, Inc.
Republic Senior Friendship Center	Springfield Sister Cities Association (SSCA)	Willard Branch Library
Sacred Rose Healthcare	Springfield Victory Mission	Wilson Logistics
Safe at Home	Stafford Branch Library	Women's Medical Respite
		YRC Freight

CHURCH GROUPS

Assembly of God – Chinese Church	Assemblies of God Southern MO District Headquarters	Baptist Bible College
Assembly of God Immanuel Korean Church	Baha'í Information Office for SW MO	Catholic Charities of SW Missouri, Inc.
		Dol Seminary Korean Church

Ebenezer Romanian Assembly	Life 360 Intercultural Campus	South Fremont Free Will Baptist
El Faro Assembly of God Pastor	Ozark Mountain Deaf Church	St. Agnes Catholic Church
Greene County Baptist Association	Pathways United Methodist Church	St. Thomas the Apostle Orthodox Church
Iglesia Cristiana Casa de Oracion	Sacred Heart/Iglesia Sagrado Corazon	Trinity Lutheran Church
Islamic Center of Springfield	Second Baptist Church	United Methodist Hispanic Ministry
Korean Presbyterian Church	Slavic Evangelical Church	

EDUCATION

Adah Fulbright Early Childhood Center	Cowden Elementary Springfield School District	Harrison Elementary Springfield School District
Arthur Mallory Early Childhood Center	Delaware Elementary Springfield School District	Hickory Hills Elementary & Middle School
Bingham Elementary Springfield School District	Disney Elementary Springfield School District	High Pointe Elementary School Nixa School District
Bissett Elementary Springfield School District	Drury University Springfield	Hillcrest High School Springfield School District
Bowerman Elementary Springfield School District	East Elementary School Ozark School District	Holland Elementary Springfield School District
Boyd Elementary Springfield School District	Espy Elementary Nixa School District	Home Schooler's Academy Springfield
Campbell Early Childhood Ctr Springfield School District	Eugene Field Elementary Springfield School District	Horace Mann Elementary Springfield School District
Carver Middle School Springfield School District	Evangel University Springfield	Inman Intermediate Nixa School District
Central High School Springfield School District	Finley River School Ozark School District	Jarrett Middle School Springfield School District
Century Elementary Nixa School District	Fremont Elementary Springfield School District Glendale High School Springfield School District	Jeffries Elementary Springfield School District
Cherokee Middle School Springfield School District	Greene Valley State School Springfield	John Thomas School of Discovery
Cogdill Early Childhood Center Strafford School District		Kickapoo High School Springfield School District

Lyon Elementary School Republic School District	Ozark Technical College International Programs and Services Springfield	SCORE Nixa School District
Mark Twain Elementary Springfield School District	Parkview High School Springfield School District	Sequiota Elementary Springfield School District
Mathews Elementary Nixa School District	Pershing Middle School Springfield School District	Shady Dell Early Childhood Center Springfield School District
McBride Elementary Springfield School District	Phelps Center for Gifted Education Springfield School District	Sherwood Elementary Springfield School District
McCulloch Elementary School Republic School District	Pipkin Middle School Springfield School District	South Elementary School Ozark School District
McGregor Elementary Springfield School District	Pittman Elementary Springfield School District	Springfield Public Schools Springfield
Missouri State University Springfield	Pleasant View Elementary & Middle School Springfield School District	Stafford Elementary Stafford School District
Missouri State University International Services Springfield	Price Elementary School Republic School District	Stafford High School Stafford School District
Nixa Early Childhood Program Nixa School District	Reed Academy Springfield School District	Stafford Middle School Stafford School District
Nixa High School Nixa School District	Republic Early Childhood Center Republic School District	Stafford R-VI School District Stafford
Nixa Junior High School Nixa School District	Republic High School Republic School District	Study Alternative Center Springfield School District
Nixa Public Schools Nixa	Republic Middle School Republic School District	Summit Intermediate School Nixa School District
North Elementary School Ozark School District	Republic R-III School District Republic	Sunshine Elementary Springfield School District
Ozark High School Ozark School District	Robberson Elementary Springfield School District	Sweeny Elementary School Republic School District
Ozark Junior High Ozark School District	Rountree Elementary Springfield School District	Tiger Paw Early Childhood Center Ozark School District
Ozark Middle School Ozark School District	Schofield Elementary School Republic School District	Truman Elementary Springfield School District
Ozark R-VI School District Ozark 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 2021 and to-date in 2022 is linked here, with a summary of such comments:

