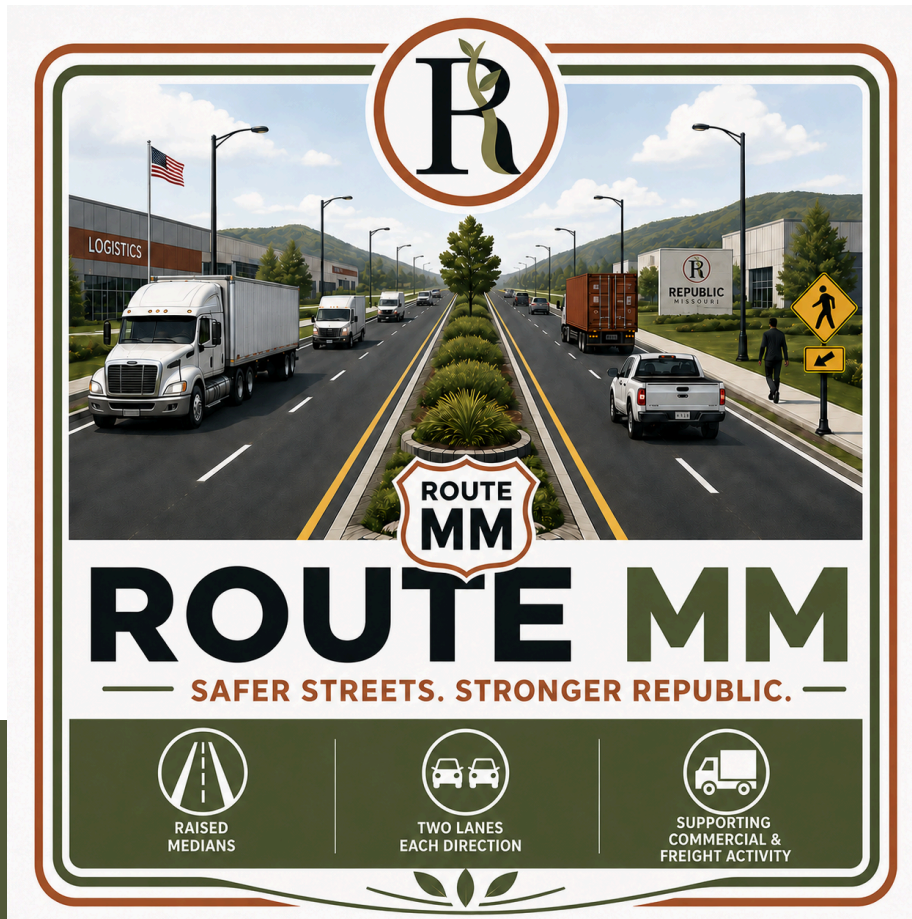


Ozarks Transportation Organization

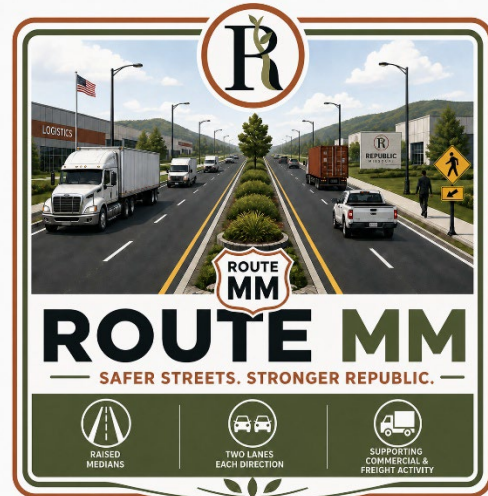


US Department of Transportation
Safe Streets and Roads for All FY 2026
Route MM: *Safer Streets, Stronger Republic*
Narrative
May 26, 2026



ROUTE MM: SAFER STREETS, STRONGER REPUBLIC PROJECT

Overview: The Ozarks Transportation Organization (OTO), in partnership with the Missouri Department of Transportation (MoDOT) and the City of Republic, is requesting **\$7 million** in SS4A Implementation Grant funding for the Route MM: *Safer Streets, Stronger Republic* project. The total project cost is **\$21,009,382**.



The proposed project will improve safety on approximately 1.66 miles of Route MM, from Interstate 44 to MO 360. The project will convert the existing two-lane undivided roadway into a divided four-lane facility with a raised median, intermittent turn lanes, lighting, traversable foreslopes, adequate clear zone, type B curb and gutter, off-tracking areas for large vehicle turning paths, and include related intersection and access-management improvements.

