

OTO FY 2027-2030

Transportation Improvement Program

Approved by the Board of Directors 7/16/2026

Approved by U.S. DOT 7/23/2026



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Table of Contents

Section A	Introduction
Section B	Performance Based Planning
Section C	Status of Prior Year Projects
Section D	Federal Aviation Eligible Projects
Section E	Federal Highway/MoDOT Eligible Projects
Section F	Federal Transit Eligible Projects
Section G	Fiscal Constraint
Section H	Appendix 1 (Regulatory Requirements)
Section I	Appendix 2 (Public Input)

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

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

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

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

INTRODUCTION

SECTION A

INTRODUCTION

OTO MPA BOUNDARY MAP

OTO URBAN AREA MAP

LIST OF OTO MEMBERS

PUBLIC INVOLVEMENT PROCESS

ANNUAL LISTING OF OBLIGATED PROJECTS

TRANSPORTATION PLAN COMPLIANCE

FUNDING SOURCES

INTRODUCTION

The Transportation Improvement Program (TIP) is the short-range capital improvement program for various transportation systems located in the Springfield metropolitan planning area. The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The OTO is comprised of four components – the Board of Directors, the Technical Planning Committee, the Bicycle and Pedestrian Advisory Committee, and the Local Coordinating Board for Transit. The Board of Directors consists of elected officials and representatives from transportation providers. The Technical Planning Committee consists of technical staff and appointed transportation representatives. The Bicycle and Pedestrian Advisory Committee is also comprised of technical staff and appointed bicycle and pedestrian representatives. The Local Coordinating Board for Transit is composed of local human service transportation providers and public transportation providers.

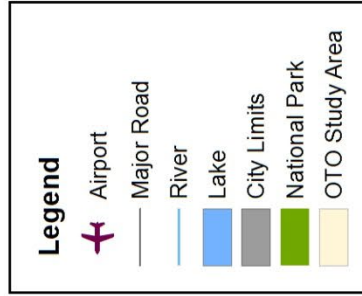
The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation 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. Agencies submitting projects for the TIP are responsible for conducting any project-level public involvement required by their own policies, funding requirements, or applicable law prior to or during the project development. 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.

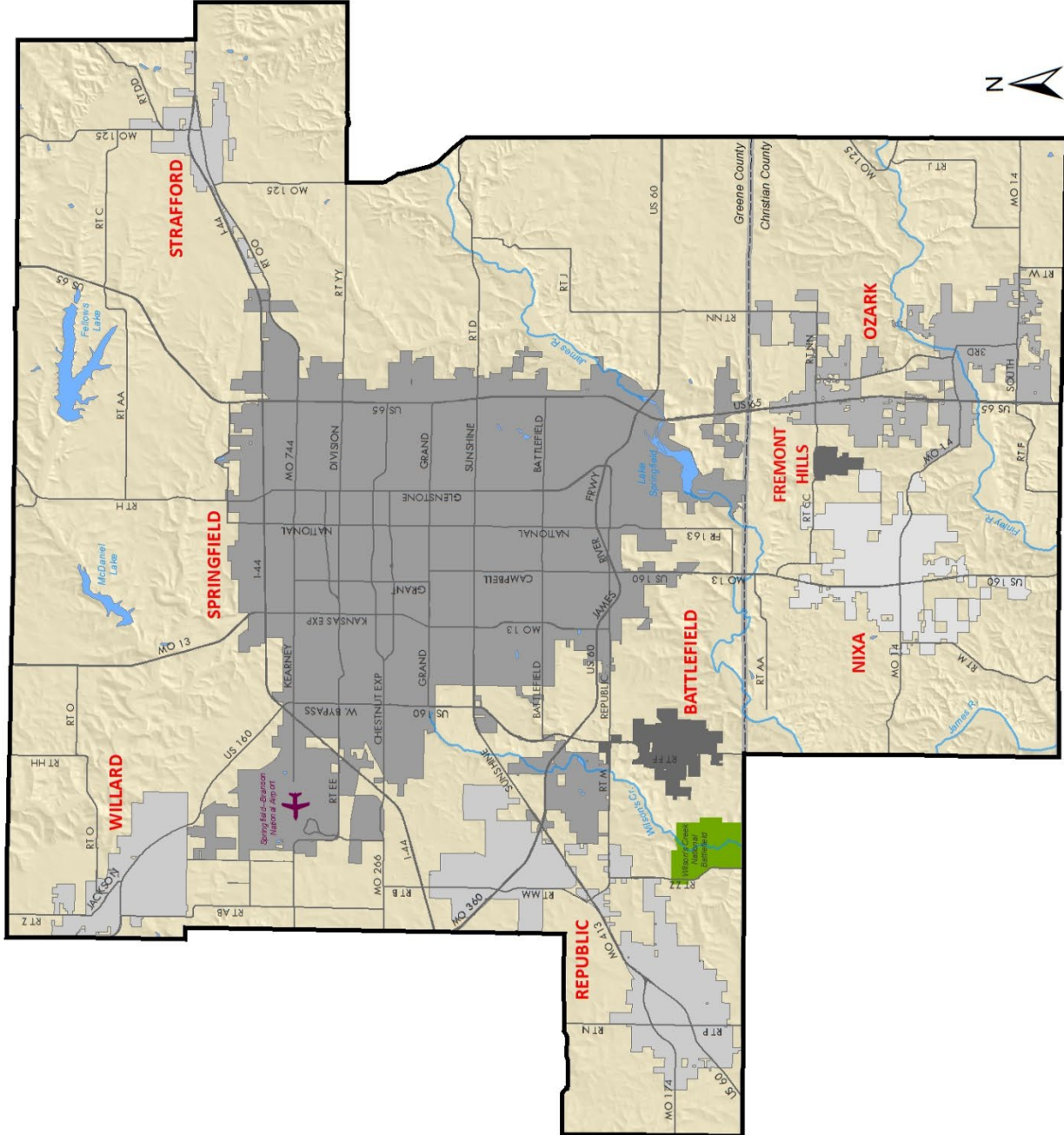
Ozarks Transportation Organization Metropolitan Planning Area