[2022 Public Comment](#)

[2023 Public Comment through March 8](#)

2022

- Bicycle Lanes - Traffic Congestion > Many streets/highways are overly congested. Please do not further disrupt traffic by adding bicycle lanes or decrease lane widths.
- Bicycle Lane - Central near Drury > Why was the bike lane removed during new construction on Central near Drury? Central is designated bike route according to the city's map.
- Bike Lanes - Public Transportation > I wish OTO would focus more on getting funding to add bike lanes or improve public transportation instead of everything being focused on cars & roads. Urban planners have shown that pedestrian/bike/public transit infrastructure is much more important to improving quality of place & life.
- Bailey Street - Farm Road 186 to Hines > An off street, protected bike lane/ped path would be a great asset to the community to increase walkability.
- Bicyclist/Pedestrian safety - > One of the greatest needs is to improve roads w/shoulders & make designated safe routes for cyclists/pedestrians. I would especially like to see safe routes/trails connecting Nixa & Ozark to the Springfield area.
- Bike Trail - Springfield/Nixa > There is currently no safe or practical way to cycle (or walk) from Nixa to Springfield. The Ozark Chadwick Flyer is great but it is a long way from Nixa's population centers.
- Bike Trail - Farmer's Park to Sequiota > Is there a way to create a bike path from Farmer's park to the Sequiota trails and out to Rogersville/Ozark w/out having to ride on Glenstone across JRF? Will there be a bike lane w/the roundabout or can a path be put down Nature Center Way to connect to an already great pathway?
- Bike Trail - Springfield Lake > Bicycle/Ped pathway that connects to existing trail network.
- Bike/Ped - Willard to Republic > Off street protected ped/bike pathway to connect Republic Willard. Increase accessibility to Frisco Trail Line.
- Bus System - > I'd like a more robust and affordable city bus system.
- CC - Main Street > The intersection is terrible, traffic backs up a half a mile or more at certain hours during the day. People don't know how to work a 4-way stop. Maybe needs a roundabout.
- CC - Main Street > Certain times of day traffic is backed up and nobody knows how to use the four-way stop sign. Maybe we can look at a traffic light or roundabout.
- CC - Main Street > Roundabout or traffic light.
- Cairo St - Glenstone & Kentwood > No sidewalks on either side of Cairo St between Kentwood & Glenstone