Crash history demonstrates the need for the project. Using the 2019-2023 crash data period recommended in the FY 2026 SS4A NOFO for project-area fatalities and serious injuries, MoDOT's Crash Statistics Map identifies 36 located crashes within the Route MM project area from I-44 to MO 360. These crashes included 5 serious injury crashes, 8 minor injury crashes, and 23 property-damage-only crashes, resulting in 7 serious injuries and 12 minor injuries.

The project is identified in *Destination Safe Streets*, OTO's adopted regional Safety Action Plan and is located on OTO's adopted High Injury Network. *Destination Safe Streets* establishes the region's safety goal of zero fatalities by 2040 and zero serious injuries by 2050 and includes the High Injury Network, systemic safety analysis, project prioritization, and safety toolkit used to identify and advance safety projects throughout the region.

Route MM is also one of the region's highest overall transportation priorities because of its safety, freight, emergency response, economic development, and regional connectivity benefits. This application advances the I-44 to MO 360 segment because it is ready for implementation and has the required funding partnership in place.

The City of Republic is one of the fastest growing communities in Missouri, with 14 percent growth since the 2020 Census and projected population growth from 20,144 in 2023 to approximately 33,000 by 2040. Route MM serves as a **primary route to the Springfield-Branson National Airport as well as the Wilson's Creek National Battlefield**. It is a major north/south connection for the region connecting Christian County and the west side of the City of Springfield to I-44. The Republic area serves several of the regional outlying communities as both a commercial and employment center. Because of its unique logistical advantages, the project corridor has experienced rapid and sustained economic development that continues to generate traffic, especially freight traffic, along the corridor.

Route MM serves a rapidly developing employment and freight corridor that is also adding residential, school, commercial, and community destinations. OTO's 2026 employment survey estimates 1,730 jobs along the corridor, and the area includes 623 acres of developable land with access to utilities. Planned public infrastructure investments, including Republic's new wastewater treatment plant and additional water system capacity, are expected to support continued growth. As traffic volumes, freight activity, school traffic, and local access needs increase, the existing two-lane roadway no longer matches the corridor's current or future safety needs.

The project is part of a longer sequence of Route MM corridor improvements totaling over \$109.9 million; however, this application is limited to the Route MM segment from I-44 to MO 360. Other projects along the corridor provide context for future connectivity and at grade railroad crossing safety improvements, but this SS4A request is for this specific segment because it is located on the regional High Injury/High-Risk Network and has specific roadway risk factors addressed by the proposed improvements. All project documents can be found here: <https://www.ozarkstransportation.org/route-mm-ss4a-2026>

LOCATION

The proposed project is designated as **rural** (per the 2020 census). The project is located three miles from the major population center of Springfield, MO and connects City of Willard commuters to the City of Republic community. The project