Approved by the
Governor of Missouri
2/8/2002



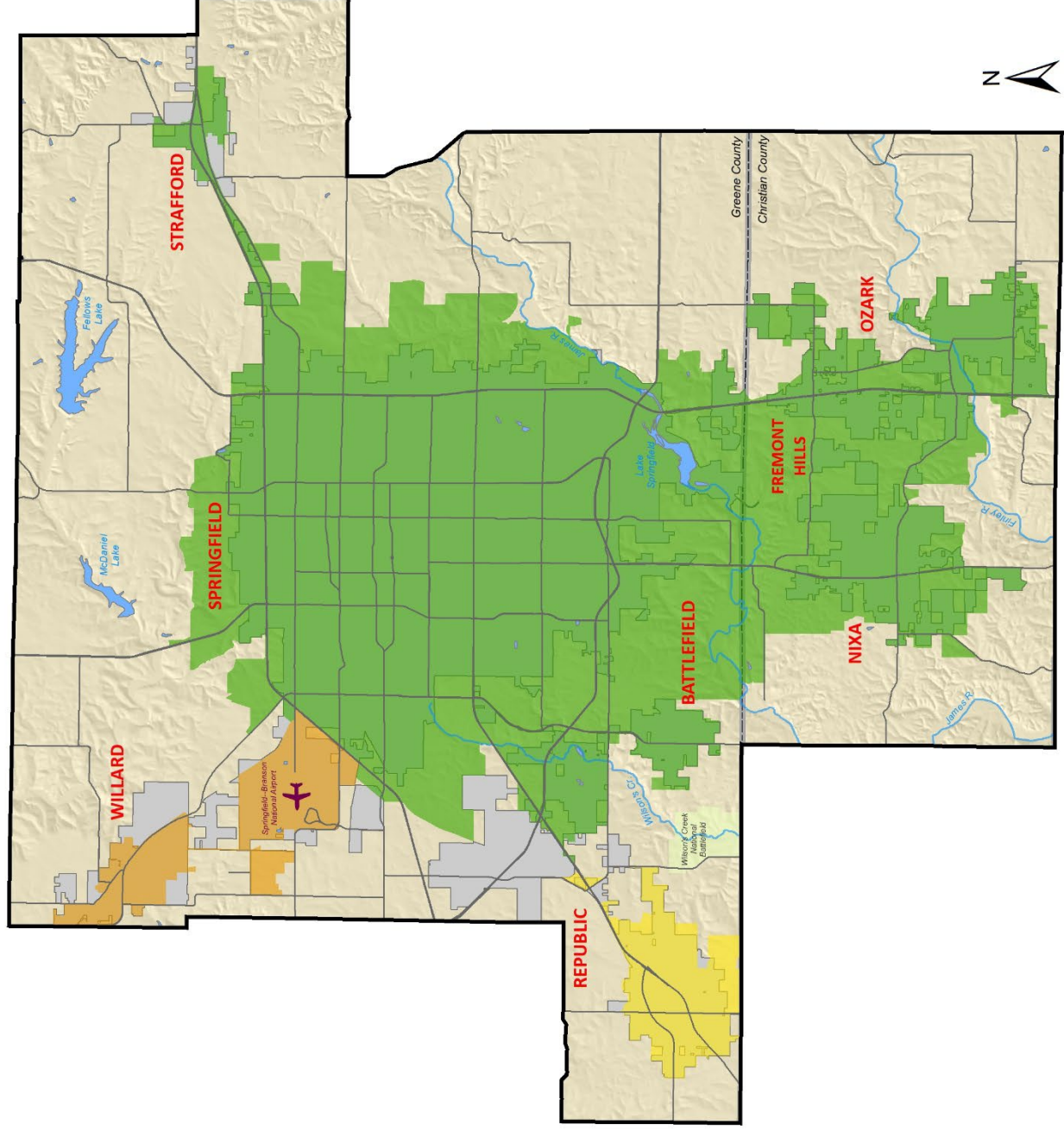
DISCLAIMER

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 Transportation Organization Urban Area

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



Legend

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



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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 2027-2030 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 the TIP are responsible for conducting any project-level public involvement required by their own policies, funding requirements, or applicable law prior to or during the project development. Written or oral comments that are received during the TIP preparation process will be made a part of the approved TIP and can be found in Section I.

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

OTO has adopted a public participation plan, available on the OTO website at <https://www.ozarkstransportation.org/what-we-do/ppp>.

CITY UTILITIES OF SPRINGFIELD

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

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

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

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

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

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

MISSOURI DEPARTMENT OF TRANSPORTATION

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

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

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

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

CONGESTION MANAGEMENT PROCESS

Urban areas with a population over 200,000, like the Ozarks Transportation Organization urbanized area, are known as Transportation Management Areas (TMAs). These areas must develop a Congestion Management Process (CMP) that both identifies and evaluates projects and strategies that reduce traffic congestion and increase the mobility of people and goods. The CMP can be found on the OTO website at <https://www.ozarkstransportation.org/our-resources/reports-and-studies#b-cmp>.

FUNDING SOURCES

FEDERAL

The U.S. Department of Transportation allocates Highway Trust Funds collected from gasoline and other federal transportation-related taxes to major transportation programs administered by the Federal Highway Administration and the Federal Transit Administration as authorized by the Infrastructure Investment and Jobs Act, 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 IIJA		
Program	Eligible Uses	Percent (%) Federal Share of Funded Projects
Bridge Formula Program	Formula program to replace, rehabilitate, preserve, protect, and construct highway bridges.	In accordance with 23 USC 120 unless used on a locally-owned off-system bridge (100)
Congestion Mitigation and Air Quality (CMAQ)	A wide range of projects in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions.	80
Carbon Reduction Program	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-highway sources.	In accordance with 23 USC 120
Highway Safety Improvement Program	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.	90
Metropolitan Planning (PL)	All planning activities are eligible (e.g., modeling, air quality analysis, public outreach, environmental analysis).	80 unless the Secretary determines that changing this contribution level is warranted
National Electric Vehicle Infrastructure Formula Program	*No New Obligations Planned* Provide funding to states to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.	80
National Highway Freight Program	Contributes to the efficient movement of freight on the National Highway Freight Network and be identified in a freight investment plan included in the State's freight plan.	In accordance with 23 USC 120
National Highway Performance Program	Support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	80
Highway Infrastructure Program (as defined in annual appropriations funding)	As defined by Section 133(b)(1)(A) of Title 23, U.S.C. – construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.	80
Off-System Bridge Replacement and Rehabilitation Program	Replacement and rehabilitation of deficient bridges located on roads functionally classified as local or rural minor collectors.	80
Surface Transportation Block Grant Program (STBG)	Broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.	80

Major Federal-Aid Highway Programs under IIJA		
Program	Eligible Uses	Percent (%) Federal Share of Funded Projects
Transportation Alternatives Program – STBG Set-Aside	A variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs.	80
Transportation and Community and System Preservation (TCSP)	Research and grants to investigate the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships.	80
Discretionary Programs	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 IIJA		
Program	Eligible Uses	Percent (%) Federal Share of Funded Projects/Services
Metropolitan Planning Program Funds – Section 5303	Transportation Planning.	80
Urbanized Area Formula Grants – Section 5307	For public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	80 for capital 50 for operating 80 for paratransit
Capital Investment Grants – Section 5309	For new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.	80
Enhanced Mobility of Seniors and Individuals with Disabilities – Section 5310	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit.	80 for capital 50 for operating
Mobility on Demand (MOD) Sandbox Demonstration Program – Section 5312	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	80
Bus and Bus Facilities Program – Section 5339	Provides funding through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Additionally, this program includes two discretionary components – the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	80

STATE OF MISSOURI

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

LOCAL GOVERNMENT

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

ANNUAL LISTING OF OBLIGATED PROJECTS

EXPLANATION OF SEPARATE PUBLICATION

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

PERFORMANCE BASED PLANNING

SECTION B

NATIONAL GOALS AND PERFORMANCE MEASURES

OTO GOALS AND PERFORMANCE MEASURES

PROGRAMMING FOR PERFORMANCE

PERFORMANCE MEASURES

NATIONAL GOALS AND PERFORMANCE MEASURES

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

1. Safety

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

Measures:

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

2. Transit Safety

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

Measures:

- Fatalities: Total Number of Reportable Fatalities by Mode
- Fatalities: Rate per Total Vehicle Revenue Miles by Mode
- Injuries: Total Number of Reportable Injuries by Mode
- Injuries: Rate per Total Vehicle Revenue Miles by Mode
- Safety Events: Total Number Reportable Events by Mode
- Safety Events: Rate per Total Vehicle Revenue Miles 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
- 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 15, 2026, the OTO Board of Directors voted to support the statewide safety targets for Calendar Year (CY) 2026, which are based on a rolling five-year average.

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Coalition for Roadway Safety (Show-Me Zero) and the hosting of the Traffic Incident Management Committee. Through the Southwest Coalition, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. OTO has also recently completed a Safe Streets and Roads for All Safety Action Plan made possible by a grant through FHWA.

TRANSIT SAFETY TARGETS

City Utilities, the sole fixed-route transit operator and recipient of FTA 5307 funding, has developed and adopted their own Public Transit Agency Safety Plan. At its meeting on January 15, 2026, the OTO Board of Directors voted to support the safety targets set by City Utilities Transit in the most recent PTASP.

TRANSIT ASSET MANAGEMENT TARGETS

City Utilities, as a Tier II transit agency, has partnered with the State of Missouri on their Transit Asset Management (TAM) Plan, which was updated in 2024. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets were coordinated with the applicable transit agencies and MPOs. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on January 15, 2026, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan, which can be found on MoDOT's website - https://www.modot.org/sites/default/files/documents/MoDOT%20Transit%20Sponsored%20Group%20TAM%20Plan%20Oct%202022_0.pdf.

INFRASTRUCTURE CONDITION TARGETS

Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on January 16, 2025, the OTO Board accepted the MoDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets.

SYSTEM PERFORMANCE TARGETS

System Performance, which includes system reliability and freight reliability, is also a combination of two- and four-year targets. At its meeting on January 16, 2025, the OTO Board accepted the MoDOT System Performance Targets, agreeing to plan and program in support of these targets.

OTO GOALS AND PERFORMANCE MEASURES

Federal surface transportation authorizing legislation further requires a discussion of performance target achievement in the Transportation Improvement Program. OTO did, however, adopt regional, non-federally required goals and performance measures in its long range transportation plan, *Journey 2035*, adopted in December 2011. These same regional performance measures were carried into *Transportation Plan 2040*, as well as *Destination 2045*.

Integration of these regional performance measures into the OTO prioritization process for the statewide transportation improvement program can be found in Section E: Federal Highway/MoDOT Eligible Projects.