- Campbell - Plainview > There is no signage showing what the lanes do. The leftmost lane becomes a left-turn lane after Plainview, causing traffic to try to merge from that lane. Tons of slowdowns/accidents. Straight lanes should never become turn lanes w/out signage.
- Chestnut Expressway - Cedarbrook > Caller called City of Springfield who told them to call MoDOT who told them to call OTO. They have a gas station at the corner of Chestnut/Cedarbrook (SW side). Customers have complained of how slow the left turn signal is turning from WB Chestnut to turn onto Cedarbrook.
- Construction Noise - > Stop construction on this road now. Your causing havoc in my life. The noise keeps me from getting sleep during the day after working at night. If it continues a lawsuit will be filed.
- Cox Road - Between Vincent & Warren > With the opening of the Kansas Exp Ext in 2023, it is a good opportunity to change the character of S Cox Road (FR 141). I would strongly suggest a landscaped median island be installed between Vincent St. and Warren Ave. This is a distance of 860 ft with no intersecting streets or driveways. The median would reduce traffic speed, beautify the area, increase safety and provide a clear message that this is a residential area and they should be using Kansas Ext.
- Cox Road - > With the opening of the Kansas Exp Ext in 2023, the character of S Cox Road (FR 141) needs to be reimagined as a residential collector - not an arterial. A chicane should be installed on S Cox Road midway between the Church of Christ of Latter Day Saints and Vincent Street. There is 430 feet with no driveways that would allow a chicane to be easily installed. It would slow down speeding traffic, increase safety and allow the area to properly feel residential.
- Cox Road Sidewalk - Between Republic Rd & Weaver > The existing sidewalk on the east side of S Cox Road (FR 141) from W Republic Rd to W Weaver Rd is VERY narrow. A large number of families and kids use this sidewalk and have to walk single-file due to the narrow sidewalk - which means little kids are more likely to dart into the roadway because they aren't holding their parents hand. This entire length of sidewalk should be widened to 6 (SIX) feet wide for more and better pedestrian safety.
- Footbridge - > I'd like to see more emphasis put on getting people out of their cars and getting around on bicycles and on foot. I'd like to see footbridges over busy roads that are regularly crossed by foot. In particular, I see a lot of dangerous foot crossings on N. Kansas Expressway.
- Fort - between Sunshine/Grand > Fort between Grand/Sunshine is seeing an increasing traffic load. The road lacks curbs, gutters, and stormwater infrastructure. Minor flooding during rain events from water ponding in ROW. Addition of curb and gutters to improve street, handle stormwater runoff, and increase protection for pedestrian usage.
- Fremont - Independence > The dual WB to SW left turn lanes are narrow. As vehicles make the turn, there is conflicts as the left lane vehicles swing wide and the right lane vehicle cut the corner. A easy low-cost solution would be to bump-out the west curb of Fremont - beginning near the intersection and running south to the existing guardrail. Even if it was only bumped-out 3 or 4 feet it would make a big difference on safety by having more space for the left turning vehicles to swing wide and have ample lane width.
- Glenstone - James River > With the new roundabout, will there be a bike lane? Going over JRF on Glenstone is currently the best way to get to Sequiota from Farmer's park. Or, can a bike path be added by the Nature Center to connect to existing trails w/o having to ride on the busy road?
- Glenstone - Republic Road > Signage is not clear on how to get to east 60/JRF, which gets to 65 /Ozark. Signage should be more obvious since intuition says to go through the Harvard intersection and up to the bridge at Glenstone over 60, which requires turning around somewhere north of there to head back south to the on-ramp.
- Glenstone Roundabout - Federal Functional Classification Change > This is still a Primary Arterial no matter how pretty the roundabout looks. I appreciate you trying to find additional funding and using taxpayer money appropriately but this is still a primary road. Let's not change it to something it is not just

to get additional funding. How does making it an expressway impact current and future growth AND restrictions that come with it.

- Glenstone Roundabout - Federal Functional Classification Change > Do what is necessary to be available to draw down federal funds to help with project.
- Glenstone Roundabout - Federal Functional Classification Change > Since this stretch of street is now connected to an existing expressway-US 60, with no traffic lights or required stops, it should qualify as part of the freeway. The roundabout makes for quicker movement of traffic, which is the main goal of a freeway. I agree it needs to receive the higher designation requested.
- Hidden Tree Lane - > I just learned there is a proposed collector street running through my backyard. I was never notified. I'm very irritated.
- Highway 14 - 32nd Street > Dangerous intersection for traffic exiting Hwy 14 to 32nd Street - multiple collisions
- Highway 14 - 32nd Street > Very dangerous, near blind turn from Hwy 14 to 32nd St. Traffic on Hwy 14 goes very fast for the amount of traffic. Needs improvement.
- Highway 14 - Fremont > There is no left turn lane onto Fremont, cars waiting to turn left have to come to a full stop. Just before this intersection traffic on Hwy 14 is going 55+mph and around a turn.
- Highway 14 - Fremont > This intersection needs a traffic light to turn left. During the busier parts of the day, it takes awhile to get a break in traffic to be able to turn.
- Highway 174 - Hwy 60 to Kansas > An off street, protected bike lane/ped pathway would be a great asset to the community to increase walkability.
- Highway 266 - Highway B > Traffic circle
- Highway 266 - Highway B/MM > This intersection is incredibly busy & dangerous. There's a LOT of traffic during rush hour times. A person can wait up to 15 minutes to turn left onto 266 due to traffic on 266. I have seen several semi-type trucks that have had a tire slide off the road to the culvert.
- Highway 60 - Farm Road 189 > Traffic continues to increase. West bound lanes on US 60 at FR 189 do not have a good line of site. The turnoff is difficult.
- Highway 60 - Hamilton > This intersection needs sidewalks & a cross walk. Getting across Hwy 60 is difficult & dangerous.
- Highway 65 Bypass - Sunshine to JRF > Southbound 65 Bypass, I can't believe it, but it is getting congested from about Sunshine to the merge with JRF 2-3 miles away...especially, again, around 4-6pm. I would have never thought that this would be the case. But the merging, shifting of lanes, and overall volume reduce this commute to about 30mph at times. On this same route, I am seeing way too many vehicles, including semi's, that are in the right hand lane to exit onto the JRF headed west, then suddenly realize that they wanted 60 eastbound. They abruptly change lanes at the last minute. There have been several near misses due to eastbound 60 not having it's own lane that starts back a mile or so.
- Highway 65 - Chestnut Expressway > Please, stop screwing traffic exiting north-bound Hwy 65 to go west on Chestnut Expy. I don't know why the "No Left On Red" signs were placed on a diverging diamond or why a brain damaged lemming was hired to program the traffic lights, but maybe a responsible adult could fix the problem. Take down the signs and fix the light. How many millions were spent to improve the intersection so someone could back up traffic to the highway once again with their impressive power of ignorance? Bravo!
- Highway B/MM - I-44 > The bridge is a blind spot for people coming off of I-44 in either direction. There's been a lot of almost accidents due to people pulling out into traffic due to wait times.
- Highway CC - Fremont > Dangerous!! Sidewalk is on Fremont Road, making traffic to narrow. The water flow is now standing water when it rains.