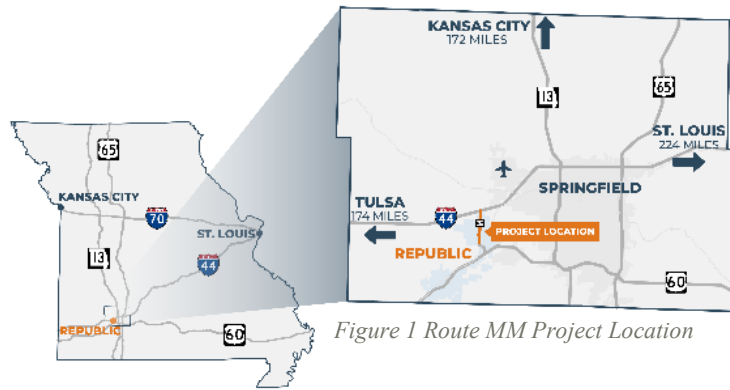


Figure 1 Route MM Project Location



Figure 2 Project Location

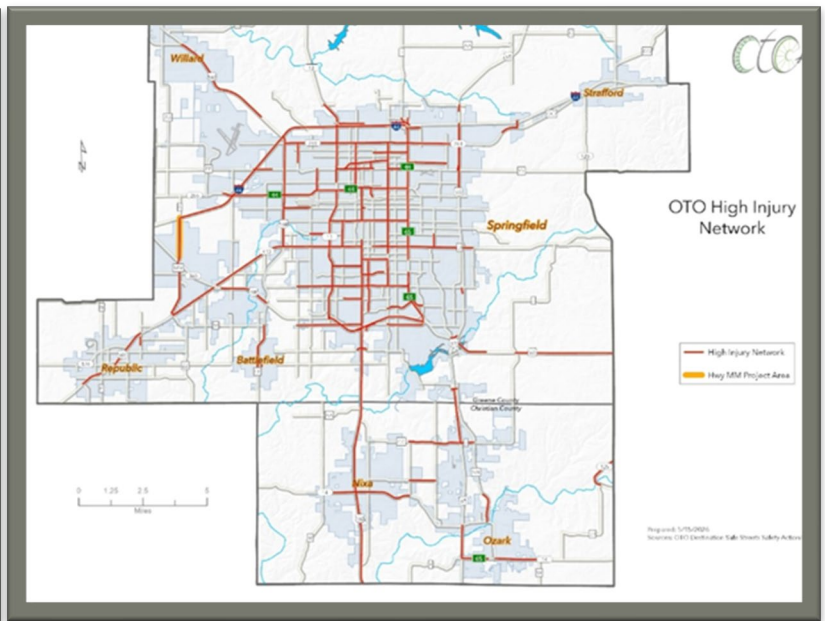


Figure 3 OTO High Injury Network

is in the MoDOT Southwest District, the Springfield Missouri Urbanized area, and in the city limits of the City of Republic.

The project is located in the City of Republic, Missouri, along Route MM between I-44 and MO 360. The segment is approximately 1.66 miles long and is part of a larger north-south arterial that connects Route MM to I-44, Route 360, US 60, and Route ZZ. The project area provides regional access to the Springfield metropolitan highway network and is located near major freight, employment, and industrial destinations. I-44 is part of Missouri's Priority Highway Freight Network and the Springfield-Branson National Airport (less than 10 miles from the project site) adds cargo capabilities to the area's broader freight and logistics network.

RESPONSE TO MERIT CRITERIA

Criteria #1 Safety Need

The Route MM: *Safer Streets, Stronger Republic* Project addresses a documented safety need on a high-risk roadway segment in Republic, Missouri. Safety is the primary purpose of the Route MM project. The project is on the High Injury Network and during systemic risk analysis, it was assigned a risk index ranging from 2.51 to 3.50.

The project area is approximately 1.66 miles long and extends from I-44 to MO 360. This segment currently operates as a two-lane, undivided roadway with 12-foot lanes, a posted speed of 55 mph, limited shoulders and recovery space, frequent access points, and a growing mix of freight, commuter, local business, emergency response, and pedestrian activity, particularly near existing and planned local destinations.

Crash history demonstrates the need for safety investment. Using the 2019-2023 crash data period recommended in the FY 2026 SS4A NOFO for project-area fatalities and serious injuries, MoDOT's Crash Statistics Map identified 36 located crashes within the Route MM project area. These crashes included 5 serious injury crashes, 8 minor injury crashes, and 23 property-damage-only crashes, resulting in 7 serious injuries and 12 minor injuries.

The roadway characteristics show a clear relationship between the current roadway design and the risk of future fatal and serious injury crashes. The area has continued to develop with industrial, commercial, residential, and service uses that increase exposure for drivers, freight operators, employees, and pedestrians. If Route MM does not receive these improvements, the corridor is expected to see an increase in its risk index and the prevalence of high injury accidents/fatalities as traffic volumes, freight activity, residential development, school traffic, and commercial access continue to increase.

Route MM has a documented operational and enforcement burden. In 2023, Republic's Police Department responded to 17 crashes at the intersection of Route 360 and Route MM. This location is consistently within the top five locations for crash related responses by the Republic Police Department.

The project is located on the region's High Injury/High-Risk Network. *Destination Safe Streets* identifies the High Injury Network using the top two quantiles for crashes per mile. The High

Injury Network is made up of the two highest crash-per-mile quantiles. These segments represent approximately 25 percent of analyzed roadway miles but account for more than 71 percent of fatal and serious injury crashes.

The Route MM corridor-level systemic risk analysis supports the need for proactive safety investment. The highest risk along the corridor reached a risk index score of 3.5, with repeated systemic risk factors, including the roadway’s undivided cross-section, functional classification, shoulder conditions, and roadway type. Several corridor segments also scored for intersection-related risk. These results show that the safety concern is not limited to one crash location or one isolated intersection; rather, the corridor has repeated roadway characteristics associated with elevated crash risk.