DESTINATION 2045 GOALS

1. A safe transportation system for all users on all modes
2. Preserve existing transportation assets and promote fiscal responsibility
3. Connected, integrated, multi-modal system
4. Build a transportation system that supports a resilient region that is prepared for the future

5. Build quality projects that implement best design and engineering practices

DESTINATION 2045 PERFORMANCE MEASURES

Performance Measure	Target	FY 2027-2030 TIP Projects
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Modal Balance	Decrease “Drove Alone” to 75 percent for the region by 2035	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit stop connections
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	Safety – infrastructure, work zone, transit, planning; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	Transit operations; Transit service coordination

Performance Measure	Target	FY 2027-2030 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 2027-2030 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 \$66 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. Almost \$170 million in projects addressing safety has been programmed.

Several roadways and intersections in the region suffer from congestion, per the OTO Congestion Management Process. These bottlenecks are addressed through capacity and efficiency improvements. The LRTP and STIP Prioritization processes emphasize system performance in the criteria used to score projects, and includes more than \$330 million in projects addressing system reliability, freight movement, and congestion reduction, including the improvements to I-44.

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 47 percent of funding is for projects that address Asset Management. Other major projects on the system, especially the I-44 improvements, 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 \$17 million. Transit Safety is provided through funds available to City Utilities Transit and is programmed at about \$1.7 million over the life of this TIP.

PROJECTS

SECTION C – STATUS OF PRIOR YEAR PROJECTS

STATUS OF PRIOR YEAR PROJECTS

The tables below show the status of projects that appeared in the prior Transportation Improvement Program, but do not appear in the FY 2027-2030 TIP.

SECTION D – FEDERAL AVIATION ELIGIBLE PROJECTS

TIP #	Project Description	Type of Improvement	Status
NA1903	Taxiway November and Delta Reconstruction	Taxiway November reconstruction within runway 14-32 safety area and south of Taxiway Delta; Taxiway Delta reconstruction north of runway 14-32 safety area to Taxiway November; Taxiway November reconstruction from Taxiway Delta to Taxiway Charlie; and Taxiway Sierra and Delta reconstruction within Runway 14-32 safety area.	Under Construction
NA2601	North 26-Unit T-Hangar Development	This project includes the site development, pavements, and utilities required to prepare the north T-Hangar site for the included 26-unit T-hangar construction.	Under Construction
NA2603	Pavement Management Plan Update	The update will include field surveys at a 50% rate, an update of the PAVER database, a full report with predictive analysis. Other items to be considered for inclusion will be 100% surveys for critical pavements, NDT testing, PCR calculations, pavement strength maps, etc.	In Progress
NA2802	Terminal “Node” Expansion	Design for the initial proposed "node" expansion to the existing Commercial Terminal.	In Progress

SECTION E – FEDERAL HIGHWAY ELIGIBLE PROJECTS

TIP #	Project Description	Type of Improvement	Status
CC1703	Scoping for Route 14 Improvements	Scoping for roadway improvements on Route 14 from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.	Withdrawn/Removed from TIP
CC1802	Route 160 Roadway Improvements	Intersection improvements at Rte. CC near Nixa.	Complete
CC1901	US 65 Capacity Improvements from CC to 14	Add lanes from Rte. CC to Rte. 14 in Ozark.	Complete
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.	Complete

TIP #	Project Description	Type of Improvement	Status
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.	Complete
EN1901	Route 744 ADA Improvements	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.	Complete
EN1914	ADA Improvements on Nature Center Way	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 miles east of Republic Road to end of route.	Complete
EN2002	ADA Improvements at Various Locations	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.	Under Construction
EN2003	Kansas Expy ADA Upgrades I-44 to 60	Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalk at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60).	Complete
EN2005	Kearney and Mulroy ADA Improvements	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.	Complete
EN2006	Kearney ADA Improvements West Bypass to Kansas Expressway	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.	Complete
EN2007	ADA Sidewalk Upgrade on Chestnut and Glenstone	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Glenstone Avenue (Bus. 65) to Belcrest Avenue in Springfield.	Under Construction
EN2010	Shuyler Creek Trail	Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.	Complete
EN2202	RT P ADA Transition Plan Improvements US 60 to Grace Street in Republic	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street and on Rte. 174 from Lindsey Avenue to Walnut Avenue in Republic.	Complete

TIP #	Project Description	Type of Improvement	Status
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
EN2401	Trail of Tears Connector	Construct 8-foot wide trail through Trail of Tears Park to Cloverdale, as well as construct sidewalk on 4th Street from Cloverdale to Farm Road 131.	Under Construction
EN2403	Cheyenne Road Multi-Use Path	Construct 10-foot wide multi-use path between Summit Elementary and Cheyenne Valley Subdivision on North Road.	Under Construction
EN2405	Chadwick Flyer Phase V	Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio.	Under Construction
EN2406	Ozark Downtown Pedestrian Improvements Phase 4	Construct and rehabilitate sidewalks in downtown Ozark along 2nd and Robertson.	Under Construction
EN2407	Finley River Trail Extension	Construct 10-foot wide trail under Jackson St., from the Finley River to 9th Street, and from Jackson to Finley Farms.	Under Construction
EN2410	Jordan Creek Trail through Smith Park	Construct 10-foot wide multi-use path through Smith Park to Division Street, including the addition of rectangular rapid flashing beacons at Weller and Division.	Complete
EN2411	Sherman Parkway Link	Construct The Link along Sherman Parkway from Jordan Valley Park to Chestnut Expressway, including a pedestrian and bike path.	Under Construction
EN2412	Mount Vernon and Miller Sidewalks	Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield.	Complete
EN2415	South Creek Greenway - Posenke	Engineering and design for a .5 mile trail gap along the South Creek Greenway and a direct connection to the Wilson's Creek Greenway.	In Progress
EN2416	Ward Branch Greenway – National to Fremont	Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.	Complete
EN2418	Fassnight Trail from Skate Park to Fort	Engineering and design of Fassnight Creek Greenway Trail from west of Parkview High School on S. Thelma/W. Meadowmere (Skate Park) to S. Fort Ave.	In Progress
EN2419	Chadwick Jackson Street Connector	Engineering and design for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.	Complete
EN2420	Kali Springs Trail Connector	Engineering and design of the Kali Springs trail connector near Fremont Road from just south of W. Trevor to N. 30th.	Complete

TIP #	Project Description	Type of Improvement	Status
EN2421	Blue Stem Phase I North Ozark Greenway	Engineering and design of the Blue Stem Phase I trail across north Ozark.	In Progress
EN2422	Finley River Trail Western Expansion	Engineering and design of the western expansion of the Finley River Trail from the Ozark Community Center, west.	Complete
EN2423	Fassnight Greenway- Glenstone to Enterprise	Engineering and design of the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett.	In Progress
EN2501	Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements	Engineering for trail along Route FF between W. William Street and Route M and along Highway M from the existing trail at Wilson's Creek and Route FF. Project will include alternatives analysis to determine the best alignment for the trails.	In Progress
EN2503	Route 66 Trail – Phase 3	PS & E for 10' wide trail along Route OO from Washington Ave to TransLand	In Progress
EN2504	US 160 Underpass East of Route AB	Engineering for an underpass on Highway 160 east of Route AB, including trail connections between underpass and Route AB on north and south sides of Highway 160.	In Progress
EN2608	Fassnight Greenway – Bennett from National to Glenstone	Extension of the Fassnight Creek Greenway Trail consisting of approximately 4,600 feet of multi-use sidepath along E Bennett Street from the Phelps Grove Park/Springfield Art Museum area west of S National Avenue to S Glenstone Avenue.	In Progress
GR1902	Kansas Extension Phase II	New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.	Complete
GR2004	744 Pavement Resurfacing	Pavement resurfacing on Route 744 from east of Loop 44 (Glenstone Avenue) to Mulroy Road, and on Mulroy Road from Rte. OO to I-44.	Complete
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).	Complete
GR2011	Route 60 CRISI Project	Railroad crossing safety improvements on various locations on the Route 60 corridor from O'Neal Road to FR 194 and at various BNSF crossings on Main St, Hampton Ave., Hines St. and Route 174 in Republic.	Complete
GR2201	I-44 Pavement Resurfacing Chestnut to Glenstone and US 65 to MO 125	Pavement resurfacing on I-44 from west of Rte. 266 (Chestnut Expressway) to Rte. 13 (Kansas Exp) and from Rte. 65 in Springfield to east of Rte. 125 in Strafford and add high friction surface treatment on the westbound lanes in Strafford. Involves bridges A0712, A0714, and A0715.	Under Construction