- Highway CC - Old Castle Road > The intersection of CC & Old Castle Road in Nixa is so very dangerous! No streetlight and no signal. I have talked to MoDOT and they said it deemed a light from the Nov 2019 study. There are only 2 ways to get to 65 and this is the best option of the two (the road to the south is worse than this one!). A roundabout was put in on Old Castle Rd this last year. It is jaw dropping that a roundabout was installed on OCR before a signal at CC/OCR when the traffic is so heavy on CC and they are going 45-55 mph. There are tons of people living in this growing area and even a senior center there at that intersection. Please help me know what, if anything, I can do to help get this prioritized. Thank you!
- Highway CC - Old Castle Road > Per MoDOT, the study was done in Nov of 2019 and warranted a signal. Can you please give me an update for this dangerous intersection? We have no street light and no signal. The way this area is growing and the amount of traffic at such a dark intersection, it is only a matter of time before someone is killed. Please let me know what I can do to get this pushed up on the priority list. Thank you! Please feel free to call me...
- Highway EE - Willard South Elem > Needs a left turn going north into Willard South Elem. Multiple people has almost been hit turning in.
- Highway FF - JRF > I wish we could get FF over JRF fixed. This area is full of potholes.
- Highway P - > Really wish they would consider working on P Highway between Republic and Clever. A 2 lane road with 20-30K cars a day down it...
- Highway ZZ - Farm Road 182 to Hwy M > An off street, protected bike lane/ped path would be a great asset to the community to increase walkability.
- Hines - Oakwood to Hwy ZZ > It would be amazing to have a sidewalk and a bike lane on Hines.
- I-44 - Joplin/St. Louis > This highway definitely needs to be expanded, not only between Kansas Expy and 65, but all the way from St. Louis to Joplin.
- Ingram Mill (Old South) - 65 Bypass > You need to restrict people turning right off Old South Ingram Mill Road and attempting to get into the left turn lanes for access to 65 Bypass headed north. This street should be restricted to eastbound Sunshine and Southbound 65 Bypass access only. Once car can hold up 5 trying to get out.
- Internet Infrastructure - > Need more internet infrastructure. We don't need to move people. This is a red state, right?
- Intersection Improvements - > Keep in mind blind pedestrians and others with disabilities when redesigning intersections. People freaked out when our totally blind mobility instructor was practicing the diverging diamond so he could teach clients. Getting traffic through as fast as possible shouldn't be the only consideration when looking at intersections, pedestrian safety also needs to be considered, implemented, and communicated.
- James River - Republic Road > The walking/cycling path is down Republic to Fremont, then back to Independence behind motels and then up a frontage road (3+ miles) instead of a means to just cross over the freeway to that area. Pretty awful.
- Kansas St - Talmage and Livingston St > Need a foot bridge between Talmage & Livingston on Kansas. Repair the pot holes on city's side streets.
- Kearney St - Hwy 65 > The Kearney St bridge over 65 is embarrassing. Whole thing needs tore down and rebuilt.
- Kentwood - Walnut & St Louis > No sidewalk on either side of Kentwood St between Walnut St and St Louis St.