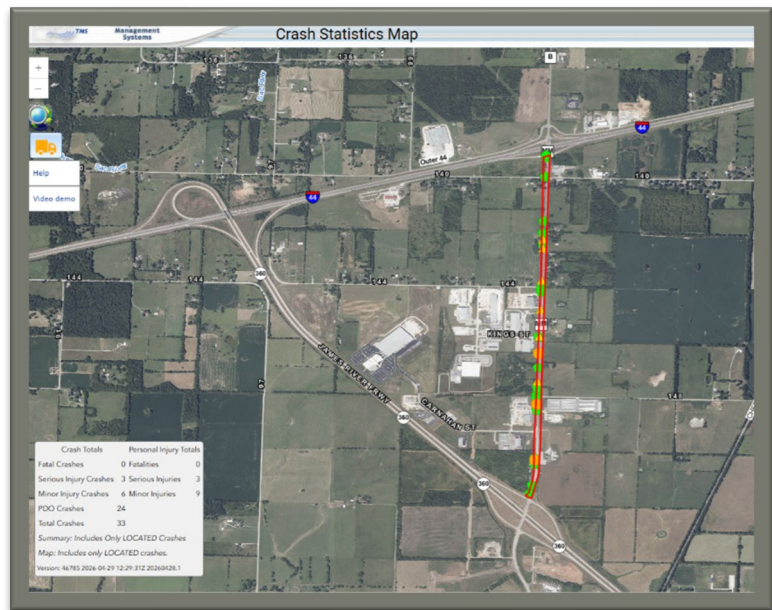


Figure 4 MoDOT Crash Statistics Map

The proposed Route MM: I-44 to MO 360 project directly responds to the highest-risk features identified in the analysis. The project will convert the existing two-lane undivided roadway into a divided four-lane facility with a raised median, addressing the corridor’s consistent “no divided lanes” risk factor. It will improve shoulder and roadside recovery conditions through traversable foreslopes, adequate clear zone, guardrail, and related roadside safety improvements. It will also address intersection and access-related risk through improved intersection access, a new signalized intersection at Farm Road 144, intermittent turn lanes, off-tracking areas for large vehicle turning paths, and corridor access management.

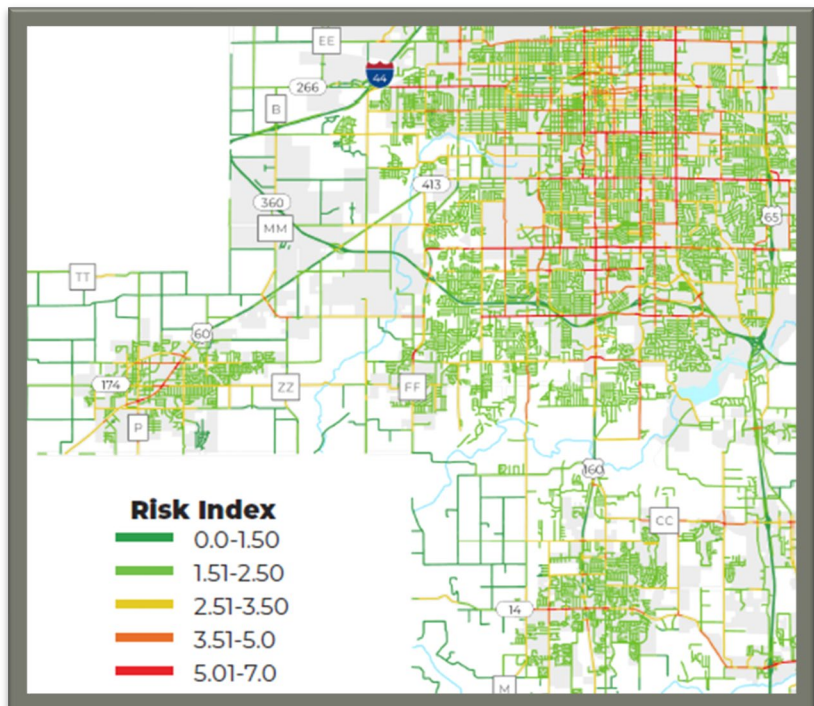


Figure 5 Destination Safe Streets Risk Index

The risk analysis is important because it shows that Route MM has systemic safety concerns even where the observed crash history is lower than other

regional locations. Serious injury crashes have already occurred on the I-44 to MO 360 segment, and the corridor’s repeated risk factors indicate that crash risk is likely to increase as traffic volumes, freight activity, and development continue to grow. The project is therefore both corrective and preventive, by addressing documented crashes while also treating the roadway features most associated with future fatal and serious injury risk.