TIP #	Project Description	Type of Improvement	Status
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.	Complete
GR2602	Route D Bridge Improvement	Scoping for bridge improvement over Pearson Creek.	Withdrawn/Removed from TIP
MO2206	Bridge Improvements at Various Locations	Bridge rehabilitations at US 65 northbound over S. Dry Sac Creek, Republic Road over Route 60 in Springfield, Route 14 over Route 65 in Ozark and Route M over McCaferty Branch. Project involves bridges A3361, A4181, A3514 and A3109.	Under Construction
MO2209	Replace Signals at Various Locations (2024)	Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St, and Barataria St in Springfield, and on Rte. 60 at Rte. MM in Republic.	Under Construction
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.	Complete
MO2213	Job Order Contracting for Bridge Repairs (2024)	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Complete
MO2215	ITS on Chestnut Expressway from West Bypass to Kansas Expressway	Add ITS equipment and software on Chestnut Expressway (Loop 44) from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield.	Complete
MO2306	Bridge Deck Sealing at Various Locations	Bridge deck sealing for US 65 North over Farm Road 197, for Glenstone (Business 65) over James River Freeway (Route 60), for US 65 South over Route 60, for National Avenue South over James River Freeway (Route 60), and Route MM over Route 360. Project involves bridges A3360, A7550, A2072, A4175, A4177, and A5907.	Under Construction
MO2307	Job Order Contracting for Guard Cable and Guardrail Repair (2025)	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Complete
MO2308	Job Order Contracting for Concrete Repairs (2024)	Job Order Contracting for concrete repairs in the urban Southwest District.	Complete
MO2309	Various Routes Pavement Resurfacing	Add high friction surface treatment on I-44 westbound lanes in Strafford, Route 60 in Springfield, Routes NN and 125 in Christian County, and pavement resurfacing on Route 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.	Complete

TIP #	Project Description	Type of Improvement	Status
MO2506	Job Order Contracting for Bridge Repairs (2026)	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Complete
MO2513	Job Order Contracting Pavement Repair (2025)	Job Order Contracting for pavement repair on I-44, Rte. 65 and Rte. 60 in the urban Southwest District.	Complete
MO2514	Job Order Contracting for Concrete Repairs	Job Order Contracting for concrete repairs in the urban Southwest District.	Complete
MO2519	Job Order Contracting for Guard Cable and Guardrail Repair (2026)	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Complete
MO2521	I-44 Safety Project	Safety, capacity and pavement improvements at various locations from Fidelity to Conway.	Construction Obligated
MO2522	I-44 Pavement Project	Rebuild pavement from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.	Under Construction
MO2605	On Call Work Zone Enforcement (2026)	On-call work zone enforcement at various locations in the urban Southwest District.	Complete
MO2607	ADA Transition Plan Improvements	Job Order Contracting for ADA Transition Plan Improvements at various locations in the urban Southwest District.	Complete
NX2101	N. Main Street	North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC.	Under Construction
NX2202	Route CC Roundabout at Main Street in Nixa	Add roundabout at Route CC and Main Street in Nixa.	Under Construction
NX2203	Route CC Scoping-US 160 to Main Street in Nixa	Scoping for Route CC capital improvements from Route 160 to Main Street in Nixa.	Withdrawn/Removed from TIP
OK2202	Route CC Intersection Improvements in Ozark	Add intersection turn lane, extend culvert and upgrade sidewalk and guardrail at 22nd Street in Ozark. Project involves culvert A3861.	Under Construction
OK2203	Route J Bridge Rehabilitation in Ozark	Add intersection turn lanes at Rtes. CC And J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.	Under Construction
OK2301	Project Development for Route CC Capital Improvements	Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.	In Progress
OK2302	Chadwick Flyer Spur to OHS	Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.	Under Construction
OK2304	Chadwick Flyer US 65 Crossing	Crossing US 65 with the Chadwick Flyer Trail in Ozark.	Complete
OT2402	EV Charger Program – Greene County	Installation of Level 2 EV chargers for Greene County.	Withdrawn/Removed from TIP
OT2601	US 60/65 Study	US 60/65 Access and Operational Study	In Progress

TIP #	Project Description	Type of Improvement	Status
RP1701	Scoping for Roadway Improvements on Route 60 from FR 94 to West	Scoping for roadway improvements from Farm Road 194 to West Avenue in Republic.	Withdrawn/Removed from TIP
RP1704	Rt MM Road Relocation, Railroad Grade Separation, and Corridor Scoping	Relocate Brookline Avenue, add railroad overpass and sidewalks from Farm Road 160 to Rte. 60 and add lanes from Haile Street to Farm Road 160 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.	Under Construction
RP2203	RT P Pavement Resurfacing US 60 to Farm Road 194	Pavement resurfacing from Rte. 60 to Farm Road 194 in Republic.	Complete
RP2602	Republic SS4A Transition Plan FY 2024 (Round 2) Award	Demonstration and Supplemental Planning Activities for Republic, in support of the OTO Safety Action Plan, including development of a comprehensive ADA transition plan.	In Progress
SP1708	Kearney Pavement Resurfacing Kansas to Glenstone	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).	Complete
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.	Complete
SP1812	Chestnut Expressway Safety Improvements	Chestnut Expressway signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue, and Eastgate Avenue, and signal upgrades and adding intersection turn lane at U.S. 65 in Springfield.	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.	Complete
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.	Complete
SP1903	Glenstone Pavement Resurfacing Battlefield to 60	Pavement resurfacing on Glenstone Avenue from Battlefield Road to James River Freeway (Rte. 60) and on Nature Center Way at Reed Avenue in Springfield.	Complete
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.	Complete

TIP #	Project Description	Type of Improvement	Status
SP1908	Sunshine Street Bridge over MNA Railroad	Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 miles east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.	Complete
SP1910	Eastgate Bridge over BNSF	Bridge replacement on Eastgate Avenue over BNSF Railway and add sidewalk from south of Monroe Street to Lombard Street in Springfield. Project involves bridge W0574.	Complete
SP1911	Melville Road Bridge over I-44	Bridge replacement on Melville Road over I-44 in Springfield. Project involves bridge A0441.	Complete
SP2002	Pavement Resurfacing on Chestnut	Pavement resurfacing on Chestnut Expressway from 0.1 miles west of Glenstone Avenue (Bus. 65) to 0.1 miles east of Eastgate Avenue and on Eastgate Avenue from 0.1 miles north of Cherry Street to 0.3 miles north of Chestnut Expressway in Springfield.	Under Construction
SP2003	Operational, Safety, and ADA Improvements on Glenstone St. Louis to 60	Modify access, signals, ADA Transition Plan improvements and replace bus stop pads from Valley Water Mill Rd. to James River Freeway (Rte. 60) in Springfield.	Complete
SP2006	Kearney Resurfacing from Airport to Kansas Expressway	Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.	Complete
SP2013	Chestnut Pavement Resurfacing College to Kansas Expressway	Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Kansas Expressway (Rte. 13).	Under Construction
SP2014	ADA Improvements Sunshine, National, Battlefield	ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.	Complete
SP2015	Grant Avenue Connect Parkway Project	The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting at Downtown Springfield, ending at Sunshine Street, including bike lanes, traffic calming, intersection improvements, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.	Under Construction
SP2104	Walnut Street Bridge	Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the bridge.	Complete

TIP #	Project Description	Type of Improvement	Status
SP2114	Galloway Street Improvements – GOVCS	Add center turn lane, multi-use path and roundabouts on Galloway Street from Luster Ave. to Lone Pine Ave.	Complete
SP2202	TMC Signal Replacements, Various Locations	Signal replacements at various locations in the City of Springfield.	In Progress
SP2203	I-44 Roadway Improvements Glenstone to US 65 in Springfield	Add lanes and rebuild pavement from Glenstone Avenue (Rte. H) to US 65 in Springfield.	Under Construction
SP2206	Chestnut Expressway Pavement Resurfacing	Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from east of Kansas Expressway (Rte. 13) to 0.1 miles east of Delaware Avenue in Springfield.	Under Construction
SP2211	Republic Street Bridge Rehabilitation over James River Freeway	Republic Street bridge rehabilitation over James River Freeway (Route 60) 0.5 miles east of Kansas Expressway (Route 13) in Springfield. Project involves bridge A4184.	Complete
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.	Complete
SP2303	I-44 Sound Abatement from Kansas to US 65	Sound abatement on the eastbound lanes from Summitt Avenue to National Avenue in Springfield.	Under Construction
SP2307	System Improvements on Kearney from Airport to LeCompte	Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.	Complete
SP2310	I-44 Add Lanes and Replace Bridges from Kansas to Glenstone in Springfield	Add lanes and replace bridges on I-44 from Kansas Expressway (Rte. 13) to Glenstone Avenue (Rte. H) in Springfield. Project involves bridges A0444, A0445 and A0447.	Under Construction
SP2312	Lecompte Road Improvements	LeCompte Road improvements from Division Street north to the BNSF Railroad Tracks at the Springfield Underground entrance, including improvements to the intersection at Division Street.	Complete
SP2313	LeCompte/Eastgate Trail	Construction of Trail along LeCompte/Eastgate from Division north to BNSF RR.	Complete
SP2314	Grand Street Trail	Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue.	In Progress