- Light Rail Transfer Station - CU bus transfer station > This could potentially be used as a transfer station for light rail in the area. There are unused railroad tracks and existing tracks utilized by BNSF. It could also serve high speed rail or connections outside of the city and state.
- "Lone Pine (south) - Battlefield to Quarry
- or N on E Galloway St to Luster > South Lone Pine, from the quarry to Battlefield or north on E Galloway Street to Luster needs to be wider, and made of heavier material. Those trucks coming out of the quarry are HEAVY and they take up the whole road at times. E Galloway Street is crowded and those trucks sway back and forth making it dangerous to pass or to pass oncoming. They are destroying the nearby streets as well."
- Lone Pine - Saratoga Ave > There is already a ROW w/overhead utility lines in this area. This would connect the greenways north of Sequiota Park.
- Luster - Glenstone > The rightmost left turn lane off of Luster (photo was provided) turns into the exit lane for Hwy 60 (unmarked on Luster). Most people turning here have to then immediately figure out how to get out of this lane to continue on Glenstone.
- Map Information request - > Caller shared his appreciation for all that OTO does. He stated he had been through the maps on the OTO website and was looking for a map for a future trail near Rutledge Wilson Farms and Farm Road 123. Also, he stated he tried to download the Major Thoroughfare Plan map, but it was blank. He again thanked the organization for all that is done. He provided his email for a response.
- Massey Blvd - Tracker Road > Protected bicycle lane or extended buffer bicycle lane.
- Miller Road - Lynn Ave to Farm Road 97 > An off street, protected bike lane/ped path would be a great asset to the community to increase walkability.
- National - Primrose > This lane (photo was provided) states that it is "National" in the far right lane but in reality it is a very long exit lane for Primrose.
- Nature Center Way - Galloway Trail > Adding a spur to connect Galloway trail to Nature Center Way would open this trail to the weekly farmers market and provide local neighborhoods bicycle access.
- North/South Route - West side Springfield > There should be additional arteries created for traffic going north-south on that side of the city, rather than just Kansas Expressway and Campbell
- Oak Grove Ave - between Sunshine/Linwood > Finish the sidewalk connection along S Oak Grove between Linwood & Sunshine. This would tie in existing infrastructure along Bennett and Oak Grove to Sunshine and allow residents of Oak Grove Neighborhood better access to the resources along Sunshine St.
- OATS - > Why in the world are Amish people riding the bus? These people are disabled. They take it to save money from drivers. You really need to check up on this. Flemington & Dunnigan Mo. Area. Probably all over...
- OATS - > At first thought this might be a good idea, but after considering the issue more thoroughly and thinking back to what I have seen in our neighborhood, I believe the money could be better utilized in other areas. I see many people using OATS bus that are young, just too lazy to get out and get a job so they can pay their own way in getting around town. Unfortunately like almost all other government run programs there are multiple people taking advantage of the program and using services they should not be entitled to, but the program probably wants the higher number of users to justify their budgets.
- OATS - > OATS busses are too big and difficult to board. Seniors want interaction with familiar people and choices in destinations and services. That huge bus coming to one's home is embarrassing and violates privacy most seniors value. What is needed is cars and small vans. Seniors need vetted drivers who pick up the same 3/4 people on the same day each week...
- OATS - > My husband rides the OATS bus for medical treatment. The way things are run is mind blowing, such a waste of resources. They are like watching someone herding cats. The only people who have a clue

are the bus drivers. Don't reward bad management of funds by giving them more money. They need to straighten out from the top down!