Identified Risk Factor	Proposed Project Response
Intersection Type	Intersection and access-management improvements, intermittent turn lanes, off-tracking areas for large vehicle turning paths, and a new signalized intersection at FR 144.
Functional Class	Improved arterial design that better matches Route MM’s current and future role as a regional freight, commuter, emergency response, and employment-access corridor.
Shoulder Type/Roadside Recovery	Traversable foreslopes, adequate clear zone, guardrail, traffic barriers, and related roadside safety improvements to reduce roadway-departure crash severity.
No Divided Lanes	Installation of an 8” raised concrete median with planned breaks at FR 144, King’s Street, FR 148, Carnahan Street, and MO 360 to separate opposing traffic and manage turning movements.
Roadway Type	Conversion from a two-lane undivided roadway to a divided four-lane facility with access management and multimodal accommodation.
Pedestrian/Multimodal Gap	Sidewalk from Carnahan Street to the MO 360 bridge to begin closing the pedestrian gap along a corridor with growing employment, residential, commercial, and community destinations.

The Route MM: I-44 to MO 360 project is identified in *Destination Safe Streets* as a Tier 2 priority project. Tier 2 projects are part of the region’s adopted safety action plan and were identified through the same data-driven process used to develop the High Injury Network, systemic risk analysis, project prioritization, and safety countermeasure toolkit. Tier 2 status demonstrates that the project has documented safety merit and is an appropriate candidate for implementation as funding, project readiness, and local commitment align.

In addition to its Safety Action Plan designation, Route MM has been identified as one of the region’s highest overall transportation priorities because of its combined safety, freight, emergency response, economic development, and regional connectivity benefits. The I-44 to MO 360 segment is the Route MM safety project that is positioned for implementation now. The project has documented serious injury crashes, is located on OTO’s adopted High Injury Network, has repeated systemic risk factors, has completed approximately 60 percent of preliminary engineering, has an approved CE2, has approved right-of-way plans, and has \$13,714,680 committed through the State and City Cost Share Agreement. The requested SS4A funds would close the remaining \$7 million implementation funding gap.

OTO’s VISUM Regional Travel Demand Model, updated to model year 2050 in 2024, projects traffic on the Route MM segment from I-44 to MO 360 increasing from 13,578 AADT in 2024 to 15,919 ADT in the 2050 No Build scenario and 23,012 ADT in the 2050 Project Build/LRTP scenario. Total mean delay is projected to increase from 124.06 seconds in the 2024 baseline to

201.09 seconds in the 2050 No Build scenario. With the project, modeled delay is reduced to 49.72 seconds. MoDOT's 2025 traffic count for the segment is 13,972 AADT, which is generally consistent with the 2024 model baseline and confirms that Route MM is already carrying substantial daily traffic.

Route MM provides access to major employment, freight, industrial, residential, school, and community destinations, including the Amazon Fulfillment Center, Walmart Pharmacy Central Fill, Convoy of Hope, Hankins Farm Industrial Park, Eagle Stop, BNSF rail-adjacent industrial activity, and the Magellan Pipeline Tank Terminal. The corridor also includes or serves a church, apartments, retail, commercial businesses, and school-related traffic. The City of Republic anticipates opening its new membrane bioreactor wastewater treatment plant in October 2026 and constructing additional water towers and wells, which will increase utility capacity and support continued development in the area. This matters for safety because additional development will increase traffic volumes, freight activity, turning movements, emergency response needs, and pedestrian exposure along a roadway that currently remains a two-lane undivided facility with limited recovery space and no continuous pedestrian accommodation. At the same time, the project area now includes residential, retail, restaurant, medical, and service destinations, including Iron Grain Apartments (200 apartments), Stoney Creek apartments (1,300 apartments), Echelon Coffee Shop, Mercy Physical Therapy, convenience stores, and other commercial uses. There is an 850-student 124,000 square foot intermediate school that opened along the corridor in August 2025 with school traffic commuting along Route MM. The school and apartments were built after the 2019-2023 time frame and the traffic is not captured in the data set.

