

OTO FY 2024-2027

Transportation Improvement Program

Approved by the Board of Directors 7/24/2023

Approved by U.S. DOT 8/16/2023



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.

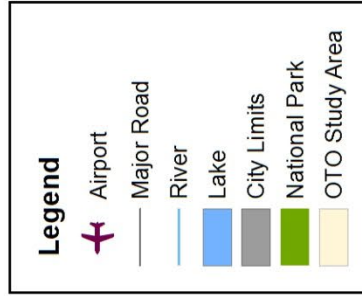
The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation 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.

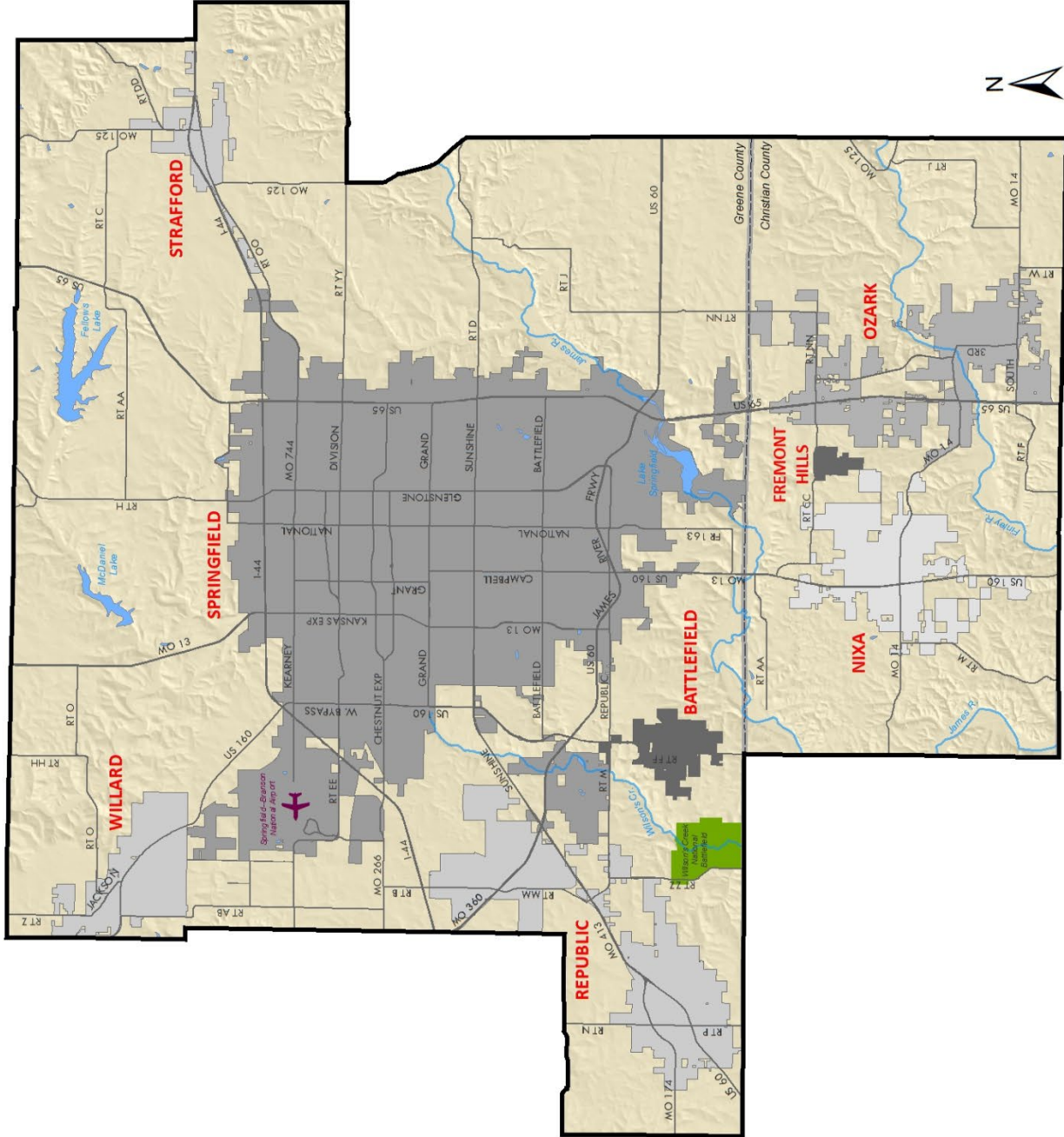
This TIP document is intended to serve as a project implementation guide for those agencies participating in the OTO transportation planning process for the Springfield metropolitan planning area (MPA). The projects outlined in this TIP are a reflection of the policies and plans adopted by the OTO. The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



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.

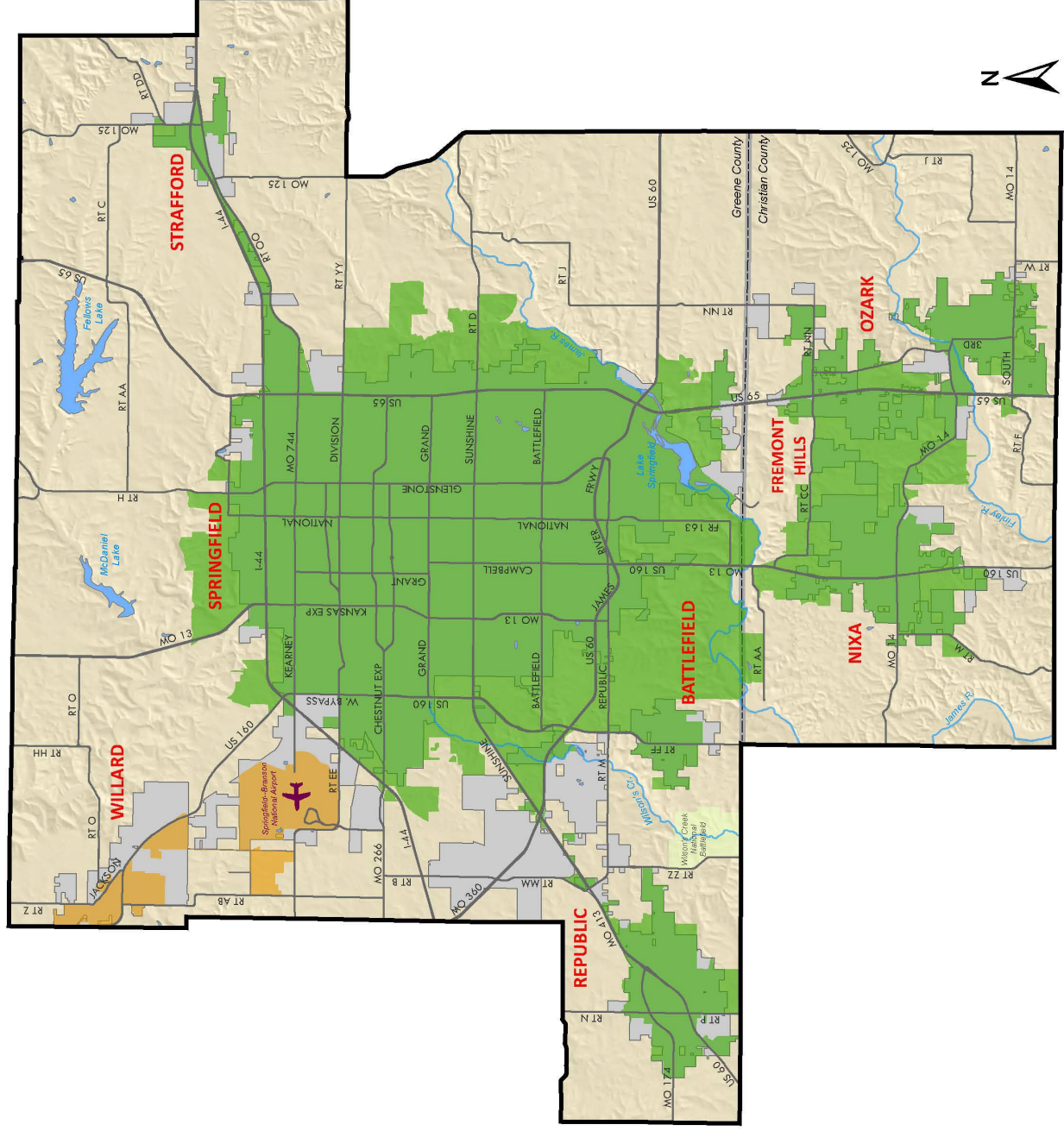


Ozarks

U.S. Census Bureau

2010 Census Urban Ar

FHWA Approved 1/16/14



Legend



— Major Road

— River

 Lake

City L

National Park

Springfield Urbanized Area

Willard Urbanized Area

OTO Study Area



DISCIPLINAR

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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.

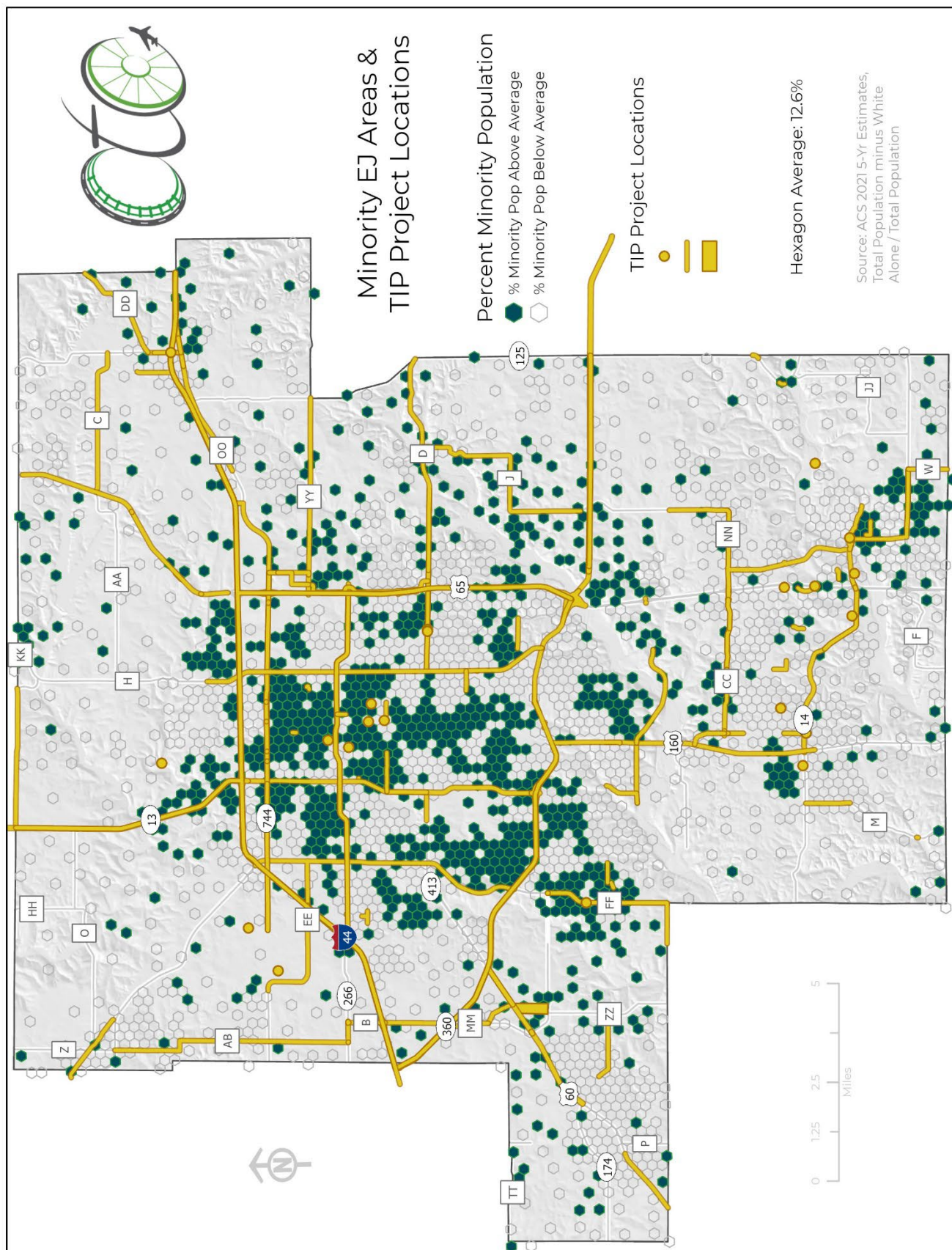
IDENTIFYING PROJECTS IN AREAS OF ENVIRONMENTAL JUSTICE CONCERN

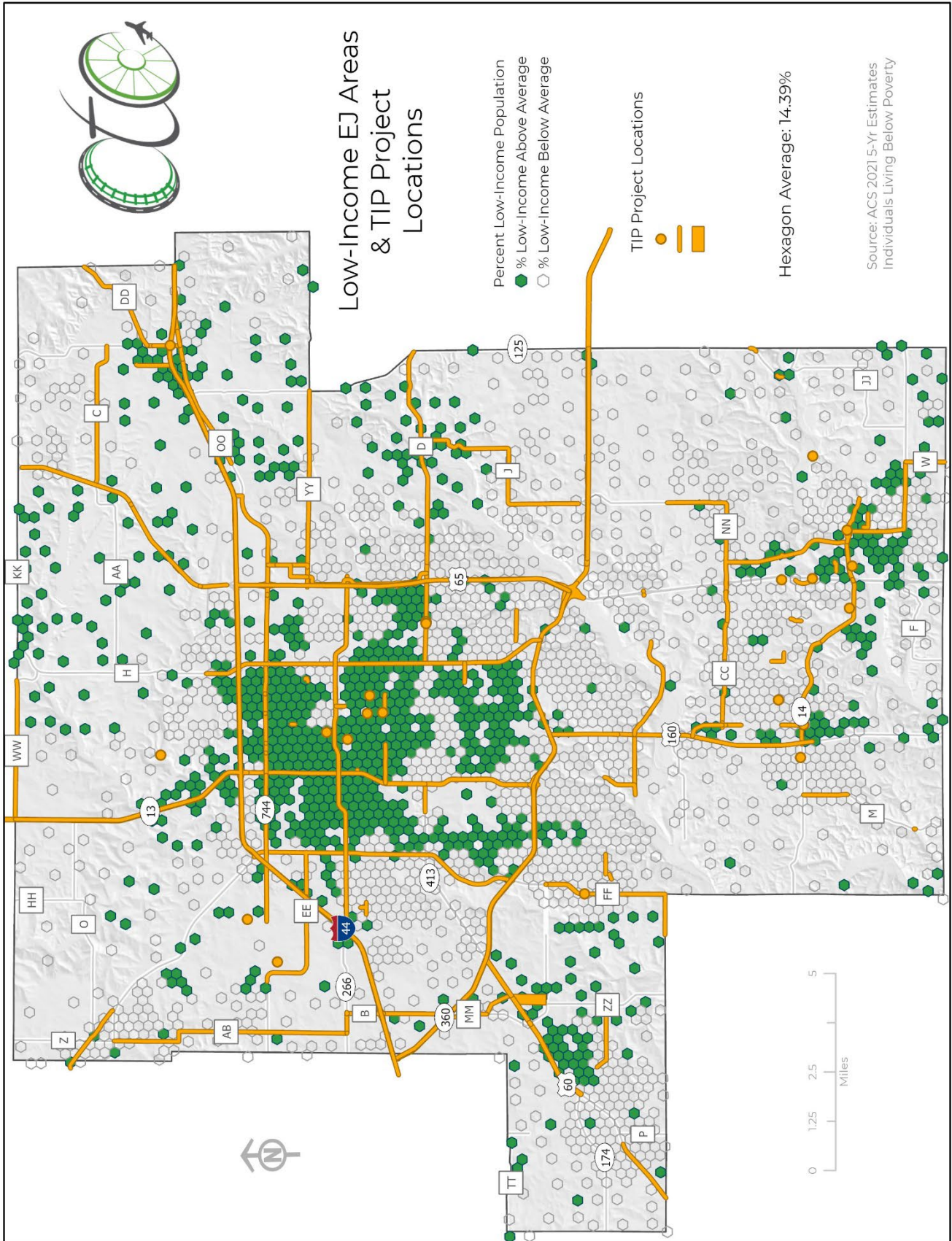
OTO has identified minority and Hispanic, low-income, disabled, elderly and youth, and limited English proficiency populations within the OTO region. Federal guidance identifies significant areas as those which contain more of the vulnerable population than the average for the region. The location of 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.