TIP #	Project Description	Type of Improvement	Status
SP2404	Transportation Management System Improvements	Transportation management system improvements in Springfield at various locations, including traffic signal controllers, traffic cabinet door security locks, traffic signal heads, accessible pedestrian signals, dynamic message signs, traffic monitoring CCTV cameras, vehicle detection systems, traffic network communications equipment, and rectangular rapid flashing beacons.	In Progress
SP2405	Springfield Pavement Resurfacing, Various Routes	Resurfacing of various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.	Complete
SP2406	Springfield ADA Improvements, Various Routes	Sidewalk and intersection sidewalk ramp improvements on various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.	Under Construction
SP2605	Engineering for Various Intersections in Springfield	Engineering for various intersection improvements in Springfield, including potential signal reconstruction, turn-lane and geometric improvements, and ADA compliance.	In Progress
SP2606	I-44 Aesthetics	Aesthetic improvements as part of MO2521 (to be determined as part of design-build process).	Under Construction
SP2608	Campbell Avenue – Westview/Primrose Streets to Republic Road	Southbound capacity, pedestrian, and storm-water improvements on S Campbell Avenue from W Westview and W Primrose Streets to W Republic Road.	In Progress
ST2201	MO 125 Intersection Improvements in Strafford	For MO 125, add roundabouts at I-44 ramps and at Chestnut Street, add signal at Route OO, and add turn lane from Washington Ave. to Route OO in Strafford.	Under Construction
ST2202	N. Old Orchard Road Improvements	Capacity improvements, including lane widening, to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.	Under Construction
ST2302	Route OO East Sidewalks	Sidewalk along Route OO from Route 125 to just east of Dollar General.	Under Construction

SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

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

TIP #	Project Description	Type of Improvement	Status
CU2303	FY 2023 Transit Security	This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.	Complete
CU2402	FY 2024 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Complete
CU2406	FY 2024 Transit Safety	This project is for safety projects required to meet the .75% requirement for FTA Section 5307 funding.	Complete
CU2501	FY 2025 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Complete
CU2502	FY 2025 Preventative Maintenance	Subsidy of preventative maintenance expenses for existing public transit service.	Complete
CU2503	FY 2025 Transit Planning	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Complete
CU2505	FY25 Purchase of (2) Fixed Route Buses	Capital replacement of (2) low floor, fixed route, diesel buses.	In Progress
CU2506	FY 2025 Transit Safety	This project is for safety projects required to meet the .75% requirement for FTA Section 5307 funding.	Complete
MO1729	5310-Traditional Projects Reserve 2021-2023	Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2023.	Complete
MO1901	5310-MoDOT Admin 2019-2023	MoDOT Administration portion of FY 2022 through FY 2023 FTA 5310 funding.	Complete
MO2304	5310-MoDOT Admin 2024	MoDOT Administration portion of FY 2024 FTA 5310 funding.	In Progress
MO2305	5310-Traditional Projects Reserve 2024	Remaining funding to be awarded for the 55 percent traditional 5310 project category for FY 2024 Includes two OATS vehicles - Wide Body Cutaway Floor Plan II High Roof Extended Conversion Van Floor Plan ADA Flip Seat Includes one VSL Springfield Assisted Living vehicle - Medium Roof Extended Conversion Vans (IFB) MODOT-FY25-0027-SL Aluminum Floor Central States Bus Sales Ford T-350 Transit X2C 2025	In Progress

PROJECTS

SECTION D – FEDERAL AVIATION ELIGIBLE PROJECTS

(NA) SPRINGFIELD-BRANSON NATIONAL AIRPORT

EXPLANATION OF FUNDING

AIRPORT IMPROVEMENT PROGRAM

The current aviation program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been most recently authorized with passage of the FAA Reauthorization Act of 2024. Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which is supported by user fees, fuel taxes, and other similar revenue sources.

ELIGIBLE AIRPORTS

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

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

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

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

ELIGIBLE PROJECTS

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

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

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

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

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

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

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,600,000
MoDoT ID:	-
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$0	\$1,440,000	\$0	\$0	\$1,440,000
Construction	Local	\$0	\$0	\$0	\$160,000	\$0	\$0	\$160,000
Total Construction		\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
Total Programmed		\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000

NA1503-20A5 - TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AT TAXIWAY NOVEMBER

Removal of Taxiways Alpha & Papa east of Taxiway November correcting the existing direct access from the apron to Runway 2-20 via Taxiway A and from the T-hangar complex to the Runway via Taxiway Papa. A taxiway parallel to Taxiway November will be constructed to connect the General Aviation apron to Taxiway P and a singular connecting Taxiway will replace Taxiways Alpha & Papa in this area to provide access to Taxiway November.

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$3,160,000
MoDoT ID:	-
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$0	\$0	\$2,844,000	\$0	\$2,844,000
Construction	Local	\$0	\$0	\$0	\$0	\$316,000	\$0	\$316,000
Total Construction		\$0	\$0	\$0	\$0	\$3,160,000	\$0	\$3,160,000
Total Programmed		\$0	\$0	\$0	\$0	\$3,160,000	\$0	\$3,160,000

NA1903-20A5 - TAXIWAY NOVEMBER AND DELTA RECONSTRUCTION

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$20,240,000
MoDoT ID:	-
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	AIP (FAA)	\$1,206,000	\$0	\$0	\$0	\$0	\$0	\$1,206,000
Engineering	Local	\$134,000	\$0	\$0	\$0	\$0	\$0	\$134,000
Total Engineering		\$1,340,000	\$0	\$0	\$0	\$0	\$0	\$1,340,000
Construction	AIP (FAA)	\$17,010,000	\$0	\$0	\$0	\$0	\$0	\$17,010,000
Construction	Local	\$1,890,000	\$0	\$0	\$0	\$0	\$0	\$1,890,000
Total Construction		\$18,900,000	\$0	\$0	\$0	\$0	\$0	\$18,900,000
Total Prior Costs		\$20,240,000	\$0	\$0	\$0	\$0	\$0	\$20,240,000
Total Programmed		\$20,240,000	\$0	\$0	\$0	\$0	\$0	\$20,240,000

NA1904-20A5 - 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.

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,790,000
MoDoT ID:	-
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$0	\$1,611,000	\$0	\$0	\$1,611,000
Construction	Local	\$0	\$0	\$0	\$179,000	\$0	\$0	\$179,000
Total Construction		\$0	\$0	\$0	\$1,790,000	\$0	\$0	\$1,790,000
Total Programmed		\$0	\$0	\$0	\$1,790,000	\$0	\$0	\$1,790,000

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

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$13,050,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$11,745,000	\$0	\$0	\$0	\$11,745,000
Construction	Local	\$0	\$0	\$1,305,000	\$0	\$0	\$0	\$1,305,000
Total Construction		\$0	\$0	\$13,050,000	\$0	\$0	\$0	\$13,050,000
Total Programmed		\$0	\$0	\$13,050,000	\$0	\$0	\$0	\$13,050,000

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

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$6,940,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	BIL-AIG (FAA)	\$6,246,000	\$0	\$0	\$0	\$0	\$0	\$6,246,000
Construction	Local	\$694,000	\$0	\$0	\$0	\$0	\$0	\$694,000
Total Construction		\$6,940,000	\$0	\$0	\$0	\$0	\$0	\$6,940,000
Total Prior Costs		\$6,940,000	\$0	\$0	\$0	\$0	\$0	\$6,940,000
Total Programmed		\$6,940,000	\$0	\$0	\$0	\$0	\$0	\$6,940,000

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

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$965,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	AIP (FAA)	\$0	\$868,500	\$0	\$0	\$0	\$0	\$868,500
Engineering	Local	\$0	\$96,500	\$0	\$0	\$0	\$0	\$96,500
Total Engineering		\$0	\$965,000	\$0	\$0	\$0	\$0	\$965,000
Total Programmed		\$0	\$965,000	\$0	\$0	\$0	\$0	\$965,000