Emergency Response: The National Fire Protection Association sets targets that 90% of fire response calls need 5 minutes and 20 seconds or less response time. To meet this response goal, fire departments enhance internal processes and strategically locate fire stations. By widening Route MM and further enhancing the safety features of the route, Brookline Fire District, Republic Fire Station Two, and the Cox Ambulance District north of US 60 will have faster response times to industrial, commercial, retail, and residential developments along Route MM. Additionally, Route MM and its railroad overpass, scheduled for completion in Spring of 2028, will create a crucial north south passage that does not require personnel to reroute during an emergency due to a train. Route MM improvements will reduce response times and assist public safety staff responding to accidents on I-44, MO 360, and US 60.

The safety need is clear. The project addresses a documented serious injury crash history, a mapped High Injury/High-Risk Network location, systemic roadway risk factors, increasing traffic demand, growing freight activity, and increasing pedestrian exposure within the Route MM project area.

Criteria #2 Safety Impact

The proposed project directly responds to the safety need identified through crash history, the High Injury/High-Risk Network, systemic risk analysis, and project-level development. The project will convert the existing two-lane undivided highway into a divided four-lane facility with a raised median, intermittent turn lanes, bridge widening, sidewalk, lighting, guardrail,

traffic barriers, traversable foreslopes, adequate clear zone, type B curbs, off-tracking areas for large vehicle turning paths, and provide intersection and access-management improvements.

The project meets multiple SS4A Safety Impact considerations. It is located on a High Injury/High-Risk Network, addresses high-risk roadway features correlated with severe crashes, uses evidence-based safety countermeasures, improves safety for multiple road user types, relies on physical improvements with benefits that persist over time, and will be evaluated using safety modeling and project-level analysis.

The proposed raised median is a central safety improvement. The existing roadway is undivided, which is identified as a systemic risk factor for this project. The raised median will reduce conflict points, better manage turning movements, and reduce the potential for opposing-direction and cross-centerline crashes. The median supports access management by limiting unstructured turning movements along a corridor with frequent access points and increasing development pressure.

The intermittent turn lanes and intersection improvements address turning and rear-end crash risk. Route MM serves a mix of through traffic, local access, industrial traffic, and large trucks. Dedicated turn lanes will separate slowing and turning vehicles from through traffic, reducing the likelihood of rear-end crashes and improving the predictability of vehicle movements. Off-tracking areas at intersections will accommodate large vehicle turning paths and improve safety for freight vehicles serving industrial and commercial uses in the project area.



Figure 6 Preliminary Plan Map

The intersection at FR 144 and Route MM will be upgraded to a signalized intersection. Currently, traffic on FR 144 stops and yields to traffic on MM. Rapid industrial growth has increased large truck traffic and it is difficult for the larger vehicles to merge into the continuous flow of traffic on MM. The traffic signal will communicate to motorists on Route MM when they are to stop and allow large trucks to safely merge on Route MM. Currently Convoy of Hope and Hermann Lumber, which both see a lot of semi-truck traffic daily, can only make right turns out of Carnahan Street. The semi-trucks cannot turn left to directly travel to I-44 but must go to MO 360 to make the I-44 connection.

The roadside and shoulder improvements address the project's identified shoulder-related risk. Traversable foreslopes, adequate clear zone, guardrail, traffic barriers, and type B curbs will

improve the roadside environment and reduce the severity of roadway departure crashes. These improvements are particularly important on a 55-mph facility where higher speeds increase the likelihood that crashes will result in fatal or serious injuries.

The project uses countermeasures consistent with *Destination Safe Streets* and FHWA Proven Safety Countermeasures. *Destination Safe Streets* includes a Safety Toolkit to support implementation of proven safety strategies across the region. Relevant countermeasures for this project include corridor access management, medians, walkways, lighting, dedicated turn lanes, crosswalk enhancements, signage, and roadside safety improvements.

Proposed Improvement	Safety Purpose
Raised median	Reduces conflict points and separates opposing traffic
Intermittent turn lanes	Reduces rear-end and turning conflicts
Access management	Improves predictability and reduces conflict points
Lighting	Improves visibility for all users
Guardrail/barriers/clear zone/foreslopes	Reduces severity of roadway departure crashes
Off-tracking areas	Supports safer large vehicle turning movements
Signage/crosswalk enhancements	Improves driver expectancy and pedestrian visibility

The project will improve safety for a range of roadway users, including commuters, freight operators, local drivers, pedestrians, employees, customers, and residents. For motorists, the project reduces turning conflicts and improves the roadway cross-section. For freight operators, the project provides safer turning conditions and better accommodates large vehicles.