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/>

Aviation

5 Projects Listed

NA1801-20A5 - RECONSTRUCTION OF THE CARGO APRON

| | | | |
|-----------------------------------|----------------------------|---------------------------------|--|
| Plan Revision 24Adopted | 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 | Local | - | - | \$76,120 | - | - | - | \$76,120 |
| Engineering | AIP (FAA) | - | - | \$685,080 | - | - | - | \$685,080 |
| Total Engineering | | - | - | \$761,200 | - | - | - | \$761,200 |
| Construction | Local | - | - | \$822,000 | - | - | - | \$822,000 |
| Construction | AIP (FAA) | - | - | \$7,398,000 | - | - | - | \$7,398,000 |
| 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 24Adopted | 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 | Local | - | \$134,000 | - | - | - | - | \$134,000 |
| Engineering | AIP (FAA) | - | \$1,206,000 | - | - | - | - | \$1,206,000 |
| 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
24Adopted

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 | AIP (FAA) | - | - | \$868,500 | - | - | - | \$868,500 |
| Engineering | Local | - | - | \$96,500 | - | - | - | \$96,500 |
| 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
24Adopted

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 24Adopted | 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 | Local | - | - | - | - | \$378,000 | - | \$378,000 |
| Construction | AIP (FAA) | - | - | - | - | \$3,402,000 | - | \$3,402,000 |
| 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.

- 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:

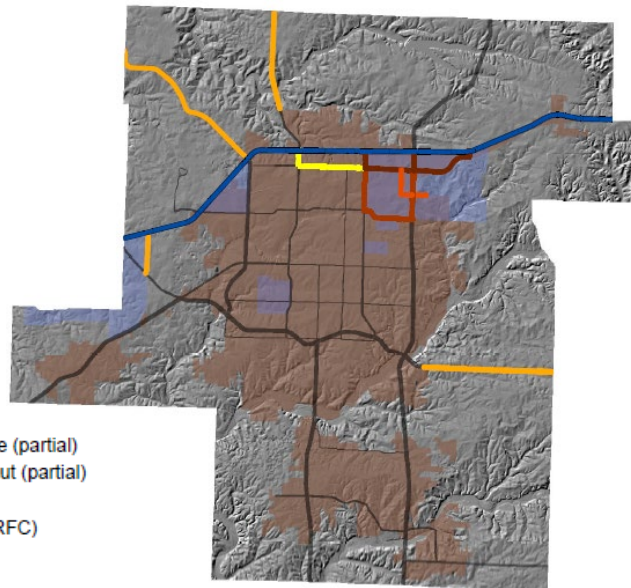
- Connect an intermodal facility to the PFHS, the Interstate System, or another intermodal facility,
- Provide a bypass route for the PFHS,
- Serve a major freight generator, logistics center, or manufacturing and warehouse industrial land, and
- Be important for freight movement in the region.

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
24Adopted

Section
Sponsored by OTO

Project Type
Operations

Lead Agency
Ozarks Transportation Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$2,503,275

MoDoT ID
-

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

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|------------------|---------------|-------------|-----------|-----------|-----------|-----------|--------|-------------|
| Planning | Local | \$238,706 | \$60,775 | \$63,814 | \$67,005 | \$70,355 | - | \$500,655 |
| Planning | STBG-U (FHWA) | \$954,825 | \$243,101 | \$255,256 | \$268,019 | \$281,419 | - | \$2,002,620 |
| 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
24Adopted

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 | Local | - | \$57,200 | - | - | - | - | \$57,200 |
| Planning | SS4A (FHWA) | - | \$228,800 | - | - | - | - | \$228,800 |
| Total Planning | | - | \$286,000 | - | - | - | - | \$286,000 |
| Total Programmed | | - | \$286,000 | - | - | - | - | \$286,000 |

OT2402-24 - EV CHARGER PROGRAM



| | | | |
|---|-----------------------------|------------------------------------|---|
| Plan Revision 24Adopted | 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 24Adopted | 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 24Adopted | 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 | Local | - | - | \$115,000 | - | - | - | \$115,000 |
| Operations | STBG-U (FHWA) | - | - | \$460,000 | - | - | - | \$460,000 |
| Total Operations | | - | - | \$575,000 | - | - | - | \$575,000 |
| Total Programmed | | - | - | \$1,531,000 | - | - | - | \$1,531,000 |

MO2604-24 - ITS OPERATIONS AND MANAGEMENT (2026)

Plan Revision
24Adopted

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 | STBG-U (FHWA) | - | - | - | \$472,000 | - | - | \$472,000 |
| Operations | Local | - | - | - | \$118,000 | - | - | \$118,000 |
| Total Operations | | - | - | - | \$590,000 | - | - | \$590,000 |
| Total Programmed | | - | - | - | \$590,000 | - | - | \$590,000 |

MO2701-24 - ITS OPERATIONS AND MANAGEMENT (2027)

Plan Revision
24Adopted

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
-

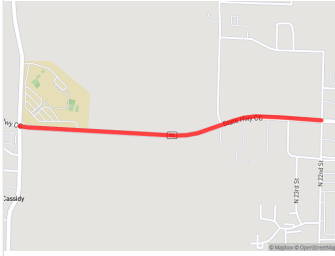
Project Considerations
-

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 | STBG-U (FHWA) | - | - | - | - | \$480,000 | - | \$480,000 |
| Operations | Local | - | - | - | - | \$120,000 | - | \$120,000 |
| Total Operations | | - | - | - | - | \$600,000 | - | \$600,000 |
| Total Programmed | | - | - | - | - | \$600,000 | - | \$600,000 |

OK2102-23A3a - ROUTE CC CAPITAL IMPROVEMENTS



Plan Revision
24Adopted

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

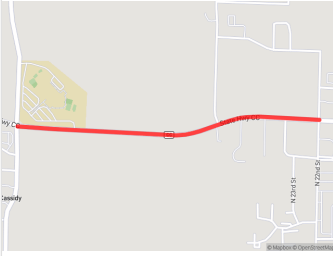
Capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.

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 | MoDOT-AC | - | - | \$1,879,603 | - | - | - | \$1,879,603 |
| Construction | MoDOT | - | - | \$469,901 | - | - | - | \$469,901 |
| Construction | Local | - | - | \$532,099 | - | - | - | \$532,099 |
| 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
24Adopted

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

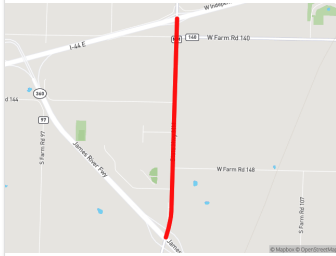
Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.

Funding Source Notes

Non-Federal Funding Sources: State Transportation Revenues, City of 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 | Local | \$56,442 | - | - | - | - | - | \$56,442 |
| Engineering | MoDOT | \$2,000 | \$2,000 | \$2,000 | - | - | - | \$6,000 |
| Engineering | STBG-U (FHWA) | \$225,769 | - | - | - | - | - | \$225,769 |
| Total Engineering | | \$292,211 | \$10,000 | \$10,000 | - | - | - | \$312,211 |
| ROW | STBG-U (FHWA) | - | \$221,819 | - | - | - | - | \$221,819 |
| ROW | Local | - | \$55,455 | - | - | - | - | \$55,455 |
| 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
24Adopted

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.

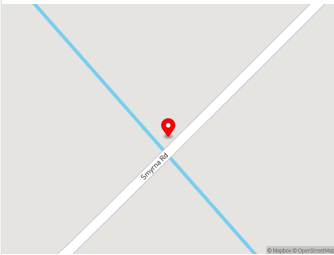
Funding Source Notes

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 | MoDOT | \$81,584 | \$67,600 | - | - | - | - | \$149,184 |
| Engineering | Local | \$369,124 | \$181,413 | - | - | - | - | \$550,537 |
| Total Engineering | | \$777,043 | \$519,413 | - | - | - | - | \$1,296,456 |
| ROW | MoDOT | \$138,098 | - | - | - | - | - | \$138,098 |
| ROW | Local | \$445,790 | - | - | - | - | - | \$445,790 |
| ROW | STBG (FHWA) | \$552,390 | - | - | - | - | - | \$552,390 |
| Total ROW | | \$1,136,278 | - | - | - | - | - | \$1,136,278 |
| Construction | MoDOT | - | \$935,351 | - | - | - | - | \$935,351 |
| Construction | STBG (FHWA) | - | \$3,741,402 | - | - | - | - | \$3,741,402 |
| Construction | Local | - | \$581,247 | - | - | - | - | \$581,247 |
| Construction | STBG-U (FHWA) | - | \$2,296,000 | - | - | - | - | \$2,296,000 |
| Total Construction | | - | \$7,554,000 | - | - | - | - | \$7,554,000 |
| Total Programmed | | \$1,913,321 | \$8,073,413 | - | - | - | - | \$9,986,734 |

LPA Sponsored
39 Projects Listed

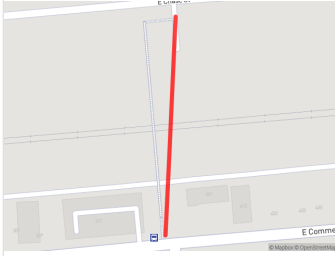
CC2304-23A1 - GREEN BRIDGE REPLACEMENT



| | | | |
|--|--|--|---------------------------------|
| Plan Revision 24Adopted | 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
24Adopted

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.

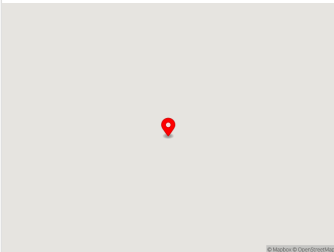
Funding Source Notes
Non-Federal Funding Source: City of Springfield Transportation Revenues

| 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 |

[illegible]

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|---------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Engineering | STBG-U (FHWA) | \$178,969 | \$40,000 | - | - | - | - | \$218,969 |
| Engineering | Local | \$44,742 | \$10,000 | - | - | - | - | \$54,742 |
| Total Engineering | | \$223,711 | \$50,000 | - | - | - | - | \$273,711 |
| ROW | TAP (FHWA) | - | \$324,126 | - | - | - | - | \$324,126 |
| ROW | Local | - | \$81,032 | - | - | - | - | \$81,032 |
| Total ROW | | - | \$405,158 | - | - | - | - | \$405,158 |
| Construction | STBG-U (FHWA) | - | \$316,707 | - | - | - | - | \$316,707 |
| Construction | TAP (FHWA) | - | \$1,264,015 | - | - | - | - | \$1,264,015 |
| Construction | Local | - | \$395,180 | - | - | - | - | \$395,180 |
| 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
24Adopted

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 | STBG-U (FHWA) | \$58,716 | - | - | - | - | - | \$58,716 |
| Engineering | Local | \$14,679 | - | - | - | - | - | \$14,679 |
| 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 |

Lead Agency
City of Battlefield

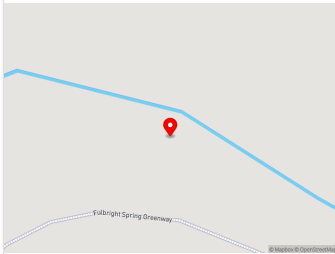
Total Cost
\$403,564

Project To
Cloverdale, Farm
Road 131

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 | Local | - | \$9,533 | - | - | - | - | \$9,533 |
| Engineering | TAP (FHWA) | - | \$38,133 | - | - | - | - | \$38,133 |
| Total Engineering | | - | \$47,666 | - | - | - | - | \$47,666 |
| Construction | Local | - | - | \$71,180 | - | - | - | \$71,180 |
| Construction | TAP (FHWA) | - | - | \$284,718 | - | - | - | \$284,718 |
| Total Construction | | - | - | \$355,898 | - | - | - | \$355,898 |
| Total Programmed | | - | \$47,666 | \$355,898 | - | - | - | \$403,564 |

EN2402-24 - LOST HILL GREENWAY BRIDGE



Plan Revision
24Adopted

Section
**Sponsored by Local
Public Agencies**

Project Type
**Bicycle and
Pedestrian**

Lead Agency
Greene County Parks

County
Greene County

Municipality
**Unincorporated
Greene County**

Status
Programmed

Total Cost
\$150,000

MoDoT ID
-

Federal ID
9901867

Project From
-

Project To
-

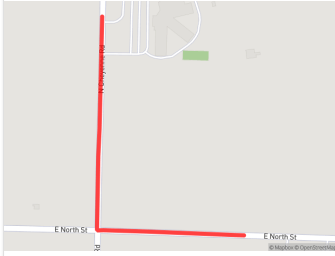
Project
Considerations
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|-------------|-------|----------|-----------|--------|--------|--------|-----------|
| Engineering | TAP (FHWA) | - | \$10,400 | - | - | - | - | \$10,400 |
| Engineering | Local | - | \$2,600 | - | - | - | - | \$2,600 |
| 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
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$880,238

MoDoT ID
-

Federal ID
9901860

Project From
North Street,
Cheyenne Road

Project To
Summit Elementary,
Cheyenne Valley
Road

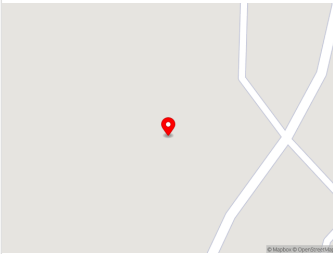
Project
Considerations
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | 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
24Adopted

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
9901861

Project From
-

Project To
-

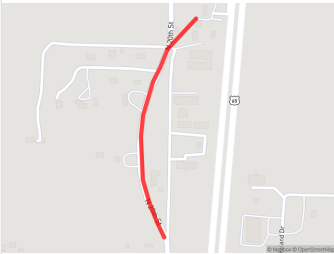
Project
Considerations
Bike/Ped Plan

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 | Local | - | \$2,064 | - | - | - | - | \$2,064 |
| Engineering | TAP (FHWA) | - | \$8,257 | - | - | - | - | \$8,257 |
| 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 |