NA2603-26 - PAVEMENT MANAGEMENT PLAN UPDATE

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

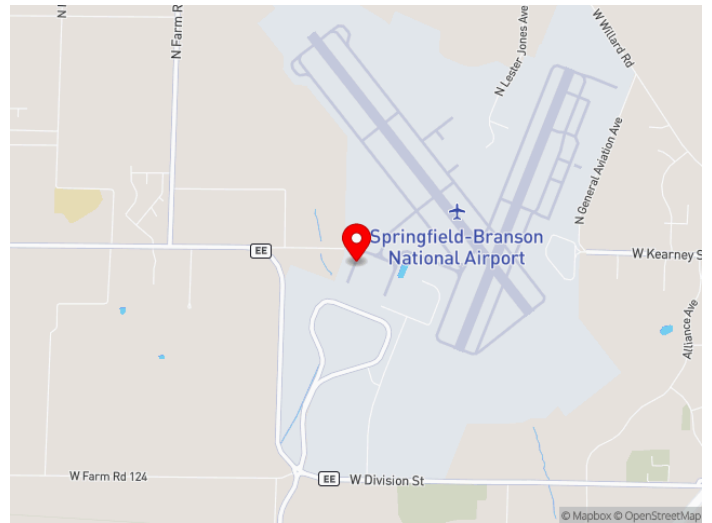
Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$160,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	AIP (FAA)	\$144,000	\$0	\$0	\$0	\$0	\$0	\$144,000
Engineering	Local	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000
Total Engineering		\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
Total Prior Costs		\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
Total Programmed		\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000

NA2801-25 - CONSTRUCT NEW/RELOCATED SRE FACILITY

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$10,500,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues

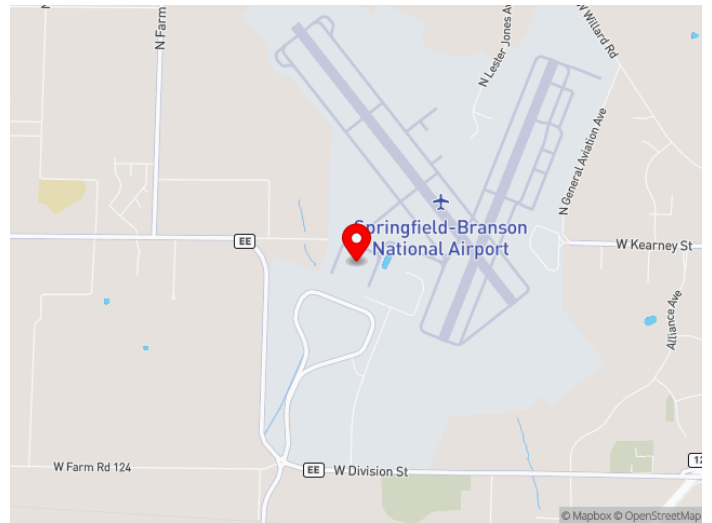


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000
Construction	Local	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000
Total Construction		\$0	\$0	\$0	\$0	\$10,500,000	\$0	\$10,500,000
Total Programmed		\$0	\$0	\$0	\$0	\$10,500,000	\$0	\$10,500,000

NA2802-25 - TERMINAL "NODE" EXPANSION DESIGN

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$6,000,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues

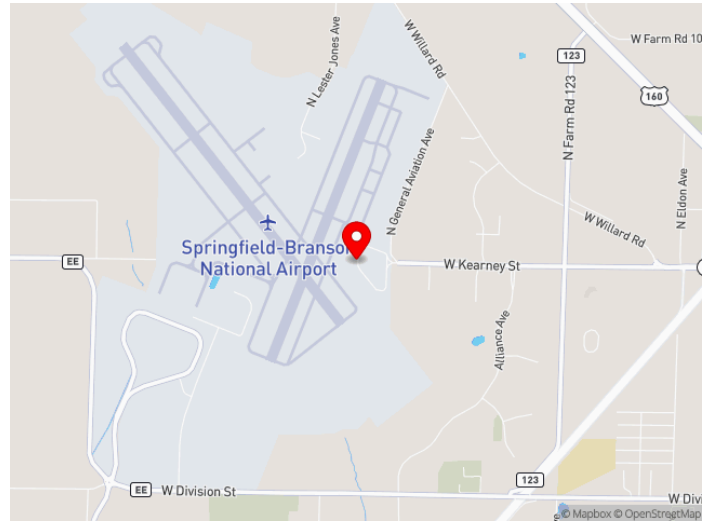


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	AIP (FAA)	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$5,700,000
Engineering	Local	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Total Engineering		\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000
Total Prior Costs		\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000
Total Programmed		\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000

NA2803-25 - CORPORATE/GA CAMPUS PHASE I

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

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$6,200,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Airport Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Construction	Local	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
Total Construction		\$0	\$0	\$0	\$6,200,000	\$0	\$0	\$6,200,000
Total Programmed		\$0	\$0	\$0	\$6,200,000	\$0	\$0	\$6,200,000

NA2804-27 - TERMINAL "NODE" EXPANSION CONSTRUCTION

The construction of proposed “node” expansion to the existing Commercial Terminal. The result would be four additional gates, updated interior and improved waiting area, restrooms and concessions.

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$78,700,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	AIP (FAA)	\$0	\$0	\$14,800,000	\$0	\$0	\$0	\$14,800,000
Construction	Local	\$0	\$0	\$63,900,000	\$0	\$0	\$0	\$63,900,000
Total Construction		\$0	\$0	\$78,700,000	\$0	\$0	\$0	\$78,700,000
Total Programmed		\$0	\$0	\$78,700,000	\$0	\$0	\$0	\$78,700,000

NA2901-27 - CONSTRUCT AND REHABILITATE PERIMETER ROAD

The paving of a 9/10ths mile section of perimeter road that was originally constructed as an aggregate surface section after the construction of the AVCRAD facility. The remainder of the Airport's six miles of asphalt perimeter roadways are due for maintenance as well.

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,000,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Construction	MoDOT	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000
Total Construction		\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
Total Programmed		\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000

NA3001 - RECONSTRUCT GA APRON - DESIGN

Design for the reconstruction of a portion of the GA Apron.

Plan Revision:	27Draft
Section:	Aviation
Project Type:	Aviation
Lead Agency:	Springfield-Branson National Airport
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$350,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: Springfield-Branson National Airport

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	AIP (FAA)	\$0	\$0	\$0	\$0	\$315,000	\$0	\$315,000
Engineering	Local	\$0	\$0	\$0	\$0	\$35,000	\$0	\$35,000
Total Engineering		\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000
Total Programmed		\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000

PROJECTS

SECTION E – FEDERAL HIGHWAY/MODOT ELIGIBLE PROJECTS

OTO SPONSORED PROJECTS

COST SHARES

LOCALLY SPONSORED PROJECTS

MODOT SPONSORED PROJECTS

BIKE/PED PROJECT PRIORITIZATION

The Ozarks Transportation Organization has established priorities for bicycle, pedestrian, and trail improvements. The majority of these improvements are funded through OTO's competitive selection process for the use of STBG-Urban Set-Aside (TAP) funding. The region has also been fortunate to receive additional suballocated funding through the federal appropriations process and has elected to use offset STBG-Urban funding to fulfill the goals of the Regional Bicycle Pedestrian Trail Investment Study and the creation of a regionally connected trail system.

TRANSPORTATION ALTERNATIVES PROGRAM

Under MAP-21, Transportation Enhancement funding was replaced by the Transportation Alternatives Program. The FAST (Fixing America's Surface Transportation) Act moved this program to be a set-aside under the renamed Surface Transportation Block Grant program. The Infrastructure Investment and Jobs Act doubled the amount of this set-aside. For the purposes of this document, the STBG set-aside funding will continue to be referred to as TAP funding. This program provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. TAP is funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

ELIGIBLE SPONSORS

Eligible sponsors for TAP funding include:

- local governments, including city and county governments
- regional transportation authorities
- MPOs that represent an area smaller than 200,000 population
- transit agencies
- natural resource or public land agencies
- school districts, local education agencies, or schools
- tribal governments
- any non-profit entity
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails
- a State, at the request of another eligible entity

ELIGIBLE ACTIVITIES

Funds may be used for projects or activities that are related to surface transportation and described in the definition of "Transportation Alternatives." [23 USC 101(a)(29) or 23 USC 213 as such provisions were in effect on the day before the enactment of the FAST Act]

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the following are also eligible:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Activities in furtherance of a vulnerable road user safety assessment.