The project’s safety benefits will persist over time because the project changes the physical roadway environment. The project does not rely only on enforcement, education, or short-term operational changes. It reconstructs the corridor to reduce conflict points, separate modes, manage access, improve roadside recovery, and accommodate the types of trips already occurring in the project area.

OTO evaluated the project using the Interactive Highway Safety Design Model Crash Prediction Module. The analysis compared the existing two-lane undivided conditions with the proposed divided four-lane arterial with a raised median. The model estimates a 5.8585 relative percentage reduction in crash rate from the No Build to the Build scenario, supporting the project’s expected reduction in fatal and serious injury crash risk.

Criteria #3 Implementation Costs

The total cost of the Route MM: *Safer Streets, Stronger Republic* project is \$21,009,382. The OTO is requesting **\$7 million** in SS4A Implementation Grant funds. The SS4A request represents **34 percent** of the total project cost.

The project costs are reasonable and necessary for the proposed safety improvements. This is not a spot improvement. The project includes roadway widening, raised median construction, intermittent turn lanes, pedestrian infrastructure, access management, intersection improvements, lighting, roadside safety improvements, utility work, right-of-way, construction engineering, and preliminary engineering. Each major cost element supports the project’s safety purpose.

Funding Source	Amount
SS4A Award	\$ 7,000,000
SS4A Non-Federal Match	\$ 1,750,000
Other Federal Funds	\$ 9,807,506
Non-Federal Funds	\$ 2,451,876
Total Project Cost	\$ 21,009,382

Project Cost Estimates	I-44 to US 360
Construction	\$ 13,253,658
PE	\$ 1,022,054
CE	\$ 1,508,670
R/W	\$ 4,100,000
R/W Incidentals	\$ 270,000
MoDOT Oversight	\$ 350,000
Utilities	\$ 505,000
TOTAL BUDGET	\$ 21,009,382

The project makes effective use of federal funds because it addresses one of the region’s high-priority safety projects. The project also addresses systemic risk factors identified through the Safety Action Plan, including intersection type, functional class, shoulder type, no divided lanes, and roadway type.

The requested SS4A funds will complete a currently underfunded MoDOT job that already has state and local commitment. The project currently is short, just over \$7 million in funding. The State and the City of Republic have agreed to enter in a Cost Share Agreement for the remaining \$13,714,680 that has been programmed in the 2026-2030 Statewide Transportation Improvement Program. There is \$294,702 outside of the Cost Share Agreement that will be covered by the City of Republic. This partnership demonstrates project commitment and reduces delivery risk. This is Phase II of a larger corridor project. Phase I construction began in Spring 2026 to address major safety issues including closing three at grade railroad crossings from Haile Street to US60 along Route MM. Funding support documentation in Supporting Documents packet.

The project supports the effectiveness of adjacent Route MM investments. This application is limited to the I-44 to MO 360 segment, but this segment is part of a sequence of Route MM projects intended to improve safety and connectivity along the corridor.

Criteria #4 Engagement and Collaboration

Route MM: *Safer Streets, Stronger Republic* Project has been developed through regional safety planning, interagency coordination, and project-specific public engagement. The City of Republic, MoDOT, and the OTO have worked together to identify the safety need, develop the proposed improvements, and respond to public concerns related to access, turning movements, and emergency response.

The project is supported by the broader engagement completed through *Destination Safe Streets*, OTO’s adopted regional Safety Action Plan. The Safety Action Plan engagement process included open houses, two public surveys, stakeholder meetings, focus groups, intercept events, outreach events, a dedicated web page, and a pop-up demonstration. The process included more than 1,000 participants. Regional feedback consistently identified speeding, distracted driving, limited places to cross, and lack of pedestrian and bicycle infrastructure as safety concerns. Survey respondents ranked redesigning streets to accommodate all users as the highest safety priority, followed by reducing vehicle speeds. These regional priorities are reflected in the Route MM project through access management, median construction, lighting, signage, intersection

improvements, and other design elements intended to reduce conflict points and better accommodate all users.

In addition to regional engagement, MoDOT and local partners received project-specific public input. MoDOT conducted a public meeting in April 2024 with 69 attendees and a public hearing on December 17, 2024 with 54 attendees for the Route MM project. Prior to that OTO and MoDOT conducted a public meeting on February 28, 2022 with over **200 attendees**. Comments focused primarily on the proposed raised median and its effect on access to Carnahan Street, First Baptist Church of Brookline, Farm Road 140, nearby businesses, nearby neighborhoods, and emergency response routes. Commenters also raised safety concerns related to out-of-directional travel, potential U-turns, access for older adults, school buses, large vehicles, and emergency vehicles. Several commenters requested alternatives or modifications, including median breaks, J-turns, traffic signals, deceleration lanes, additional left-turn access, and sidewalk extensions.