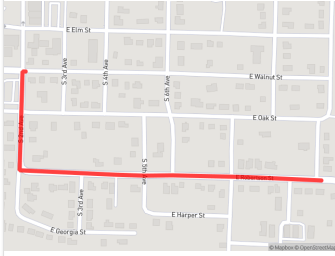
EN2405-24 - CHADWICK FLYER PHASE V



| | | | |
|--|--|---|------------------------------|
| Plan Revision 24Adopted | 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 9901862 | Project From Biagio | Project To Biagio |
| Project Considerations Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority | | | |
| Project Description Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio. | | | |
| Funding Source Notes Non-Federal Funding Source: City of Ozark Transportation Sales Tax | | | |

| PHASE | FUND SOURCE | PRIOR | 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
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$362,412

MoDoT ID
-

Federal ID
9901863

Project From
Walnut, 2nd

Project To
Robertson, 9th

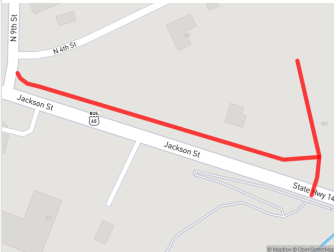
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | 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
24Adopted

Section
**Sponsored by Local
Public Agencies**

Project Type
**Bicycle and
Pedestrian**

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$242,105

MoDoT ID
-

Federal ID
9901864

Project From
-

Project To
-

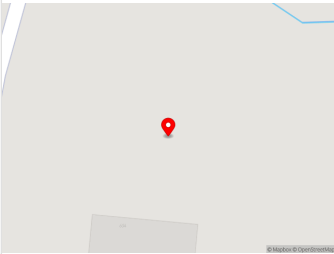
Project
Considerations
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | 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
24Adopted

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
9901865

Project From
-

Project To
-

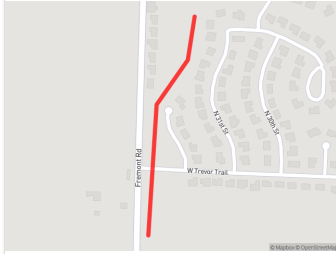
Project
Considerations
Bike/Ped Plan

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
24Adopted

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
9901866

Project From
-

Project To
-

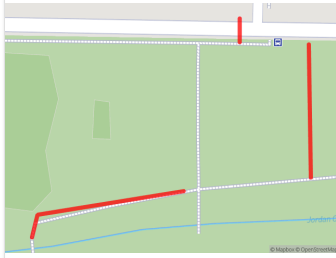
Project
Considerations
Bike/Ped Plan

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 | Local | - | - | \$28,322 | - | - | - | \$28,322 |
| Construction | TAP (FHWA) | - | - | \$113,290 | - | - | - | \$113,290 |
| Total Construction | | - | - | \$141,612 | - | - | - | \$141,612 |
| Total Programmed | | - | \$18,704 | \$141,612 | - | - | - | \$160,316 |

EN2410-24 - JORDAN CREEK TRAIL THROUGH SMITH PARK



Plan Revision
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$144,053

MoDoT ID
-

Federal ID
5901827

Project From
-

Project To
-

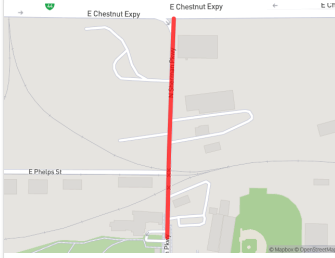
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Construct 10-foot wide multi-use path through Smith Park to Division Street, including the addition of rectangular rapid flashing beacons at Weller and Division.

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|-------------|-------|----------|-----------|--------|--------|--------|-----------|
| Engineering | Local | - | \$3,758 | - | - | - | - | \$3,758 |
| Engineering | TAP (FHWA) | - | \$15,032 | - | - | - | - | \$15,032 |
| Total Engineering | | - | \$18,790 | - | - | - | - | \$18,790 |
| Construction | Local | - | - | \$25,053 | - | - | - | \$25,053 |
| Construction | TAP (FHWA) | - | - | \$100,210 | - | - | - | \$100,210 |
| Total Construction | | - | - | \$125,263 | - | - | - | \$125,263 |
| Total Programmed | | - | \$18,790 | \$125,263 | - | - | - | \$144,053 |

EN2411-24 - SHERMAN PARKWAY LINK



Plan Revision
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$587,413

MoDoT ID
-

Federal ID
5901828

Project From
Jordan Valley Park

Project To
Chestnut Expressway

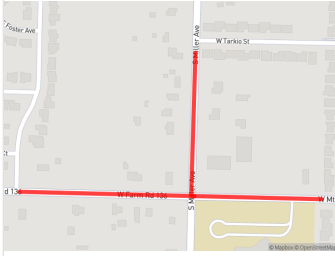
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|-------------|-------|----------|-----------|--------|--------|--------|-----------|
| Engineering | CRP (FHWA) | - | \$61,295 | - | - | - | - | \$61,295 |
| Engineering | Local | - | \$15,324 | - | - | - | - | \$15,324 |
| 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
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,249,526

MoDoT ID
-

Federal ID
5901829

Project From
Lulwood, Mount
Vernon

Project To
Casa Grande, Tarkio

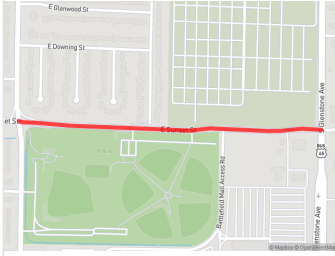
Project
Considerations
Bike/Ped Plan

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 | TAP (FHWA) | - | \$130,385 | - | - | - | - | \$130,385 |
| Engineering | Local | - | \$32,596 | - | - | - | - | \$32,596 |
| Total Engineering | | - | \$162,981 | - | - | - | - | \$162,981 |
| Construction | TAP (FHWA) | - | - | \$869,236 | - | - | - | \$869,236 |
| Construction | Local | - | - | \$217,309 | - | - | - | \$217,309 |
| 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
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$926,139

MoDoT ID
-

Federal ID
5901830

Project From
Fremont

Project To
Glenstone

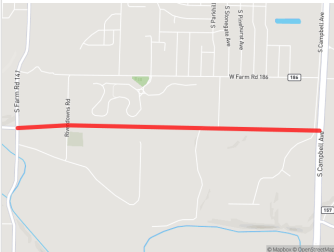
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description
Construct pedestrian pathway from Fremont to Glenstone.

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

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

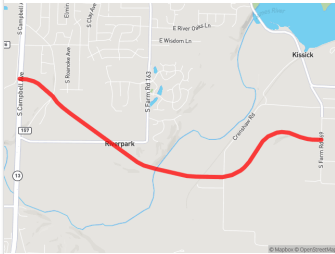
GR1502 - EAST/WEST ARTERIAL (RIVERBLUFF BLVD) PHASE I



| | | | |
|---|--|-------------------------------|-------------------------------|
| Plan Revision 24Adopted | 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
24Adopted

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

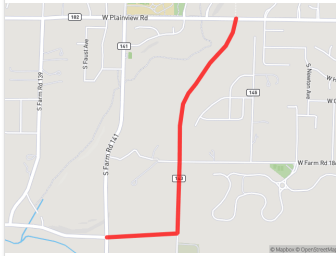
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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
24Adopted

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

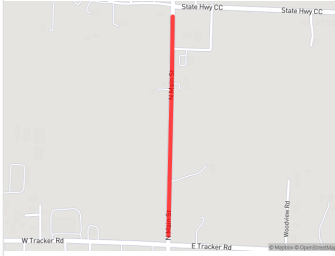
Project
Considerations
Bike/Ped Plan

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 | STBG-U (FHWA) | \$2,935,796 | - | - | - | - | - | \$2,935,796 |
| ROW | Local | \$733,949 | - | - | - | - | - | \$733,949 |
| 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
24Adopted

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

NX2301-20A5 - DOWNTOWN N. MAIN STREET



Plan Revision
24Adopted

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

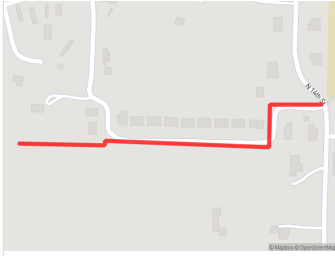
Project Description
Downtown Nixa Main Street Improvements from Route 14 to North Street.

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 | Local | - | \$51,516 | - | - | - | - | \$51,516 |
| Engineering | Other | - | \$206,000 | - | - | - | - | \$206,000 |
| Total Engineering | | - | \$257,516 | - | - | - | - | \$257,516 |
| Total Programmed | | - | \$257,516 | - | - | - | - | \$257,516 |

OK2302-23A3 - CHADWICK FLYER SPUR TO OHS



Plan Revision
24Adopted

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

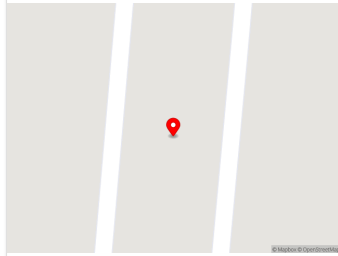
Project Description
Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.

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 |

| 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
24Adopted

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
-

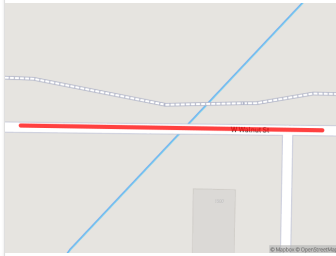
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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

SP2104-23A2 - WALNUT STREET BRIDGE



Plan Revision
24Adopted

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
-

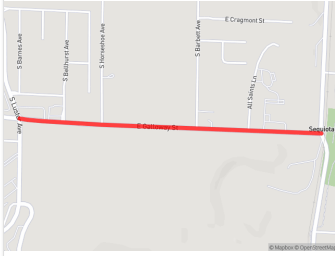
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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 | Local | \$60,000 | - | - | - | - | - | \$60,000 |
| ROW | STBG-U (FHWA) | \$240,000 | - | - | - | - | - | \$240,000 |
| Total ROW | | \$300,000 | - | - | - | - | - | \$300,000 |
| Construction | BRO (FHWA) | - | \$1,920,270 | - | - | - | - | \$1,920,270 |
| Construction | Local | - | \$480,068 | - | - | - | - | \$480,068 |
| 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
24Adopted

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 | Local | - | \$3,500,000 | - | - | - | - | \$3,500,000 |
| Construction | MoDOT | - | \$1,500,000 | - | - | - | - | \$1,500,000 |
| Total Construction | | - | \$5,000,000 | - | - | - | - | \$5,000,000 |
| Total Programmed | | - | \$5,000,000 | - | - | - | - | \$5,000,000 |

SP2202-23AM2 - TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS

Plan Revision
24Adopted

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
-

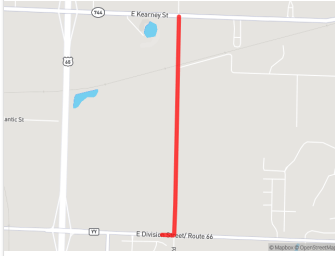
Project Considerations
Bike/Ped Plan

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
24Adopted

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
24Adopted

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
-

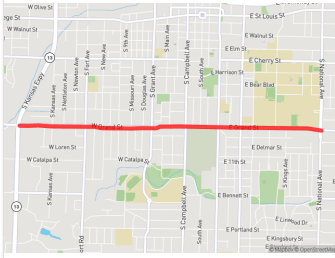
Project
Considerations
**Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority**

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
24Adopted

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

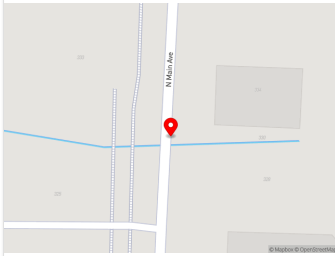
Construction of 10-foot wide trail along Grand Street between Kansas Expressway and Grant.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

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

SP2402-24 - MAIN AVENUE BRIDGE OVER JORDAN CREEK



Plan Revision
24Adopted

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
24Adopted

Section
Sponsored by Local Public
Agencies

Project Type
ITS

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$3,062,500

MoDoT ID
-

Federal ID
5900850

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Transportation management system improvements in Springfield at various locations, including traffic signal controllers, traffic cabinet door security locks, traffic signal heads, accessible pedestrian signals, dynamic message signs, traffic monitoring CCTV cameras, vehicle detection systems, traffic network communications equipment, and rectangular rapid flashing beacons.

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|---------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction | STBG-U (FHWA) | - | \$2,450,000 | - | - | - | - | \$2,450,000 |
| Construction | Local | - | \$612,500 | - | - | - | - | \$612,500 |
| Total Construction | | - | \$3,062,500 | - | - | - | - | \$3,062,500 |
| Total Programmed | | - | \$3,062,500 | - | - | - | - | \$3,062,500 |

SP2405-24 - SPRINGFIELD PAVEMENT RESURFACING, VARIOUS ROUTES

Plan Revision
24Adopted

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Pavement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,856,250

MoDoT ID
-

Federal ID
5900851

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | 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 24Adopted | Section Sponsored by Local Public Agencies | Project Type Bicycle and Pedestrian | Lead Agency City of Springfield |
|----------------------------|--|--|------------------------------------|

| | | | |
|-------------------------|-----------------------------|----------------------|---------------------------|
| County Greene County | Municipality Springfield | Status Programmed | Total Cost \$1,456,250 |
|-------------------------|-----------------------------|----------------------|---------------------------|

| | | | |
|---------------|-----------------------|-------------------|-----------------|
| MoDoT ID - | Federal ID 5900852 | Project From - | Project To - |
|---------------|-----------------------|-------------------|-----------------|

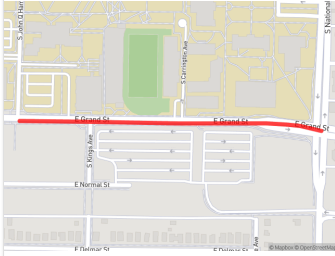
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|---------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction | STBG-U (FHWA) | - | \$1,165,000 | - | - | - | - | \$1,165,000 |
| Construction | Local | - | \$291,250 | - | - | - | - | \$291,250 |
| 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
24Adopted

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

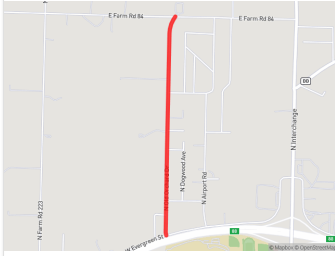
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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 | STBG-U (FHWA) | - | - | \$400,000 | - | - | - | \$400,000 |
| Engineering | Local | - | - | \$100,000 | - | - | - | \$100,000 |
| Total Engineering | | - | - | \$500,000 | - | - | - | \$500,000 |
| Construction | STBG-U (FHWA) | - | - | \$1,200,000 | - | - | - | \$1,200,000 |
| Construction | Local | - | - | \$300,000 | - | - | - | \$300,000 |
| Total Construction | | - | - | \$1,500,000 | - | - | - | \$1,500,000 |
| Total Programmed | | - | - | \$2,000,000 | - | - | - | \$2,000,000 |

ST2202-20A10 - N. OLD ORCHARD ROAD IMPROVEMENTS



Plan Revision
24Adopted

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

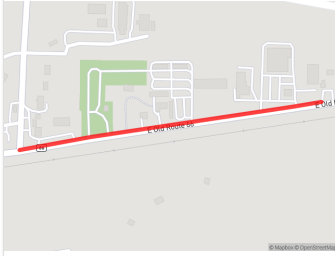
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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
24Adopted

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

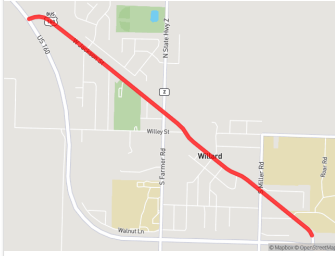
Project
Considerations
Bike/Ped Plan

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 | Local | - | \$8,505 | - | - | - | - | \$8,505 |
| Engineering | TAP (FHWA) | - | \$34,017 | - | - | - | - | \$34,017 |
| Total Engineering | | - | \$42,522 | - | - | - | - | \$42,522 |
| Construction | TAP (FHWA) | - | \$161,989 | - | - | - | - | \$161,989 |
| Construction | Local | - | \$40,497 | - | - | - | - | \$40,497 |
| Total Construction | | - | \$202,486 | - | - | - | - | \$202,486 |
| Total Programmed | | - | \$245,008 | - | - | - | - | \$245,008 |

WI2301-23 - JACKSON STREET RESURFACING



Plan Revision
24Adopted

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**

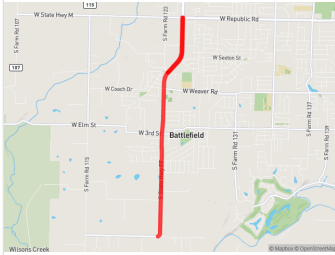
Project Description
Resurface Jackson Street in Willard from Highway 160 to Tower Road.