EVALUATION CRITERIA FOR SUBALLOCATED BICYCLE/PEDESTRIAN/TRAIL FUNDING

OTO receives suballocated TAP funding and awards projects on a competitive basis. While the scoring criteria evolves with each call for projects, dependent on current needs, the projects currently programmed were scored based on the following:

2025 (INCLUDES BOTH CARBON REDUCTION AND TAP FUNDING)

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

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

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

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

ROADWAY PROJECT PRIORITIZATION

REVENUE SOURCES

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

LOCAL AGENCY SPONSORED PROJECT PRIORITIZATION

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

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

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

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

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

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

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

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

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

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

MODOT SPONSORED PROJECT PRIORITIZATION

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

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

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

A number of MoDOT-sponsored projects in the FY 2027-2030 TIP were previously selected through this process. These projects also appear in the MoDOT 2027-2031 STIP.

No New Projects Added

Projects that stayed in the same fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- AB/B/266 Roundabouts (FY27)
- Route MM - add lanes from I-44 to MO 360 (FY27)
- MO13 - Capital Improvements from Grand to Sunshine (FY28)
- US 60 - Capital Improvements from Farm Road 103 to James River Freeway (FY28)
- Glenstone PH II Operational Improvements (FY 29)
- Kearney/US65 Interchange Improvements and Bridge Replacement (FY30)

Projects accelerated a fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- FF/Weaver (from FY28 to FY27)

Projects delayed a fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- Route CC/22nd Intersection Improvements (from FY26 to FY27)
- Highway 14 - add lanes and sidewalks from 6th to 14th (from FY26 to FY27)
- Sunshine/Rte D Improvements (from FY26 to FY27)
- MO 744 - Signal replacements (from FY26 to FY28)
- US 60 - Capital Improvements from US65 to NN/J (from FY29 to FY31)

NATIONAL HIGHWAY FREIGHT NETWORK

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

- Primary Highway Freight System (PHFS) – 41,799 centerline miles
- Interstate Routes not on the PHFS – approximately 10,265 centerline miles
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)

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

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

DESIGNATION

Currently, Interstate 44 is the only route in the OTO region on the National Highway Freight Network, listed as part of the Primary Highway Freight System across the state of Missouri and no other roadways in the OTO are designated as part of the Critical Urban or Rural Freight Corridors.

EN2612-23A3 - AREA WIDE SCHOOL FLASHER PROGRAM

Purchase of school flasher equipment for use in the OTO area.

Plan Revision:	27Draft
Section:	Sponsored by OTO
Project Type:	Bicycle and Pedestrian
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$312,500
MoDoT ID:	-
Federal ID:	9901887
Project From:	-
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: OTO Members - to be determined upon award; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP; Awarded locations include Logan-Rogersville on Route 125 and Republic on Route N

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	Local	\$0	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Capital	Local-AC	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total Capital		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500
Total Programmed		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500

OT1901-22A2 - OTO OPERATIONS AND PLANNING

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

Plan Revision:	27Draft
Section:	Sponsored by OTO
Project Type:	Operations
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$3,667,696
MoDoT ID:	-
Federal ID:	00FY820, 00FY821, 00FY822, 00FY823, 00FY824, 00FY825, 00FY826
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	Local	\$430,300	\$70,355	\$73,873	\$77,567	\$81,445	\$0	\$733,540
Planning	STBG-U (FHWA)	\$1,721,201	\$281,419	\$295,491	\$310,266	\$325,779	\$0	\$2,934,156
Total Planning		\$2,151,501	\$351,774	\$369,364	\$387,833	\$407,224	\$0	\$3,667,696
Total Prior Costs		\$2,151,501	\$0	\$0	\$0	\$0	\$0	\$2,151,501
Total Programmed		\$2,151,501	\$351,774	\$369,364	\$387,833	\$407,224	\$0	\$3,667,696

SP2611-26A2 - REGIONAL TRANSPORTATION PLANNING

Regional Transportation Planning, including the Major Thoroughfare Plan and Design Standards, in partnership with the City of Springfield SS4A Transportation Planning project.

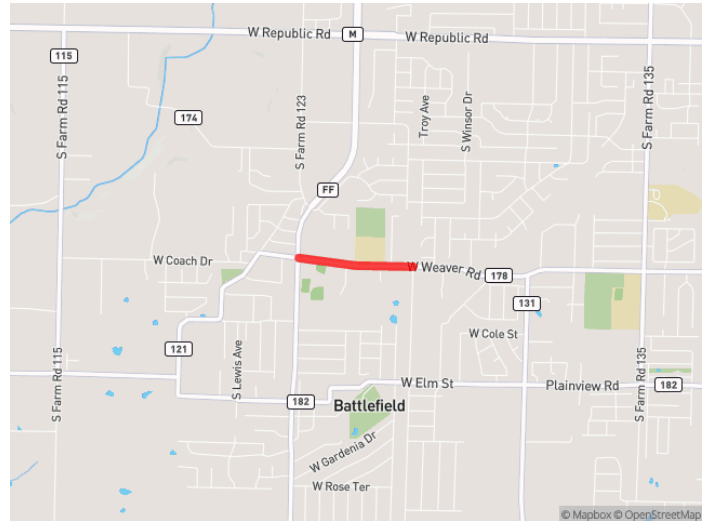
Plan Revision:	27Draft
Section:	Sponsored by OTO
Project Type:	Planning
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$125,000
MoDoT ID:	-
Federal ID:	5901851
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: City of Springfield; FYI: OTO STBG-U (\$100,000)

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	Local	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Planning	STBG-U (FHWA)	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total Planning		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Total Programmed		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000

BA2402-24A3 - WEAVER ROAD IMPROVEMENTS

Roadway improvements from east of Rte. FF to Cloverdale Lane.

Plan Revision:	27Draft
Section:	Cost Shares
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Battlefield
Status:	Programmed
Total Cost:	\$2,923,000
MoDOT ID:	JSU0210
Federal ID:	S605047
Project From:	Route FF
Project To:	Cloverdale Lane
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Battlefield. Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$20,000	\$29,400	\$63,000	\$0	\$0	\$0	\$112,400
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$0	\$0	\$0	\$8,000
Engineering	MoDOT-AC	\$16,000	\$8,000	\$8,000	\$0	\$0	\$0	\$32,000
Engineering	STBG-U (FHWA)	\$80,000	\$117,600	\$252,000	\$0	\$0	\$0	\$449,600
Total Engineering		\$120,000	\$157,000	\$325,000	\$0	\$0	\$0	\$602,000
ROW	Local	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000
ROW	STBG-U (FHWA)	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total ROW		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Construction	Local	\$0	\$0	\$439,200	\$0	\$0	\$0	\$439,200
Construction	STBG-U (FHWA)	\$0	\$0	\$1,756,800	\$0	\$0	\$0	\$1,756,800
Total Construction		\$0	\$0	\$2,196,000	\$0	\$0	\$0	\$2,196,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	MoDOT-AC	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total Programmed		\$120,000	\$282,000	\$2,521,000	\$0	\$0	\$0	\$2,923,000

MO2701-26AM5 - ITS OPERATIONS AND MANAGEMENT (2027)

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

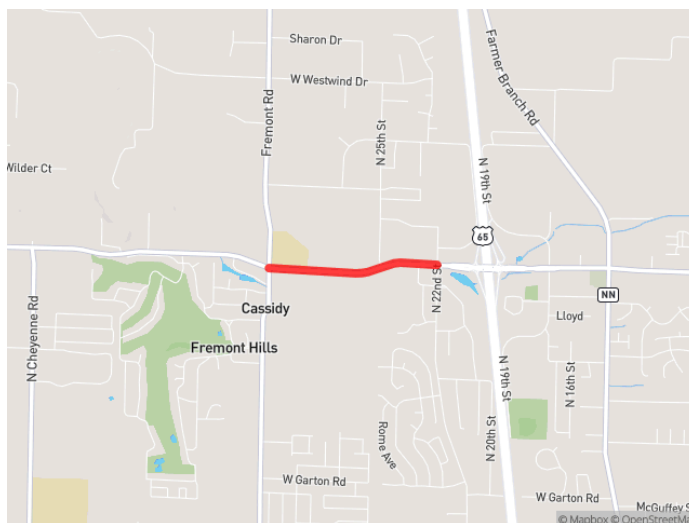
Plan Revision:	27Draft
Section:	Cost Shares
Project Type:	Operations
Lead Agency:	City of Springfield
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$740,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: City of Springfield, State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	Local	\$0	\$148,000	\$0	\$0	\$0	\$0	\$148,000
Operations	STBG-U (FHWA)	\$0	\$592,000	\$0	\$0	\$0	\$0	\$592,000
Total Operations		\$0	\$740,000	\$0	\$0	\$0	\$0	\$740,000
Total Programmed		\$0	\$740,000	\$0	\$0	\$0	\$0	\$740,000

OK2102-23A3a - ROUTE CC CAPITAL IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Cost Shares
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$5,302,000
MoDOT ID:	J850736D
Federal ID:	S605031
Project From:	Fremont Road
Project To:	22nd Street
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG. Design, right of way acquisition and utility relocation by Ozark. \$2,021,449 Cost Share; \$2,128,397 STBG-Urban; \$532,099 Ozark funds.