The public comments were specific, safety-related, and actionable. They helped clarify the central design tradeoff for the project – maintaining reasonable local access while reducing the number and severity of conflict points on a high-speed, high-risk roadway. The raised median remains a core safety element because undivided lanes were identified as one of the systemic risk factors for this segment, and access management is needed as traffic volumes and development increase. MoDOT documented comments by theme, further evaluated the access concerns, and identified changes where feasible.

At Carnahan Street, MoDOT further evaluated the public access concerns and agreed that the intersection of Carnahan Street and Route MM should have full access. To accommodate that access, MoDOT plans to provide an extension of the road in the form of a stub-out on the east side, so that a future drive and/or road connection can be made by others. This change responds directly to the comments from First Baptist Church of Brookline and other users concerned about access to Carnahan Street and nearby properties.

This project specific engagement demonstrates that the project team considered public concerns, made design adjustments where feasible, and retained core safety elements where needed to address the documented safety problem. The final design process balances local access needs with the safety purpose of the project – reducing conflict points, managing turning movements, improving pedestrian accommodation, supporting safer freight and emergency response movements, and reducing the likelihood of fatal and serious injury crashes on Route MM.

The project also leverages partnerships across multiple levels of government and community stakeholders. MoDOT owns and operates Route MM and has committed funding and delivery support. The City of Republic and Greene County are providing local match. OTO identified and prioritized the project through *Destination Safe Streets* and provided regional safety, travel demand, and prioritization analysis and is the project applicant. This collaboration strengthens the project by connecting the regional safety need with local knowledge of how the corridor is used every day. The OTO has maintained a public input log of issues along the corridor for the last ten years.

There have been strong regional partnerships trying to secure funding for one of the region's high priority safety projects. The City of Republic previously applied for a TIGER Discretionary Grant in 2009 and 2017 (Republic Regional Business Corridor) and MDPG Rural Grant in 2024 for this corridor in anticipation of this growth. The Ozarks Transportation applied in partnership with the City of Republic and MoDOT for a RAISE Discretionary Grant in 2022, 2023, and 2024 as well as a BUILD grant in 2025 and 2026. The OTO's Board of Directors has taken action to name Route MM as its top regional transportation improvement project priority for 2025 and 2026.

Letters of Support: The engagement record is also supported by strong public, private, and intergovernmental partnerships. This year, letters of support have been provided by federal, state, regional, local, nonprofit, education, airport, freight, business, and development partners, demonstrating broad recognition that Route MM is a priority safety, freight, emergency response, economic development, and regional connectivity project. The Letters of Support packet is included with this application.

Together, the public meeting record, comment-response process, and letters of support show that local concerns were documented, evaluated, and incorporated where feasible while retaining the safety countermeasures needed to address the documented crash history and systemic roadway risk factors.

PROJECT READINESS

Preliminary Plans and NEPA are completed. A CE2 has been **approved by FHWA** and is in the Supporting Documents Packet. Preliminary Engineering is 65% complete.

STIP/TIP Plans: The City of Republic, Greene County, and MoDOT support this project. In addition, the Metropolitan Planning Organization's Board of Directors supports the project and has taken action to certify the inclusion of the project if awarded in the Transportation Improvement Program. This TIP Inclusion Resolution and Certification are in the Supporting Documents Packet.

Property Acquisition/ROW: The project will require right of way acquisition from 27 parcels owned by private individuals and corporations. Right of Way Plans have been approved, and acquisition could begin upon execution of grant award and obligation. MoDOT staff, who have extensive experience, will conduct the acquisition.

Construction Techniques and Phasing: The project will utilize MoDOT's standard design-bid-build delivery method, traditional construction methods and will not have any phasing requirements. Consideration will be given to implementing Work Zone Intelligent Transportation requirements during construction. These requirements, if utilized, would provide real-time, automated information to the traveling public regarding anticipated delays, allowing drivers to choose alternate routes and minimize the impact.

Schedule: Assuming that the grant awards are announced by July 2026, construction will begin by January 2028 (Letting November 2027). Obligation can occur March 2027 with the execution