- OATS - > OATS drivers injure riders b/c they don't follow basic safety protocols. Don't give them more money to hurt more people. Give them money and you bear responsibility when they do it again.
- Paratransit - > I am in a wheelchair. I have issues getting around town outside of paratransit. The city needs an exclusive taxi service for the disabled community for work to travel outside of Springfield.
- Park Central Square - > It does not support on site parking for vehicles. It should be classified as a pedestrian zone. It should be closed to traffic to increase the walkability in the area.
- Passenger Rail Service - > When are we getting passenger rail service for SW Missouri? When will I be able to get on a train in Springfield and travel by rail to Kansas City or St. Louis, or Joplin? I am 70 and have been asking about this for years. Why is this such a problem? I would think someone at MoDOT or some other MO government office would recognize that this is a real need for our state. Especially in view of climate change.
- Plainview - Farm Road 141 > This can be a very busy intersection and w/turn lanes in 4 directions it is not appropriate for a 4-way stop. Nobody has any idea who has the right of way and results in a game of "chicken". It would be ideal for a roundabout.
- Railroad tracks - Kansas Expressway > The railroad tracks also create a bottleneck on the northwest side of Springfield, where many folks travel by bicycle or by foot. Many must cross at Kansas Expressway, which is rather unpleasant and doesn't feel particularly safe.
- Shuyler Trail - > Received petition against
- Sidewalk - Trails > Sidewalks built directly next to the street w/o grass or barrier is a safety concern. On-street bicycle lanes are extremely dangerous. Ped/bike need multi-purpose hard paths. Many locations have unreasonable distances between destinations. Area cities need to commit to all new construction/renovations requiring large multi-purpose sidewalks/paths as part of their design.
- Sidewalks / Wider Roads - Scenic > I'd like wider roads that accommodate bicycles & more sidewalks. I often see people on bike and on foot crossing the bridge on Scenic between Sunshine & Grand, creating a dangerous situation for cars and the people outside of their cars. Scenic is one of the few ways to go south in that area because of Wilson's Creek.
- Snowplowing - > For the last two years, I have noticed that there are no snow plows that venture onto the main streets in Southern Hills. Southern Hills Blvd was NEVER plowed last year even with the heavier snows we had. I keep chains in my truck as I have had to pull several people out of those low places up the hills to get out of the subdivision. It would be nice to get the main ones plowed at least ONCE during a snow.
- Solaira St - 9th Street > There is no connecting sidewalk to the main road.
- Street Car System - > Would it benefit the community if we brought back a street car system? KC's system allows the downtown area to get more foot traffic and cuts down on parking issues. It seems like it would pay for itself in the long run.
- Sunshine - > N side of Sunshine lacks any pedestrian infrastructure. This disconnects residents in the Oak Grove Neighborhood from accessing services along Sunshine.
- Sunshine - East - Lone Pine to Blackman Road > E. Sunshine from about Lone Pine all the way to Blackman Road is becoming very congested at times. Especially when Glendale is letting out, and when the work day is ending around 4-6pm. It takes several light cycles to get through this area. There just seems to be TOO MANY driveways that exit to this area and left turners, and people exiting those businesses and trying to turn left are just standing for several light cycles.