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

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|---------------------------|---------------|-------|------------------|--------|--------|--------|--------|------------------|
| Engineering | STBG-U (FHWA) | - | \$30,253 | - | - | - | - | \$30,253 |
| Engineering | Local | - | \$7,563 | - | - | - | - | \$7,563 |
| Total Engineering | | - | \$37,816 | - | - | - | - | \$37,816 |
| Construction | STBG-U (FHWA) | - | \$327,060 | - | - | - | - | \$327,060 |
| Construction | Local | - | \$81,765 | - | - | - | - | \$81,765 |
| Total Construction | | - | \$408,825 | - | - | - | - | \$408,825 |
| Total Programmed | | - | \$446,641 | - | - | - | - | \$446,641 |

MoDOT Sponsored 109 Projects Listed

BA2202-22A3 - ROUTE FF CORRIDOR IMPROVEMENTS SCOPING



Plan Revision
24Adopted

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

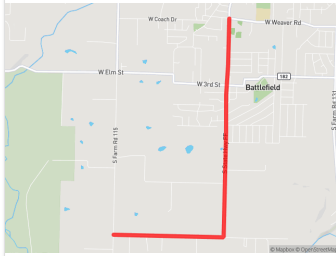
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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 | \$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 |

BA2301-23 - ROUTE FF PAVEMENT RESURFACING



Plan Revision
24Adopted

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

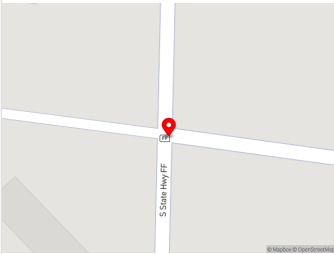
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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-AC | \$1,600 | \$1,600 | \$5,600 | \$42,400 | - | - | \$51,200 |
| Engineering | MoDOT | \$400 | \$400 | \$1,400 | \$10,600 | - | - | \$12,800 |
| Total Engineering | | \$2,000 | \$2,000 | \$7,000 | \$53,000 | - | - | \$64,000 |
| Construction | MoDOT | - | - | - | \$98,200 | - | - | \$98,200 |
| Construction | MoDOT-AC | - | - | - | \$392,800 | - | - | \$392,800 |
| 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
24Adopted

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
-

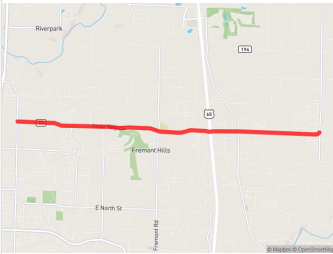
Project
Considerations
Bike/Ped Plan

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
24Adopted

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

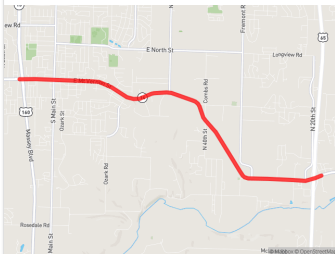
Scoping for capacity and safety improvements on Routes CC/J/NN from Main Street in Nixa to Pheasant Road in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|-------------------|-------------|-----------|----------|----------|----------|--------|--------|-----------|
| Engineering | MoDOT | \$84,000 | \$2,000 | \$2,000 | \$2,000 | - | - | \$90,000 |
| Engineering | STBG (FHWA) | \$35,200 | \$8,000 | \$8,000 | \$8,000 | - | - | \$59,200 |
| Engineering | MoDOT-AC | \$3,200 | - | - | - | - | - | \$3,200 |
| 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
24Adopted

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
24Adopted

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
-

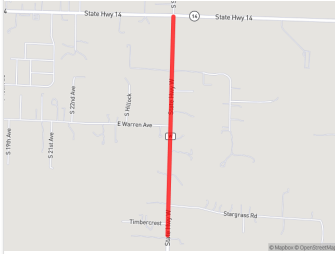
Project
Considerations
**Environmental
Justice Area**

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
24Adopted

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 | - | - | - | \$25,800 | - | - | \$25,800 |
| Construction | MoDOT-AC | - | - | - | \$103,200 | - | - | \$103,200 |
| 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
24Adopted

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
-

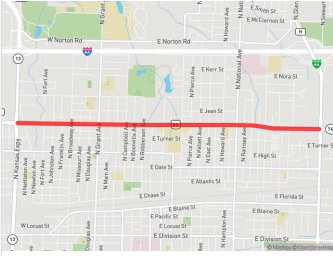
Project Considerations
Bike/Ped Plan

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 | STBG (FHWA) | \$40,000 | \$3,200 | \$3,200 | \$3,200 | \$3,200 | \$3,200 | \$56,000 |
| Engineering | MoDOT | \$12,000 | \$800 | \$800 | \$800 | \$800 | \$800 | \$16,000 |
| 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
24Adopted

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

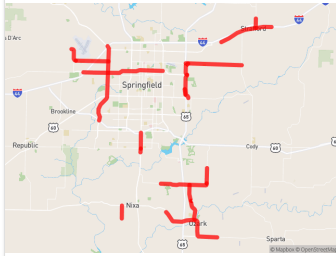
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.

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-AC | \$83,200 | - | - | - | - | - | \$83,200 |
| ROW | MoDOT | \$20,800 | - | - | - | - | - | \$20,800 |
| 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
24Adopted

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

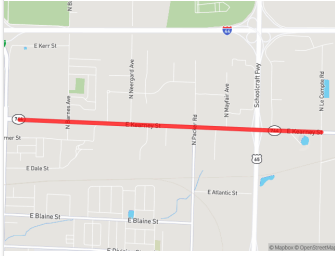
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.

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 | \$79,400 | \$254,600 | - | - | - | - | \$334,000 |
| Engineering | MoDOT-AC | \$317,600 | \$1,018,400 | - | - | - | - | \$1,336,000 |
| Total Engineering | | \$397,000 | \$1,273,000 | - | - | - | - | \$1,670,000 |
| ROW | MoDOT-AC | \$12,000 | - | - | - | - | - | \$12,000 |
| ROW | MoDOT | \$3,000 | - | - | - | - | - | \$3,000 |
| 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
24Adopted

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

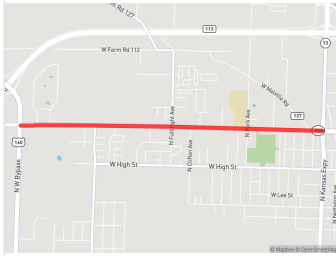
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.

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 | \$87,000 | \$63,200 | - | - | - | - | \$150,200 |
| Engineering | MoDOT-AC | \$348,000 | \$252,800 | - | - | - | - | \$600,800 |
| Total Engineering | | \$435,000 | \$316,000 | - | - | - | - | \$751,000 |
| ROW | MoDOT | \$10,000 | - | - | - | - | - | \$10,000 |
| ROW | MoDOT-AC | \$40,000 | - | - | - | - | - | \$40,000 |
| 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
24Adopted

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

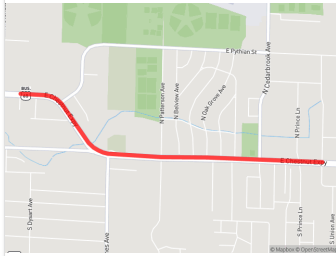
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.

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-AC | \$85,600 | - | - | - | - | - | \$85,600 |
| ROW | MoDOT | \$21,400 | - | - | - | - | - | \$21,400 |
| Total ROW | | \$107,000 | - | - | - | - | - | \$107,000 |
| Construction | MoDOT-AC | - | \$1,234,400 | - | - | - | - | \$1,234,400 |
| Construction | MoDOT | - | \$308,600 | - | - | - | - | \$308,600 |
| 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
24Adopted

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

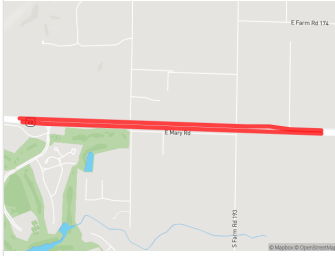
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Glenstone Avenue (Bus. 65) to Belcrest Avenue in Springfield.

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 | STBG (FHWA) | \$8,000 | - | - | - | - | - | \$8,000 |
| ROW | MoDOT | \$2,000 | - | - | - | - | - | \$2,000 |
| Total ROW | | \$10,000 | - | - | - | - | - | \$10,000 |
| Construction | STBG (FHWA) | - | \$803,200 | - | - | - | - | \$803,200 |
| Construction | STAP (FHWA) | - | \$257,000 | - | - | - | - | \$257,000 |
| 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
24Adopted

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

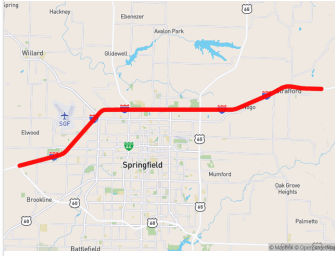
Project
Considerations
Environmental
Justice Area,
Advance
Construction

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
24Adopted

Section
Sponsored by
MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$91,000

MoDOT ID
J8I3134

Federal ID
-

Project From
Rte. 360

Project To
2.0 miles east of Rte.
125

Project
Considerations

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

Project Description

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

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|-------------------|---------------|----------|---------|---------|---------|---------|---------|----------|
| Engineering | MoDOT | \$8,100 | \$200 | \$200 | \$200 | \$200 | \$200 | \$9,100 |
| Engineering | SAFETY (FHWA) | \$72,900 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$81,900 |
| 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
24Adopted

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

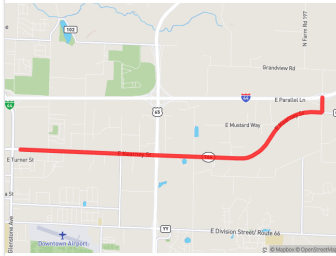
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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 | NHPP (FHWA) | \$25,600 | \$205,600 | - | - | - | - | \$231,200 |
| Engineering | MoDOT | \$6,400 | \$51,400 | - | - | - | - | \$57,800 |
| Total Engineering | | \$32,000 | \$257,000 | - | - | - | - | \$289,000 |
| Construction | MoDOT | - | \$392,800 | - | - | - | - | \$392,800 |
| Construction | NHPP (FHWA) | - | \$1,571,200 | - | - | - | - | \$1,571,200 |
| 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
24Adopted

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

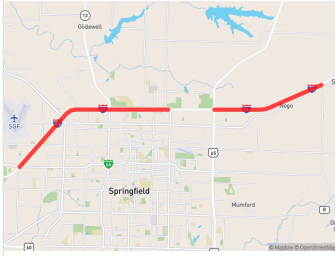
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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
24Adopted

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

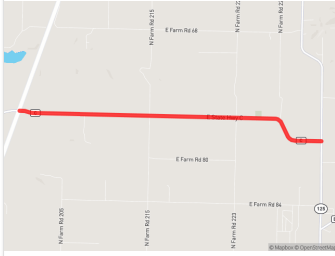
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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
24Adopted

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

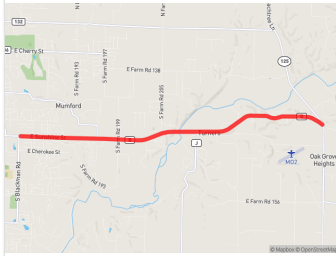
Project
Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

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 | \$1,600 | \$8,400 | - | - | - | - | \$10,000 |
| Engineering | MoDOT-AC | \$6,400 | \$33,600 | - | - | - | - | \$40,000 |
| Total Engineering | | \$8,000 | \$42,000 | - | - | - | - | \$50,000 |
| Construction | MoDOT | - | \$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
24Adopted

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

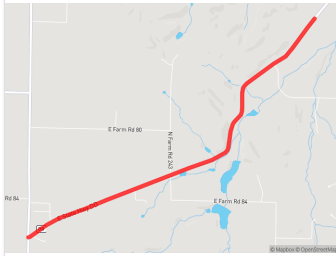
Pavement resurfacing on Route D from east of Blackman Road to Route 125 east of Springfield.

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 | - | - | \$301,400 | - | - | - | \$301,400 |
| Construction | MoDOT-AC | - | - | \$1,205,600 | - | - | - | \$1,205,600 |
| 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
24Adopted

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

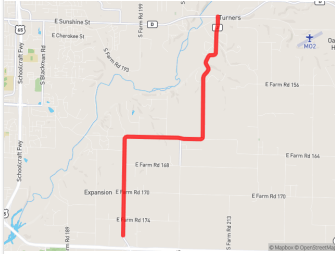
Project
Considerations
Environmental
Justice Area,
Advance
Construction

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 | \$1,600 | \$6,400 | - | - | - | - | \$8,000 |
| Engineering | MoDOT-AC | \$6,400 | \$25,600 | - | - | - | - | \$32,000 |
| Total Engineering | | \$8,000 | \$32,000 | - | - | - | - | \$40,000 |
| Construction | MoDOT-AC | - | \$207,200 | - | - | - | - | \$207,200 |
| Construction | MoDOT | - | \$51,800 | - | - | - | - | \$51,800 |
| 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
24Adopted

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

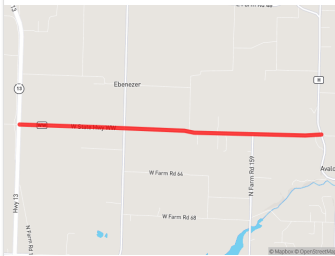
Project
Considerations
Environmental
Justice Area,
Advance
Construction

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-AC | \$8,800 | \$3,200 | \$54,400 | - | - | - | \$66,400 |
| Engineering | MoDOT | \$2,200 | \$800 | \$13,600 | - | - | - | \$16,600 |
| 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
24Adopted

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

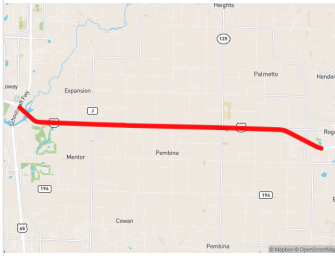
Project
Considerations
Advance
Construction

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
24Adopted

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

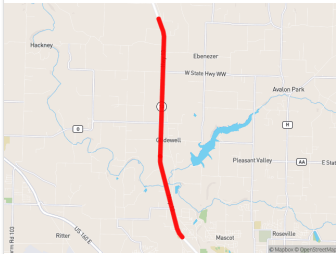
Scoping to extend Ozarks Traffic ITS on Route 60 from Route 65 in Springfield to east of Route VV in Rogersville.

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-AC | \$8,000 | \$4,000 | \$4,000 | \$4,000 | - | - | \$20,000 |
| Engineering | MoDOT | \$2,000 | \$1,000 | \$1,000 | \$1,000 | - | - | \$5,000 |
| 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
24Adopted

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

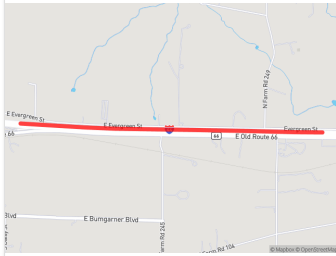
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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 | SAFETY (FHWA) | \$45,000 | \$45,000 | \$18,000 | \$18,000 | \$18,000 | - | \$144,000 |
| Engineering | MoDOT | \$5,000 | \$5,000 | \$2,000 | \$2,000 | \$2,000 | - | \$16,000 |
| Total Engineering | | \$50,000 | \$50,000 | \$20,000 | \$20,000 | \$20,000 | - | \$160,000 |
| Total Programmed | | \$50,000 | \$50,000 | \$20,000 | \$20,000 | \$20,000 | - | \$160,000 |

GR2302-23A4 - I-44 PAVEMENT IMPROVEMENTS



Plan Revision
24Adopted

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

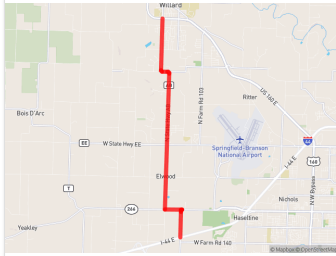
Project
Considerations
Environmental
Justice Area

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
24Adopted

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

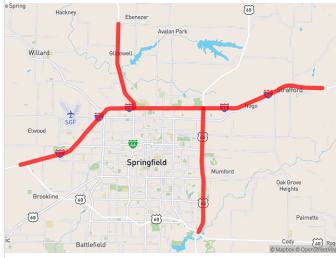
Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B and on Rte. B from Rte. 266 to I-44 near Republic.

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 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | - | - | \$8,000 |
| Engineering | MoDOT-AC | \$8,000 | \$8,000 | \$8,000 | \$8,000 | - | - | \$32,000 |
| Total Engineering | | \$10,000 | \$10,000 | \$10,000 | \$10,000 | - | - | \$40,000 |
| Total Programmed | | \$10,000 | \$10,000 | \$10,000 | \$10,000 | - | - | \$40,000 |

GR2402-24 - STRIPING UPGRADES IN GREENE COUNTY



Plan Revision
24Adopted

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 | MoDOT | - | \$7,200 | - | - | - | - | \$7,200 |
| Engineering | SAFETY (FHWA) | - | \$64,800 | - | - | - | - | \$64,800 |
| Total Engineering | | - | \$72,000 | - | - | - | - | \$72,000 |
| Construction | MoDOT | - | \$74,400 | - | - | - | - | \$74,400 |
| Construction | SAFETY (FHWA) | - | \$297,600 | - | - | - | - | \$297,600 |
| Total Construction | | - | \$372,000 | - | - | - | - | \$372,000 |
| Total Programmed | | - | \$444,000 | - | - | - | - | \$444,000 |

Lead Agency
MoDOT

Total Cost
\$250,000

Project To
Rte 125

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

Funding Source Notes

[illegible]

MO1105 - SAFE AND SOUND BRIDGE PROGRAM

| | | | |
|----------------------------|-------------------------------|---|---------------------------|
| Plan Revision 24Adopted | 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
24Adopted

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 24Adopted | 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
24Adopted

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 24Adopted | 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 24Adopted | 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 | MoDOT | \$58,400 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$108,400 |
| Engineering | NHPP (FHWA) | \$233,600 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$433,600 |
| 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 24Adopted | 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 | MoDOT | \$51,600 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$101,600 |
| Engineering | STBG (FHWA) | \$203,200 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$403,200 |
| 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
24Adopted

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

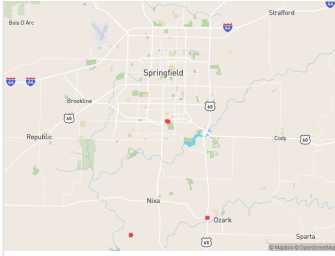
Bridge inspections throughout the Ozarks Transportation Organization area.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|-------------------|-------------|-----------|----------|----------|----------|--------|--------|-----------|
| Maintenance | Local | \$12,000 | \$19,400 | \$6,000 | \$9,000 | - | - | \$46,400 |
| Maintenance | MoDOT | \$59,000 | - | - | - | - | - | \$59,000 |
| Maintenance | BRO (FHWA) | \$48,000 | \$77,600 | \$24,000 | \$36,000 | - | - | \$185,600 |
| 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
24Adopted

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
-

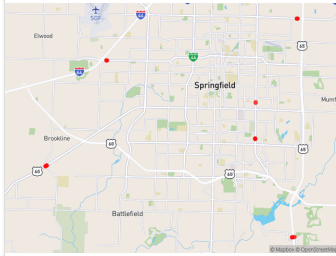
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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
24Adopted

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

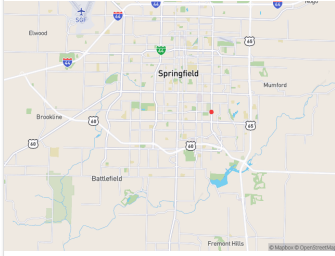
Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St, and Barataria St in Springfield, and on Rte. 60 at Rte. MM in Republic.

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 | \$130,600 | \$3,000 | \$118,200 | - | - | - | \$251,800 |
| Engineering | MoDOT-AC | \$522,400 | \$12,000 | \$472,800 | - | - | - | \$1,007,200 |
| Total Engineering | | \$653,000 | \$15,000 | \$591,000 | - | - | - | \$1,259,000 |
| ROW | MoDOT-AC | - | \$9,600 | - | - | - | - | \$9,600 |
| ROW | MoDOT | - | \$2,400 | - | - | - | - | \$2,400 |
| 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
24Adopted

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-AC | \$16,000 | \$8,000 | \$120,000 | \$136,000 | \$444,800 | - | \$724,800 |
| Engineering | MoDOT | \$4,000 | \$2,000 | \$30,000 | \$34,000 | \$111,200 | - | \$181,200 |
| 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 | - | - | - | - | \$511,000 | - | \$511,000 |
| Construction | MoDOT-AC | - | - | - | - | \$2,044,000 | - | \$2,044,000 |
| 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 24Adopted | 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
24Adopted

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
-

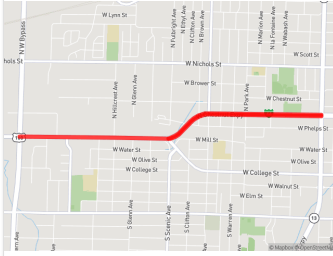
Project Considerations
Advance Construction

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-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 |

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



Plan Revision
24Adopted

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

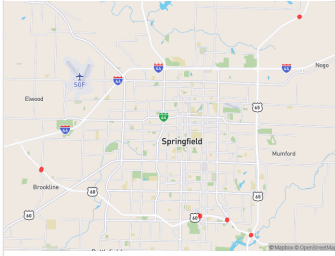
Add ITS equipment and software on Chestnut Expressway (Loop 44) from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield.

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-AC | \$12,000 | \$98,400 | - | - | - | - | \$110,400 |
| Engineering | MoDOT | \$3,000 | \$24,600 | - | - | - | - | \$27,600 |
| Total Engineering | | \$15,000 | \$123,000 | - | - | - | - | \$138,000 |
| Construction | MoDOT | - | \$83,000 | - | - | - | - | \$83,000 |
| Construction | MoDOT-AC | - | \$332,000 | - | - | - | - | \$332,000 |
| Total Construction | | - | \$415,000 | - | - | - | - | \$415,000 |
| Total Programmed | | \$15,000 | \$538,000 | - | - | - | - | \$553,000 |

MO2306-23 - BRIDGE DECK SEALING AT VARIOUS LOCATIONS



Plan Revision
24Adopted

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 | MoDOT | \$12,000 | \$100,400 | - | - | - | - | \$112,400 |
| Engineering | NHPP (FHWA) | \$48,000 | \$401,600 | - | - | - | - | \$449,600 |
| 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 24Adopted | 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-AC | \$3,200 | \$3,200 | \$246,400 | - | - | - | \$252,800 |
| Engineering | MoDOT | \$800 | \$800 | \$61,600 | - | - | - | \$63,200 |
| Total Engineering | | \$4,000 | \$4,000 | \$308,000 | - | - | - | \$316,000 |
| Construction | MoDOT-AC | - | - | \$1,309,600 | - | - | - | \$1,309,600 |
| Construction | MoDOT | - | - | \$327,400 | - | - | - | \$327,400 |
| 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
24Adopted

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
-

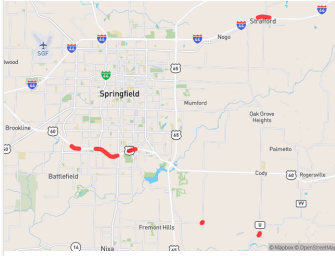
Project Considerations
Advance Construction

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-AC | \$12,000 | \$97,600 | - | - | - | - | \$109,600 |
| Engineering | MoDOT | \$3,000 | \$24,400 | - | - | - | - | \$27,400 |
| Total Engineering | | \$15,000 | \$122,000 | - | - | - | - | \$137,000 |
| Construction | MoDOT-AC | - | \$489,600 | - | - | - | - | \$489,600 |
| Construction | MoDOT | - | \$122,400 | - | - | - | - | \$122,400 |
| Total Construction | | - | \$612,000 | - | - | - | - | \$612,000 |
| Total Programmed | | \$15,000 | \$734,000 | - | - | - | - | \$749,000 |

MO2309-23 - VARIOUS ROUTES PAVEMENT RESURFACING



Plan Revision
24Adopted

Section
Sponsored by
MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Christian County,
Greene County

Municipality
Springfield, Strafford

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 Strafford, Route 60 in Springfield, Routes NN and 125 in Christian County, and pavement resurfacing on Route 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.

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 24Adopted | 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 J8I3232 | 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
24Adopted

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$220,000

MoDoT ID
J8I3230

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
24Adopted

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 | MoDOT | - | \$6,000 | \$6,000 | \$6,000 | \$6,000 | \$6,000 | \$30,000 |
| Engineering | STBG (FHWA) | - | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$120,000 |
| Total Engineering | | - | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$150,000 |
| Total Programmed | | - | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$150,000 |

MO2406-24 - SIGN TRUSS INSPECTIONS

Plan Revision
24Adopted

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 | 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 |

MO2407-24 - RETAINING WALL INSPECTIONS

Plan Revision
24Adopted

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 | 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 |

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

Plan Revision
24Adopted

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

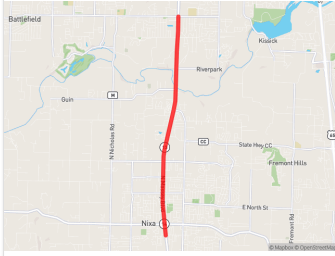
Project Considerations
-

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
24Adopted

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

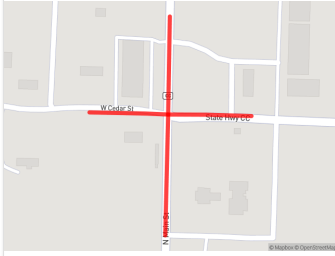
Scoping for Route 160 capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.

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
24Adopted

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.

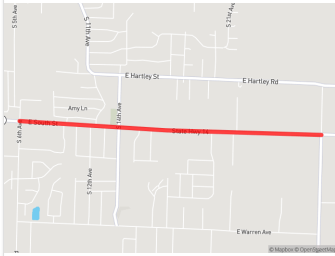
Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|-------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Engineering | MoDOT | \$51,000 | \$105,400 | - | - | - | - | \$156,400 |
| Engineering | MoDOT-AC | \$204,000 | \$421,600 | - | - | - | - | \$625,600 |
| Total Engineering | | \$255,000 | \$527,000 | - | - | - | - | \$782,000 |
| ROW | MoDOT | \$20,000 | - | - | - | - | - | \$20,000 |
| ROW | MoDOT-AC | \$80,000 | - | - | - | - | - | \$80,000 |
| 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 |

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 | \$16,000 | \$8,000 | \$8,000 | \$8,000 | - | - | \$40,000 |
| Engineering | MoDOT | \$4,000 | \$2,000 | \$2,000 | \$2,000 | - | - | \$10,000 |
| 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
24Adopted

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

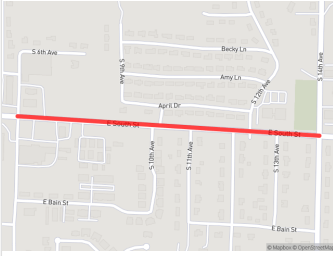
Project
Considerations
**Environmental
Justice Area,
Bike/Ped Plan,
Advance
Construction**

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 | \$58,600 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$108,600 |
| Engineering | MoDOT-AC | \$234,400 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$434,400 |
| 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
24Adopted

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

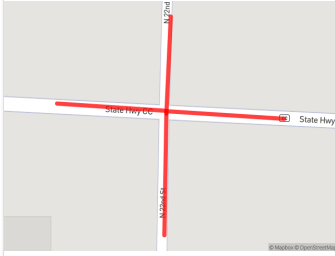
Project Description
Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.

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
24Adopted

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

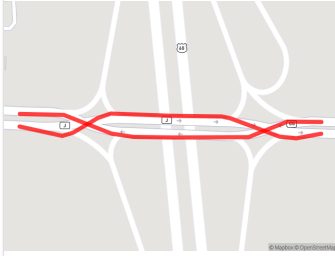
Route CC intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.