- Traffic lights - right turn lanes > Get Springfield streets "up to date" (more right turns). Sync traffic lights to avoid congestion. Instead of concentrating on the minority of people who use bike lanes/sidewalks, focus on the majority who have to drive.
- Trail - Bennett (West) - S. FR 135 > Online maps show a trail crossing Wilson's creek between W Bennett and S FR 135, but there is no such crossing there and it is overgrown/trashed to the point of feeling unsafe.
- Trail - W. Division > Area requires a multiuse path that allows ped/bike to access school (Willard South Elem)
- "Trail - Springfield/Nixa > **In response to previous comment on connecting Springfield/Nixa w/trail.
- This would be a larger scale project but could be an opportunity for the City of Nixa/Springfield to work together to build a multi-use trail to connect the two communities. With increased safety in street crossings to tie into all the commercial resources along S Campbell."
- Trails - & Blind Riders > Many who can't drive a car can ride a bike. A lot of people haven't recognized this though because the car culture mindset is still mostly dominant. Lights and other things are already wireless, I see no reason wireless sensors with vibration feedback couldn't be developed and made available to anyone who wanted them including potential blind riders or current blind riders who have been riding tandem in back.
- Trail extension - > Trail extension to increase walkability for the area. (Neighborhood off of AB near Hwy EE)
- Trail placement - > The proposed trail from Republic towards Hwy ZZ needs to be rerouted. It will go through several rural front yards & seriously hindering the safety & privacy of homeowners. It also takes valuable farmland. Needs to be rerouted to Hines St. this will also help to avoid the proposed dangerous traffic circle.
- Trail placement - > Shouldn't take farm land, our birth right, and mature trees to put a trail at my front door for something that is not a need or could be re-routed. Should be rerouted one road over to the park where children would actually benefit from it. It takes away farmers property and privacy.
- Trails - Springfield to Nixa > There is no safe/practical route from Nixa to Springfield. It is unsafe to ride Hwy 160. Protected bike lanes that would not collect road debris should be a priority as Nixa continues to grow.
- Trails - > Many people who cannot see well can partner with someone who can see well enough to steer. A lot of sensors originally used in the blind driver challenge and race car challenge are now pretty common minus the turn direction tactile or audio feedback. There's really no reason these days a totally blind person couldn't ride a bike or drive their own car other than the fact it hadn't been incorporated for the average person yet, just commercial vehicles.
- Walking Path - W. Division > Walking path to cut down on travel time and increase walkability to school (coming off of Collings St to Willard South Elem)
- Ward Branch Trail - > There is a large demand for pedestrians wishing to utilize the walking trails along Ward Branch south of W Dobson. However, there is signage in the area that prohibits on-street parking! This was probably done due to complaints from the nearby residents wish to prevent pedestrians from using the walking path and was probably done under the guise of "traffic safety". Therefore a "small" parking lot should be constructed on the SW corner of Dobson Road for people to better access the trail.
- Wren Street - > Wren Street is TOO narrow and has some sight-line visibility issues. Widen the road so it doesn't seem to be a small private driveway.

- Clifton - Madison > 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.
- Farm Road 131 - Between Weaver Rd & Elm Street > We live off of FR 131 in Battlefield, MO and are in desperate 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 > 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 > 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 > 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 > 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.
- Glenstone - Cherry - Crosswalk > There is no crosswalk at this intersection which makes crossing Glenstone from the northbound bus stop to Rountree neighborhood risky.
- Glenstone - Erie > 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 60 - James River Freeway > 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 > 4 lane extension from Republic through Billings
- Highway 60 - Republic to JRF > We need to emphasize the expansion of highway 60 to three lanes between Republic and JRF.
- Highway 60 - Where the city & school purchased land > 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 > 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 > This intersection needs to be a diverging diamond for safety and traffic flow.
- Highway 174 - Highway 60 > An alternate road from 174 to Lowes parallel to Hwy 60
- Highway 174 - Main/N Hwy > Improvements to intersection of 174 and Main/N Hwy to better allow traffic flow around the schools. Dangerous 2 lane.
- Highway 174 - Main Street > 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 > 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 > Need to prioritize MM connecting to ZZ in Republic as the new city/MoDOT graphs demonstrate.
- Highway ZZ - near Republic HS > ZZ improvements around HS to assist traffic flow with all the new subdivisions in the area and school traffic.
- James River Freeway - > Big picture - what about expanding JRF to the north near Willard and Ash Grove and then eventually connecting to Hwy 65
- Mt. Vernon - sidewalk - Scenic to Kansas Exp > 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 > 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.
- Seminole - Golden > Intersection could be improved.
- State Route N - Farm Road 168 > 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 > Can you place bike lanes on Sunshine St between National and Grand Ave to further commuter transportation beyond the Grant Ave corridor?
- Trails - Springfield Lake > Would love to be on the contact list for development of trails around the lake! I love Sequoia 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.

- James River Freeway - > Big picture - what about expanding JRF to the north near Willard and Ash Grove and then eventually connecting to Hwy 65

DRAFT PUBLIC COMMENT WITH RESPONSE

To be added upon receipt.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

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