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 | \$30,000 | \$99,000 | \$121,600 | - | - | - | \$250,600 |
| Engineering | MoDOT-AC | \$120,000 | \$396,000 | \$486,400 | - | - | - | \$1,002,400 |
| 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-AC | - | - | \$2,081,600 | - | - | - | \$2,081,600 |
| Construction | MoDOT | - | - | \$520,400 | - | - | - | \$520,400 |
| 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
24Adopted

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
-

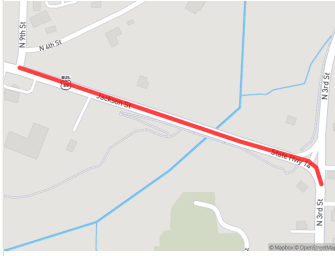
Project
Considerations
Bike/Ped Plan

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 | NHPP (FHWA) | - | - | \$588,000 | - | - | - | \$588,000 |
| Construction | MoDOT | - | - | \$147,000 | - | - | - | \$147,000 |
| 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
24Adopted

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 24Adopted | 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 |

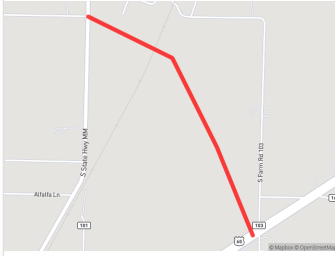
Project
Considerations
Bike/Ped Plan

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
24Adopted

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

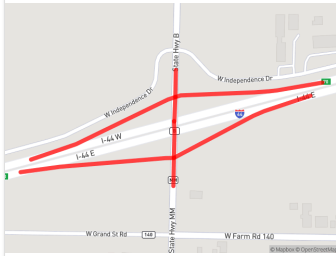
Relocate Brookline Avenue, add railroad grade separation and sidewalks from Farm Road 160 to Rte. 60 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.

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 | MoDOT | \$1,199,000 | \$184,800 | \$699,800 | \$40,000 | - | - | \$2,123,600 |
| Engineering | STBG (FHWA) | \$3,046,400 | \$739,200 | \$2,799,200 | \$160,000 | - | - | \$6,744,800 |
| 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 | MoDOT | - | - | \$4,273,600 | - | - | - | \$4,273,600 |
| Construction | STBG (FHWA) | - | - | \$17,468,400 | - | - | - | \$17,468,400 |
| 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
24Adopted

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

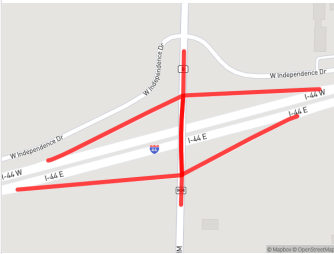
Advance
Construction

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 | - | \$134,800 | - | - | - | - | \$134,800 |
| ROW | MoDOT-AC | - | \$539,200 | - | - | - | - | \$539,200 |
| Total ROW | | - | \$674,000 | - | - | - | - | \$674,000 |
| Construction | MoDOT | - | \$92,400 | - | - | - | - | \$92,400 |
| Construction | MoDOT-AC | - | \$369,600 | - | - | - | - | \$369,600 |
| 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 24Adopted | 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 | STBG (FHWA) | \$400,000 | \$16,000 | \$16,000 | \$16,000 | \$16,000 | \$16,000 | \$480,000 |
| Engineering | MoDOT | \$100,000 | \$4,000 | \$4,000 | \$4,000 | \$4,000 | \$4,000 | \$120,000 |
| 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
24Adopted

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 | NHPP (FHWA) | - | - | - | - | \$9,742,400 | - | \$9,742,400 |
| Construction | MoDOT | - | - | - | - | \$2,435,600 | - | \$2,435,600 |
| 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 |

Lead Agency
MoDOT

Total Cost
\$120,000

Project To
Rte. 60

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

[illegible]

Lead Agency
MoDOT

Total Cost
\$500,000

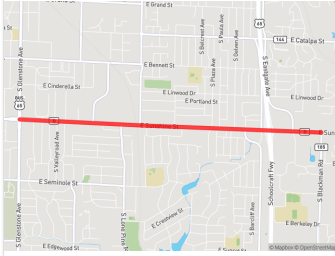
Project To
County Rd 160

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 |

SP1413-19 - SUNSHINE STREET ADA IMPROVEMENTS



Plan Revision
24Adopted

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

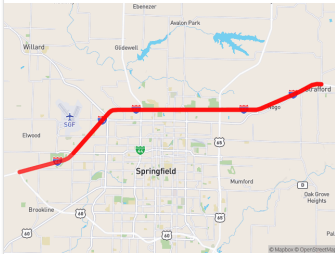
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.

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 | STBG (FHWA) | \$32,000 | - | - | - | - | - | \$32,000 |
| Engineering | MoDOT | \$70,000 | \$107,800 | \$138,200 | - | - | - | \$316,000 |
| Engineering | MoDOT-AC | \$248,000 | \$431,200 | \$552,800 | - | - | - | \$1,232,000 |
| Total Engineering | | \$350,000 | \$539,000 | \$691,000 | - | - | - | \$1,580,000 |
| ROW | MoDOT | - | \$10,600 | - | - | - | - | \$10,600 |
| ROW | MoDOT-AC | - | \$42,400 | - | - | - | - | \$42,400 |
| Total ROW | | - | \$53,000 | - | - | - | - | \$53,000 |
| Construction | STAP (FHWA) | - | - | \$252,000 | - | - | - | \$252,000 |
| Construction | MoDOT | - | - | \$459,800 | - | - | - | \$459,800 |
| 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
24Adopted

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

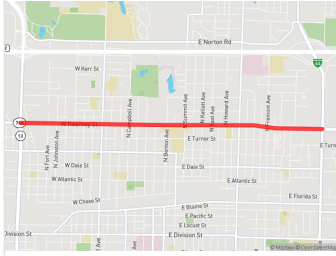
Scoping for roadway improvements on I-44 from Route 360 north of Republic to Route 125 in Strafford.

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
24Adopted

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

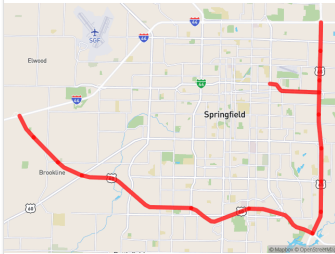
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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
24Adopted

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
-

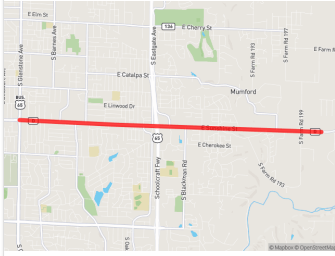
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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
24Adopted

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

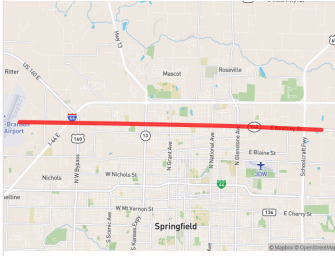
Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 miles east of Farm Road 199.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|-------------|-----------|-----------|-------------|--------|--------|--------|-------------|
| Engineering | MoDOT | \$78,600 | \$40,800 | \$77,400 | - | - | - | \$196,800 |
| Engineering | NHPP (FHWA) | \$314,400 | \$163,200 | \$309,600 | - | - | - | \$787,200 |
| Total Engineering | | \$393,000 | \$204,000 | \$387,000 | - | - | - | \$984,000 |
| ROW | NHPP (FHWA) | - | \$202,400 | - | - | - | - | \$202,400 |
| ROW | MoDOT | - | \$50,600 | - | - | - | - | \$50,600 |
| 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
24Adopted

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 Compete Avenue

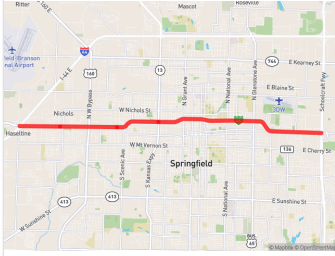
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

Project Description
Scoping for safety improvements on Kearney Street (Route 744) from Springfield-Branson National Airport to Le Compete 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
24Adopted

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

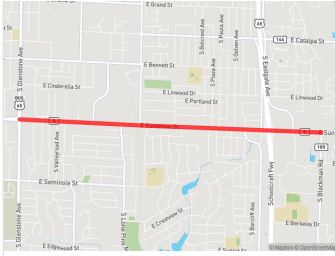
Chestnut Expressway signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue, Boonville Avenue, and Eastgate Avenue, as well as intersection and signal upgrades at U.S. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|---------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Engineering | MoDOT | \$40,700 | \$21,100 | - | - | - | - | \$61,800 |
| Engineering | SAFETY (FHWA) | \$372,300 | \$189,900 | - | - | - | - | \$562,200 |
| 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 | SAFETY (FHWA) | - | \$977,400 | - | - | - | - | \$977,400 |
| Construction | MoDOT | - | \$108,600 | - | - | - | - | \$108,600 |
| 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
24Adopted

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

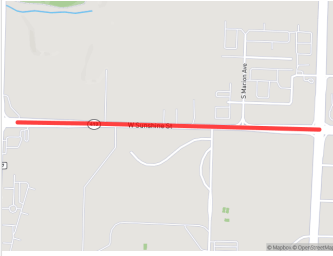
Project
Considerations
**Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction**

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 | MoDOT | \$14,000 | \$400 | \$34,800 | - | - | - | \$49,200 |
| Engineering | NHPP (FHWA) | \$56,000 | \$1,600 | \$139,200 | - | - | - | \$196,800 |
| 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
24Adopted

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)

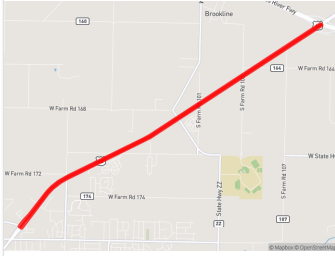
Project
Considerations
Bike/Ped Plan,
Regional Trail Plan
Priority

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 | NHPP (FHWA) | \$270,400 | - | - | - | - | - | \$270,400 |
| ROW | MoDOT | \$67,600 | - | - | - | - | - | \$67,600 |
| 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
24Adopted

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

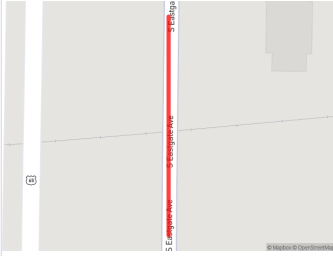
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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 | MoDOT | \$80,400 | \$10,000 | \$10,000 | \$10,000 | - | - | \$110,400 |
| Engineering | NHPP (FHWA) | \$321,600 | \$40,000 | \$40,000 | \$40,000 | - | - | \$441,600 |
| 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
24Adopted

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

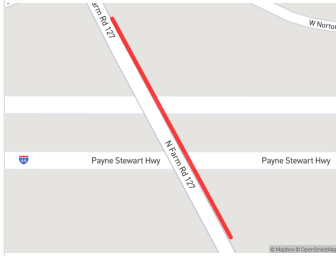
Project
Considerations
Bike/Ped Plan

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 | MoDOT | - | \$54,200 | - | - | - | - | \$54,200 |
| ROW | NHPP (FHWA) | - | \$216,800 | - | - | - | - | \$216,800 |
| Total ROW | | - | \$271,000 | - | - | - | - | \$271,000 |
| Construction | NHPP (FHWA) | - | - | \$2,174,400 | - | - | - | \$2,174,400 |
| Construction | MoDOT | - | - | \$543,600 | - | - | - | \$543,600 |
| 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
24Adopted

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

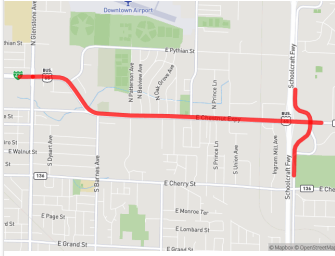
Project
Considerations
Bike/Ped Plan

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 | MoDOT | \$52,800 | \$97,800 | \$174,600 | - | - | - | \$325,200 |
| Engineering | NHPP (FHWA) | \$211,200 | \$391,200 | \$698,400 | - | - | - | \$1,300,800 |
| 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
24Adopted

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

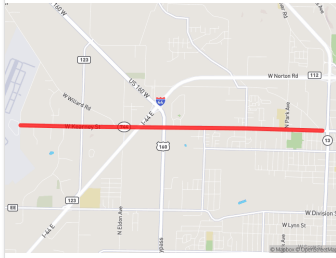
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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 | NHPP (FHWA) | - | \$1,021,600 | - | - | - | - | \$1,021,600 |
| Construction | MoDOT | - | \$255,400 | - | - | - | - | \$255,400 |
| 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
24Adopted

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

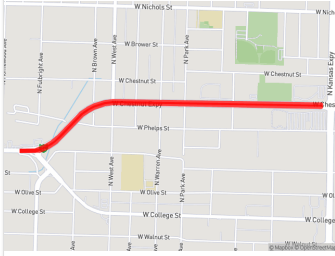
Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.

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 | \$4,800 | \$16,000 | - | - | - | - | \$20,800 |
| Engineering | MoDOT-AC | \$19,200 | \$64,000 | - | - | - | - | \$83,200 |
| Total Engineering | | \$24,000 | \$80,000 | - | - | - | - | \$104,000 |
| Construction | MoDOT | - | \$160,800 | - | - | - | - | \$160,800 |
| Construction | MoDOT-AC | - | \$643,200 | - | - | - | - | \$643,200 |
| 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
24Adopted

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)

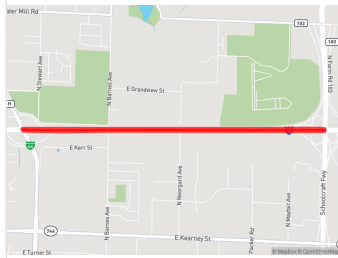
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan,
Regional Trail Plan
Priority

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
24Adopted

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

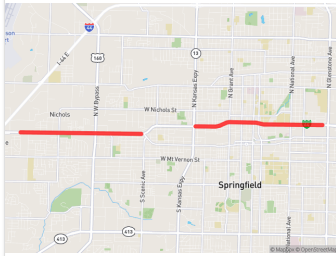
Project
Considerations
Environmental
Justice Area

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 | MoDOT | \$90,800 | \$365,000 | \$519,800 | - | - | - | \$975,600 |
| Engineering | NHPP (FHWA) | \$413,200 | \$146,000 | \$2,079,200 | - | - | - | \$2,638,400 |
| Total Engineering | | \$504,000 | \$511,000 | \$2,599,000 | - | - | - | \$3,614,000 |
| Construction | MoDOT | - | - | \$3,042,400 | - | - | - | \$3,042,400 |
| Construction | NHPP (FHWA) | - | - | \$12,169,600 | - | - | - | \$12,169,600 |
| 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
24Adopted

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

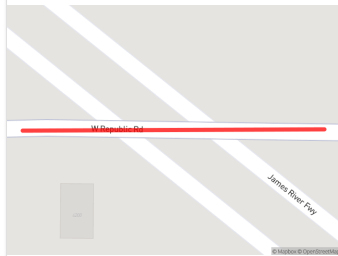
Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from east of Kansas Expressway (Rte. 13) to 0.1 miles east of Delaware Avenue in Springfield.

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 | NHPP (FHWA) | - | \$1,988,000 | - | - | - | - | \$1,988,000 |
| Construction | MoDOT | - | \$497,000 | - | - | - | - | \$497,000 |
| 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
24Adopted

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 | MoDOT | \$23,600 | \$30,800 | - | - | - | - | \$54,400 |
| Engineering | NHPP (FHWA) | \$94,400 | \$123,200 | - | - | - | - | \$217,600 |
| 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 |

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Lead Agency
MoDOT

Total Cost
\$1,000,000

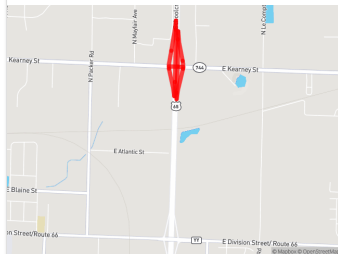
Project To
James River Freeway
(Rte. 13)

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

| 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
24Adopted

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
-

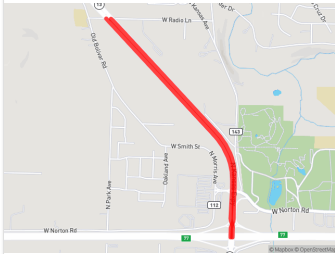
Project
Considerations
**Bike/Ped Plan,
Regional Trail Plan
Priority**

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 | NHPP (FHWA) | \$32,000 | \$16,000 | \$16,000 | \$16,000 | - | - | \$80,000 |
| Engineering | MoDOT | \$8,000 | \$4,000 | \$4,000 | \$4,000 | - | - | \$20,000 |
| 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
24Adopted

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

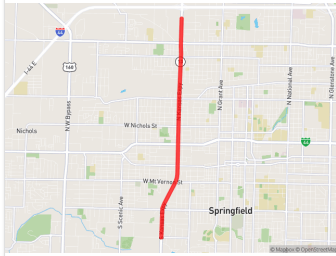
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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 | NHPP (FHWA) | \$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 |

SP2217-22A1 - KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING



Plan Revision
24Adopted

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

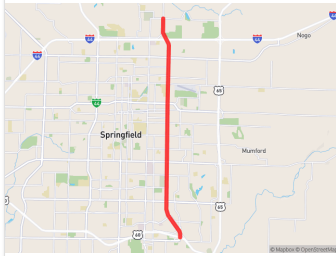
Scoping for safety and operational improvements on Kansas Expressway (Rte. 13) from south of Evergreen Street to Bennett Street.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|-------------------|-------------|-----------|----------|----------|----------|----------|----------|-----------|
| Engineering | MoDOT | \$50,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$100,000 |
| Engineering | NHPP (FHWA) | \$200,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$400,000 |
| 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
24Adopted

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 | NHPP (FHWA) | - | - | \$4,000 | \$4,000 | \$80,000 | \$305,600 | \$393,600 |
| Engineering | MoDOT-AC | \$773,600 | \$4,000 | - | - | - | - | \$777,600 |
| Engineering | MoDOT | \$194,400 | \$1,000 | \$1,000 | \$1,000 | \$20,000 | \$76,400 | \$293,800 |
| Engineering | SAFETY (FHWA) | \$9,000 | - | - | - | - | - | \$9,000 |
| 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
24Adopted

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
-

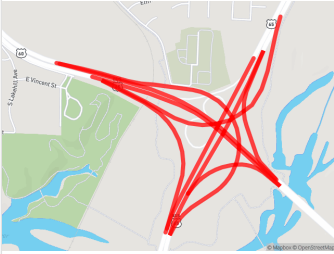
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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
24Adopted

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
-

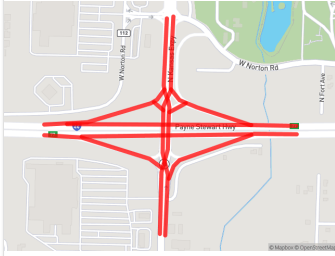
Project
Considerations
**Bike/Ped Plan,
Regional Trail Plan
Priority**

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 | MoDOT | \$20,000 | \$10,000 | \$4,000 | \$4,000 | \$4,000 | \$4,000 | \$46,000 |
| Engineering | NHPP (FHWA) | \$80,000 | \$40,000 | \$16,000 | \$16,000 | \$16,000 | \$16,000 | \$184,000 |
| 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
24Adopted

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
-

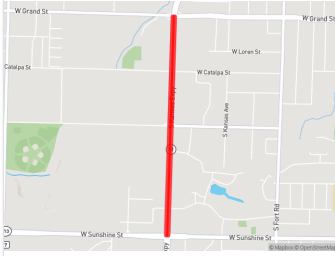
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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 | NHPP (FHWA) | \$400,000 | \$400,000 | \$400,000 | \$467,200 | \$2,976,000 | - | \$4,643,200 |
| Engineering | MoDOT | \$100,000 | \$100,000 | \$100,000 | \$116,800 | \$744,000 | - | \$1,160,800 |
| Total Engineering | | \$500,000 | \$500,000 | \$500,000 | \$584,000 | \$3,720,000 | - | \$5,804,000 |
| ROW | NHPP (FHWA) | - | - | - | \$4,304,800 | - | - | \$4,304,800 |
| ROW | MoDOT | - | - | - | \$1,076,200 | - | - | \$1,076,200 |
| 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
24Adopted

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

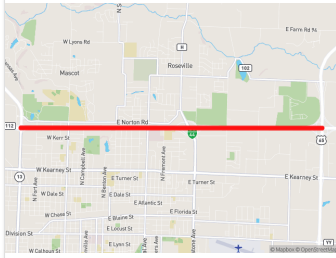
Capital improvement on Kansas Expressway (Rte. 13) from Sunshine Street (Rte. 413) to Grand Street in Springfield. Project involves bridge A3259.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|--------------------|-------------|----------|----------|-----------|-----------|-----------|--------------|--------------|
| Engineering | MoDOT | \$8,000 | \$8,000 | \$60,000 | \$60,000 | \$62,000 | \$235,600 | \$433,600 |
| Engineering | NHPP (FHWA) | \$32,000 | \$32,000 | \$240,000 | \$240,000 | \$248,000 | \$942,400 | \$1,734,400 |
| Total Engineering | | \$40,000 | \$40,000 | \$300,000 | \$300,000 | \$310,000 | \$1,178,000 | \$2,168,000 |
| ROW | MoDOT | - | - | - | - | \$6,200 | - | \$6,200 |
| ROW | NHPP (FHWA) | - | - | - | - | \$24,800 | - | \$24,800 |
| 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
24Adopted

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

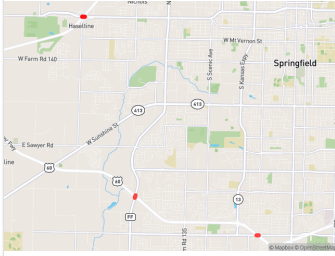
Sound abatement at various locations on I-44 from Kansas Expressway (Rte. 13) to Rte. 65 in Springfield.

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 | MoDOT | - | - | - | \$11,400 | - | - | \$11,400 |
| ROW | NHPP (FHWA) | - | - | - | \$45,600 | - | - | \$45,600 |
| 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
24Adopted

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
-

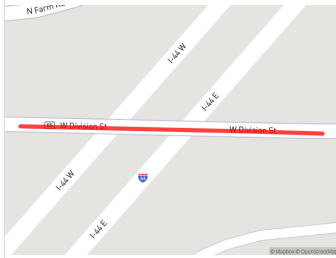
Project
Considerations
Environmental
Justice Area

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 | NHPP (FHWA) | \$8,000 | \$19,200 | \$40,000 | \$220,000 | - | - | \$287,200 |
| Engineering | MoDOT | \$2,000 | \$4,800 | \$10,000 | \$55,000 | - | - | \$71,800 |
| Total Engineering | | \$10,000 | \$24,000 | \$50,000 | \$275,000 | - | - | \$359,000 |
| Construction | NHPP (FHWA) | - | - | - | \$1,457,600 | - | - | \$1,457,600 |
| Construction | MoDOT | - | - | - | \$364,400 | - | - | \$364,400 |
| 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
24Adopted

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
-

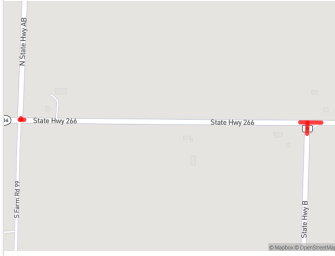
Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

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 | MoDOT | \$6,000 | \$1,800 | \$2,000 | \$4,000 | \$35,000 | - | \$48,800 |
| Engineering | NHPP (FHWA) | \$24,000 | \$7,200 | \$8,000 | \$16,000 | \$140,000 | - | \$195,200 |
| Total Engineering | | \$30,000 | \$9,000 | \$10,000 | \$20,000 | \$175,000 | - | \$244,000 |
| Construction | MoDOT | - | - | - | - | \$255,200 | - | \$255,200 |
| Construction | NHPP (FHWA) | - | - | - | - | \$1,020,800 | - | \$1,020,800 |
| 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
24Adopted

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
-

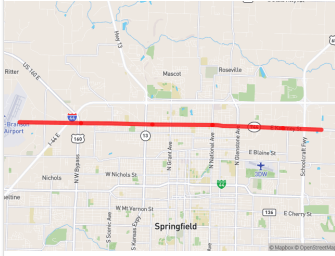
Project
Considerations
Advance
Construction

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 | \$60,000 | \$7,000 | \$95,400 | - | - | - | \$162,400 |
| Engineering | MoDOT-AC | \$240,000 | \$28,000 | \$381,600 | - | - | - | \$649,600 |
| Total Engineering | | \$300,000 | \$35,000 | \$477,000 | - | - | - | \$812,000 |
| ROW | MoDOT-AC | - | \$54,400 | - | - | - | - | \$54,400 |
| ROW | MoDOT | - | \$13,600 | - | - | - | - | \$13,600 |
| Total ROW | | - | \$68,000 | - | - | - | - | \$68,000 |
| Construction | MoDOT | - | - | \$614,600 | - | - | - | \$614,600 |
| Construction | MoDOT-AC | - | - | \$2,458,400 | - | - | - | \$2,458,400 |
| 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
24Adopted

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 | MoDOT | \$400 | - | - | - | - | - | \$400 |
| ROW | NHPP (FHWA) | \$1,600 | - | - | - | - | - | \$1,600 |
| 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
24Adopted

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
-

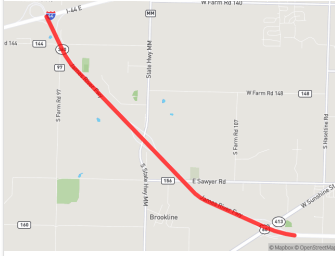
Project
Considerations
Bike/Ped Plan

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 | SAFETY (FHWA) | \$90,000 | \$603,000 | - | - | - | - | \$693,000 |
| Engineering | MoDOT | \$10,000 | \$67,000 | - | - | - | - | \$77,000 |
| 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 | SAFETY (FHWA) | - | \$2,324,700 | - | - | - | - | \$2,324,700 |
| Construction | MoDOT | - | \$258,300 | - | - | - | - | \$258,300 |
| 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
24Adopted

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

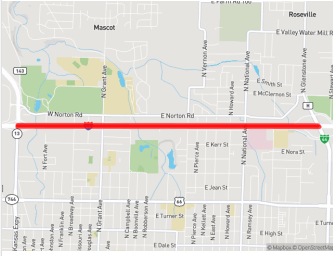
Project
Considerations
-

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 | NHPP (FHWA) | - | - | - | - | \$475,200 | - | \$475,200 |
| Construction | MoDOT | - | - | - | - | \$118,800 | - | \$118,800 |
| 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
24Adopted

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 | NHPP (FHWA) | \$720,000 | \$1,601,100 | \$1,800,000 | \$6,237,000 | - | - | \$10,358,100 |
| Engineering | MoDOT | \$80,000 | \$177,900 | \$200,000 | \$693,000 | - | - | \$1,150,900 |
| Total Engineering | | \$800,000 | \$1,779,000 | \$2,000,000 | \$6,930,000 | - | - | \$11,509,000 |
| Construction | MoDOT | - | - | - | \$3,477,500 | - | - | \$3,477,500 |
| Construction | NHPP (FHWA) | - | - | - | \$31,297,500 | - | - | \$31,297,500 |
| 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
24Adopted

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 | MoDOT | - | \$2,000 | \$2,000 | \$2,000 | \$12,000 | \$22,000 | \$40,000 |
| Engineering | NHPP (FHWA) | - | \$8,000 | \$8,000 | \$8,000 | \$48,000 | \$88,000 | \$160,000 |
| Total Engineering | | - | \$10,000 | \$10,000 | \$10,000 | \$60,000 | \$110,000 | \$200,000 |
| ROW | MoDOT | - | - | - | - | \$2,400 | - | \$2,400 |
| ROW | NHPP (FHWA) | - | - | - | - | \$9,600 | - | \$9,600 |
| 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
24Adopted

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

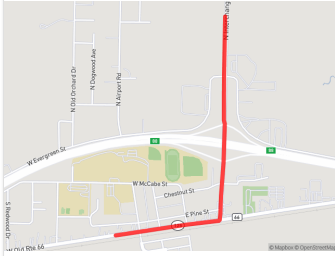
Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

| PHASE | FUND SOURCE | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE | TOTAL |
|-------------------|-------------|-------|----------|----------|----------|----------|----------|-----------|
| Engineering | NHPP (FHWA) | - | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$120,000 |
| Engineering | MoDOT | - | \$6,000 | \$6,000 | \$6,000 | \$6,000 | \$6,000 | \$30,000 |
| Total Engineering | | - | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$150,000 |
| Total Programmed | | - | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$150,000 |

ST2201-22 - MO 125 INTERSECTION IMPROVEMENTS IN STRAFFORD



Plan Revision
24Adopted

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-AC | \$520,000 | \$248,000 | \$481,600 | - | - | - | \$1,249,600 |
| Engineering | MoDOT | \$130,000 | \$62,000 | \$120,400 | - | - | - | \$312,400 |
| 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
24Adopted

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)

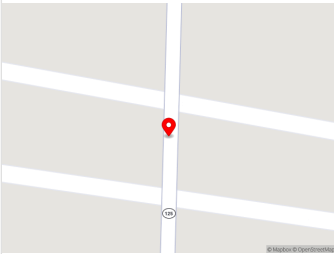
Project
Considerations
Environmental
Justice Area

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 | NHPP (FHWA) | \$1,800 | \$5,400 | \$40,800 | - | - | - | \$48,000 |
| Engineering | MoDOT | \$200 | \$600 | \$10,200 | - | - | - | \$11,000 |
| 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
24Adopted

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 | MoDOT | - | \$2,000 | \$2,000 | \$2,000 | - | - | \$6,000 |
| Engineering | NHPP (FHWA) | - | \$8,000 | \$8,000 | \$8,000 | - | - | \$24,000 |
| 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.”

Transit

33 Projects Listed

CU2205-23A4 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
24Adopted

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 | 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 |

CU2300-20 - FY 2023 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
24Adopted

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 | MoDOT | - | \$43,500 | - | - | - | - | \$43,500 |
| Operations | 5307-Operating (FTA) | - | \$2,515,406 | - | - | - | - | \$2,515,406 |
| Operations | Local | - | \$5,271,692 | - | - | - | - | \$5,271,692 |
| Total Operations | | - | \$7,830,598 | - | - | - | - | \$7,830,598 |
| Total Programmed | | - | \$7,830,598 | - | - | - | - | \$7,830,598 |

CU2301-20 - FY 2023 PREVENTATIVE MAINTENANCE

Plan Revision
24Adopted

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 | 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 |

CU2302-20 - FY 2023 TRANSIT PLANNING

Plan Revision
24Adopted

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
24Adopted

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-Security (FTA) | - | \$35,411 | - | - | - | - | \$35,411 |
| Capital | Local | - | \$15,490 | - | - | - | - | \$15,490 |
| Capital | 5307-Safety (FTA) | - | \$26,558 | - | - | - | - | \$26,558 |
| Total Capital | | - | \$77,459 | - | - | - | - | \$77,459 |
| Total Programmed | | - | \$77,459 | - | - | - | - | \$77,459 |

CU2401-22 - FY 2024 PURCHASE PARATRANSIT BUSES

Plan Revision
24Adopted

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
24Adopted

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 | 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 |

CU2403-22 - FY 2024 PREVENTATIVE MAINTENANCE

Plan Revision
24Adopted

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 | 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 |

CU2404-22 - FY 2024 TRANSIT PLANNING

Plan Revision
24Adopted

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 |

CU2405-22 - FY 2024 TRANSIT SECURITY

Plan Revision
24Adopted

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
24Adopted

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 |

CU2407-24 - FY 2021 5307 ARP OPERATIONAL FUNDING

Plan Revision
24Adopted

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
24Adopted

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 | Local | - | - | \$7,710,791 | - | - | - | \$7,710,791 |
| Operations | MoDOT | - | - | \$43,500 | - | - | - | \$43,500 |
| Operations | 5307-Operating (FTA) | - | - | \$2,551,138 | - | - | - | \$2,551,138 |
| Total Operations | | - | - | \$10,305,429 | - | - | - | \$10,305,429 |
| Total Programmed | | - | - | \$10,305,429 | - | - | - | \$10,305,429 |

CU2502-22 - FY 2025 PREVENTATIVE MAINTENANCE

Plan Revision
24Adopted

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 |

CU2503-22 - FY 2025 TRANSIT PLANNING

Plan Revision
24Adopted

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 |

CU2504-22 - FY 2025 TRANSIT SECURITY

Plan Revision
24Adopted

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 | Local | - | - | \$8,850 | - | - | - | \$8,850 |
| Capital | 5307-Security (FTA) | - | - | \$35,411 | - | - | - | \$35,411 |
| Total Capital | | - | - | \$44,261 | - | - | - | \$44,261 |
| Total Programmed | | - | - | \$44,261 | - | - | - | \$44,261 |

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

Plan Revision
24Adopted

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
24Adopted

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 |

CU2601-23 - FY 2026 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
24Adopted

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 | 5307-Operating (FTA) | - | - | - | \$2,551,138 | - | - | \$2,551,138 |
| Operations | Local | - | - | - | \$7,710,791 | - | - | \$7,710,791 |
| 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
24Adopted

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 | 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 |

CU2603-23 - FY 2026 TRANSIT PLANNING

Plan Revision
24Adopted

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
24Adopted

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 | Local | - | - | - | \$8,850 | - | - | \$8,850 |
| Capital | 5307-Security (FTA) | - | - | - | \$35,411 | - | - | \$35,411 |
| Total Capital | | - | - | - | \$44,261 | - | - | \$44,261 |
| Total Programmed | | - | - | - | \$44,261 | - | - | \$44,261 |

CU2605-24 - FY 2026 TRANSIT SAFETY

Plan Revision
24Adopted

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 |

CU2606-24 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
24Adopted

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
24Adopted

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 | Local | - | - | - | - | \$7,710,791 | - | \$7,710,791 |
| Operations | MoDOT | - | - | - | - | \$43,500 | - | \$43,500 |
| Total Operations | | - | - | - | - | \$10,305,429 | - | \$10,305,429 |
| Total Programmed | | - | - | - | - | \$10,305,429 | - | \$10,305,429 |

CU2702-24 - FY 2027 PREVENTATIVE MAINTENANCE

Plan Revision
24Adopted

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 |

CU2703-24 - FY 2027 TRANSIT PLANNING

Plan Revision
24Adopted

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 | Local | - | - | - | - | \$42,000 | - | \$42,000 |
| Planning | 5307-Planning (FTA) | - | - | - | - | \$168,001 | - | \$168,001 |
| Total Planning | | - | - | - | - | \$210,001 | - | \$210,001 |
| Total Programmed | | - | - | - | - | \$210,001 | - | \$210,001 |

CU2704-24 - FY 2027 TRANSIT SECURITY

Plan Revision
24Adopted

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 | Local | - | - | - | - | \$8,850 | - | \$8,850 |
| Capital | 5307-Security (FTA) | - | - | - | - | \$35,411 | - | \$35,411 |
| Total Capital | | - | - | - | - | \$44,261 | - | \$44,261 |
| Total Programmed | | - | - | - | - | \$44,261 | - | \$44,261 |

CU2705-24 - FY 2027 TRANSIT SAFETY

Plan Revision
24Adopted

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
24Adopted

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
24Adopted

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 24Adopted | 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
24Adopted

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 IIJA, funds the replacement, rehabilitation, preservation, protection and construction of bridges on public roads. This bill requires 15 percent of funding be spent on off-system structures with the focus being on structures that are in poor condition.

STBG-Set Aside (formerly TAP)

The STBG-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Throughout OTO planning documents, this funding is still referred to as TAP funding.

Carbon Reduction Program

This program funds projects that reduce transportation emissions. Eligible projects include the establishment and operation of traffic monitoring, management and control facilities or programs, advanced transportation and congestion management technologies, deployment of infrastructure-based intelligent transportation systems capital improvements.

LOCAL SOURCES

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

Sales Tax

The Cities of Battlefield, Nixa, Ozark, Republic, and Springfield all have voter-approved transportation sales taxes. Battlefield, Nixa, and Republic each have a 1/2-cent transportation sales tax and Springfield’s tax is 1/8-cent. In 2022, the City of Ozark extended a 3/8 of one-cent transportation sales tax. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital

improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

Neighborhood Improvement District (or Community Improvement District)

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County.

Property Tax

Greene County levies just over ten cents per \$100 assessed valuation for both real and personal property for the road and bridge fund.

TRANSIT SOURCES

Section 5307 Urbanized Area Formula Program

The Urbanized Area Formula Grants (Section 5307) program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances, areas which operate a maximum of 100 buses in fixed-route service during peak hours.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the 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 | | Local | MoDOT | TOTAL |
|-------------------|-----------------|---------------|-------|----------------|-------|
| | AIP | | | | |
| 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 | \$ 22,262,580 | \$ 3,973,620 | \$ - | \$ 26,236,200 | |
| Funds Programmed | (\$22,262,580) | (\$3,973,620) | \$ - | (\$26,236,200) | |
| 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) | \$27,245,300 | \$38,789,600 | \$47,853,700 | \$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 | \$85,710,048 | \$73,217,355 | \$49,194,719 | \$42,559,219 |
| STATE | | | | |
| MoDOT | \$16,472,551 | \$20,736,810 | \$7,800,900 | \$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 | \$40,486,439 | \$50,025,150 | \$16,136,622 | \$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

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

TITLE 23, CHAPTER I – FEDERAL AID HIGHWAYS

§134 METROPOLITAN TRANSPORTATION PLANNING

(h) - Scope of Planning Process

- (1) In general – The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:
 - (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - (B) increase the safety of the transportation system for motorized and non-motorized users;
 - (C) increase the security of the transportation system for motorized and non-motorized users;
 - (D) increase the accessibility and mobility of people and for freight;
 - (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - (G) promote efficient system management and operation;
 - (H) emphasize the preservation of the existing transportation system;
 - (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - (J) enhance travel and tourism.
- (2) Performance-based approach
 - (A) In general – The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 150(b) of this title and the general purposes described in section 5301 of title 49.
 - (B) Performance targets –
 - (i) Surface transportation performance targets –
 - (I) In general – Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.
 - (II) Coordination – Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.
 - (ii) Public transportation performance targets – Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent

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

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

TIP REQUIREMENTS FOR TMAs IN ATTAINMENT

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

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

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

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

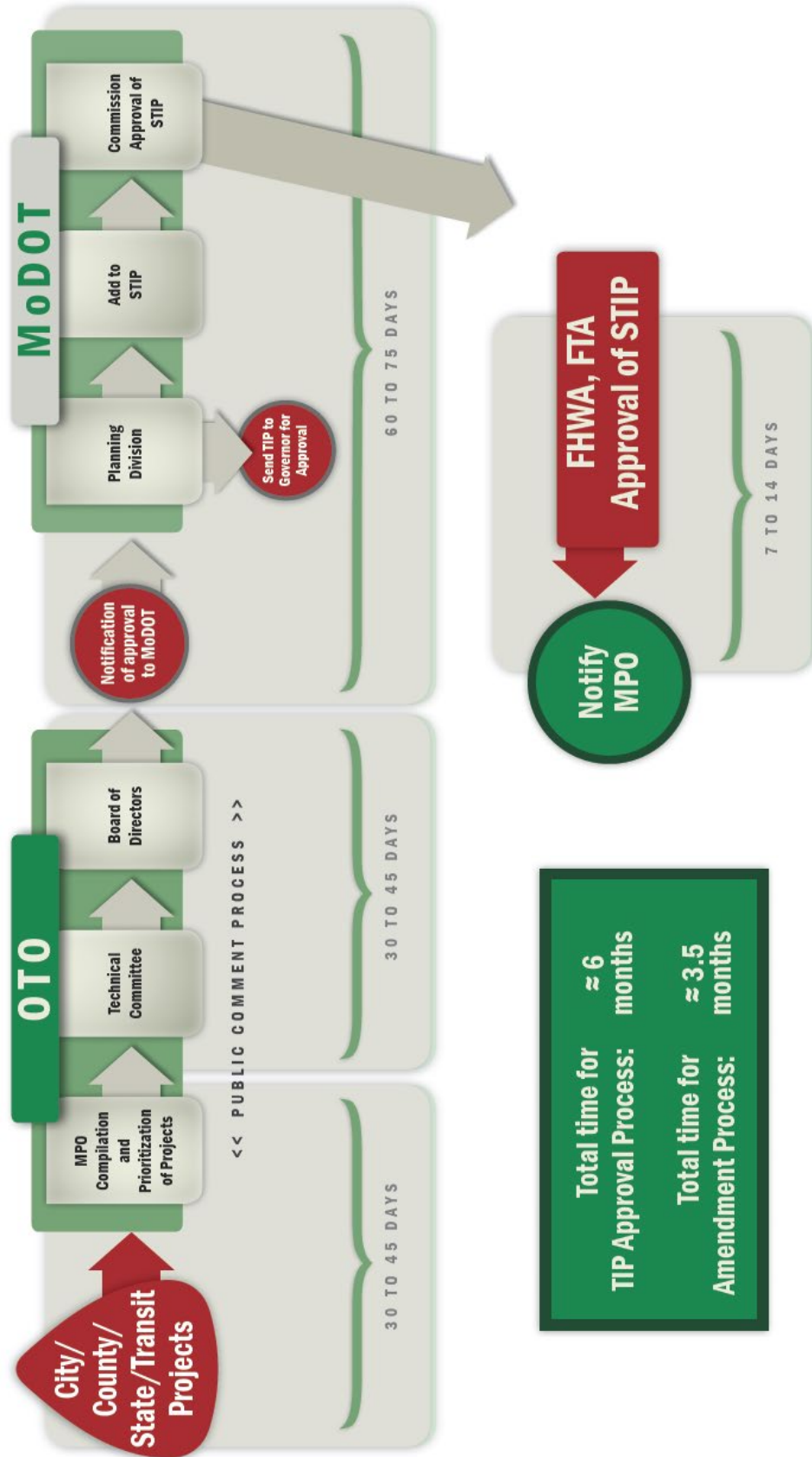
- (j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and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

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

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

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

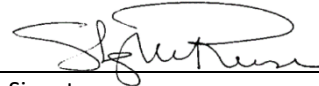
The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable 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 24, 2023
Date


Signature

Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 24, 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 2024-2027 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.



Signature

July 24, 2023

Date

Steve Childers
Chair
Ozarks Transportation Organization

LIST OF ABBREVIATIONS

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

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| 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 |

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| 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

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| 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 |

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| 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

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

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|---|--|--|
| Nixa Senior Center | Schweitzer Brentwood Branch Library | Strafford 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 Customs Services and Border Protection |
| Ravenwood Assisted by Americare | Springfield NAACP | Vision Rehabilitation Center of the Ozarks |
| Republic Branch Library | Springfield Parks Department | West Central Motor Freight, Inc. |
| Republic Area Chamber of Commerce | Springfield Service Club of the Blind | Willard Branch Library |
| Republic Senior Friendship Center | Springfield Sister Cities Association (SSCA) | Wilson Logistics |
| Sacred Rose Healthcare | Springfield Victory Mission | Women's Medical Respite |
| Safe at Home | Strafford Branch Library | 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'i Information Office for SW MO | Catholic Charities of SW Missouri, Inc. |
| | | Dol Seminary Korean Church |

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| 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 |

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| 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 | Strafford Elementary Strafford School District |
| Missouri State University International Services Springfield | Price Elementary School Republic School District | Strafford High School Strafford School District |
| Nixa Early Childhood Program Nixa School District | Reed Academy Springfield School District | Strafford Middle School Strafford School District |
| Nixa High School Nixa School District | Republic Early Childhood Center Republic School District | Strafford R-VI School District Strafford |
| 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 too 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 Sequiota Park and Trail of Honor and look forward to the expansion of the Chadwick Flyer to Ozark

connecting all of these together making Springfield a trail destination. I live along the Chadwick Branch ROW in Fremont Hills.

- 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

No Public Comment has been received specifically regarding the Draft FY 2024-2027 Transportation Improvement Program, but below is a summary of input received by the OTO during the public comment period of June 18, 2023 to July 19, 2023.

- FF Extension -> I called on this last year. I was told it was no longer practical to development. What changed? Where will it be? Seems kinda poor planning to say one thing, do another, yet release no plans/proposals. Right?
- Pedestrian Beacons (RRFB) -> They have audio that tells blind pedestrians it's active but it's still just a caution light; they don't HAVE to stop and there's nothing preventing them from turning right in front of us and cutting us off. I wish we could get rid of the caution light concept altogether and go with a solid red light like they've got near MSU on National.
- Roads -> Don't build and they won't come. Widening streets, when will it end. Invest in a Montreal train system (above ground).



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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