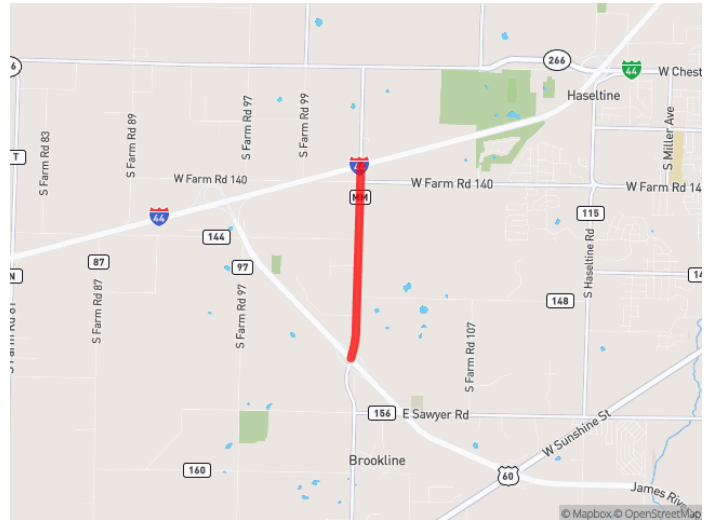


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$29,000	\$95,000	\$0	\$0	\$0	\$0	\$124,000
Engineering	MoDOT-AC	\$116,000	\$380,000	\$0	\$0	\$0	\$0	\$496,000
Total Engineering		\$145,000	\$475,000	\$0	\$0	\$0	\$0	\$620,000
Construction	Local	\$0	\$532,099	\$0	\$0	\$0	\$0	\$532,099
Construction	MoDOT	\$0	\$404,301	\$0	\$0	\$0	\$0	\$404,301
Construction	MoDOT-AC	\$0	\$1,617,203	\$0	\$0	\$0	\$0	\$1,617,203
Construction	STBG-U (FHWA)	\$0	\$2,128,397	\$0	\$0	\$0	\$0	\$2,128,397
Total Construction		\$0	\$4,682,000	\$0	\$0	\$0	\$0	\$4,682,000
Total Prior Costs		\$145,000	\$0	\$0	\$0	\$0	\$0	\$145,000
Total Programmed		\$145,000	\$5,157,000	\$0	\$0	\$0	\$0	\$5,302,000

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

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

Plan Revision:	27Draft
Section:	Cost Shares
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$19,663,246
MoDOT ID:	J850836B
Federal ID:	S602093
Project From:	I-44
Project To:	Route 360
Project Considerations:	Advance Construction
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

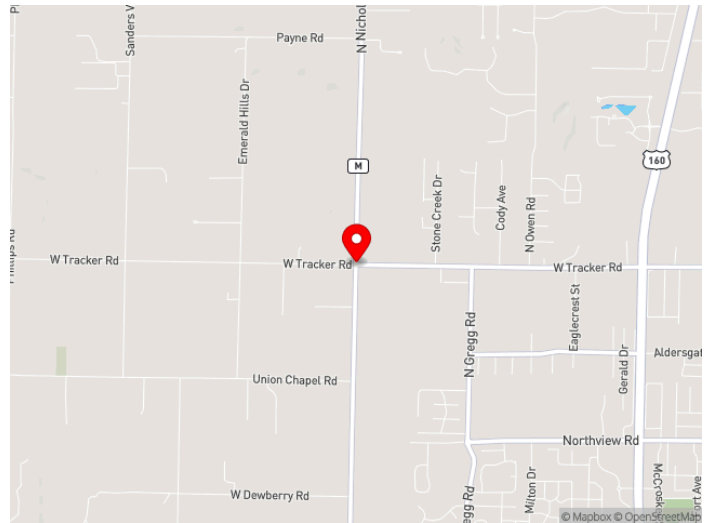


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$550,537	\$0	\$0	\$0	\$0	\$0	\$550,537
Engineering	MoDOT	\$187,984	\$344,200	\$0	\$0	\$0	\$0	\$532,184
Engineering	MoDOT-AC	\$160,000	\$1,376,800	\$0	\$0	\$0	\$0	\$1,536,800
Engineering	STBG (FHWA)	\$591,935	\$0	\$0	\$0	\$0	\$0	\$591,935
Total Engineering		\$1,490,456	\$1,721,000	\$0	\$0	\$0	\$0	\$3,211,456
ROW	Local	\$445,790	\$0	\$0	\$0	\$0	\$0	\$445,790
ROW	MoDOT	\$0	\$4,100,000	\$0	\$0	\$0	\$0	\$4,100,000
Total ROW		\$445,790	\$4,100,000	\$0	\$0	\$0	\$0	\$4,545,790
Construction	Local	\$0	\$342,000	\$0	\$0	\$0	\$0	\$342,000
Construction	MoDOT	\$0	\$1,900,000	\$0	\$0	\$0	\$0	\$1,900,000
Construction	MoDOT-AC	\$0	\$7,368,000	\$0	\$0	\$0	\$0	\$7,368,000
Construction	STBG-U (FHWA)	\$0	\$2,296,000	\$0	\$0	\$0	\$0	\$2,296,000
Total Construction		\$0	\$11,906,000	\$0	\$0	\$0	\$0	\$11,906,000
-	Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STBG-U (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,936,246	\$0	\$0	\$0	\$0	\$0	\$1,936,246
Total Programmed		\$1,936,246	\$17,727,000	\$0	\$0	\$0	\$0	\$19,663,246

CC2504-25A2 - NICHOLAS AND TRACKER

Operational improvements at Nicholas and Tracker Intersection

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	System Improvement
Lead Agency:	Christian County
County:	Christian County
Municipality:	Unincorporated Christian County
Status:	Programmed
Total Cost:	\$1,305,000
MoDoT ID:	-
Federal ID:	9901885
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: Christian County

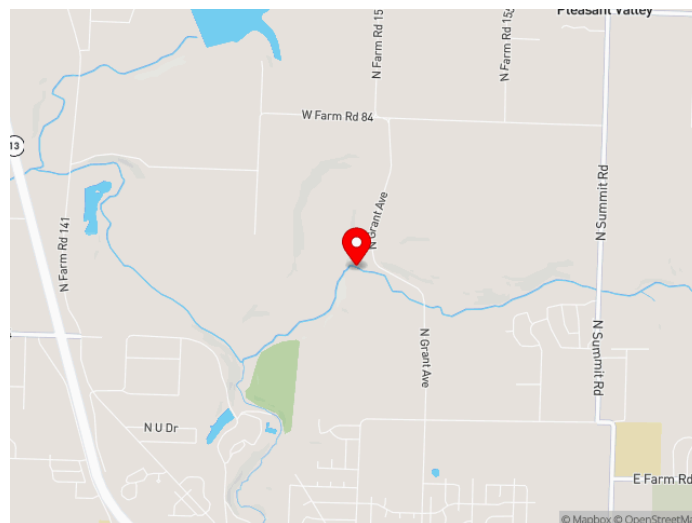


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Engineering	STBG-U (FHWA)	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total Engineering		\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000
ROW	Local	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
ROW	STBG-U (FHWA)	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Total ROW		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Construction	Local	\$0	\$216,000	\$0	\$0	\$0	\$0	\$216,000
Construction	STBG-U (FHWA)	\$0	\$864,000	\$0	\$0	\$0	\$0	\$864,000
Total Construction		\$0	\$1,080,000	\$0	\$0	\$0	\$0	\$1,080,000
Total Prior Costs		\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000
Total Programmed		\$125,000	\$1,180,000	\$0	\$0	\$0	\$0	\$1,305,000

EN2402-25AM1 - LOST HILL GREENWAY BRIDGE

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	Greene County Parks
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$146,750
MoDoT ID:	-
Federal ID:	9901867
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: Springfield-Greene County Park Board

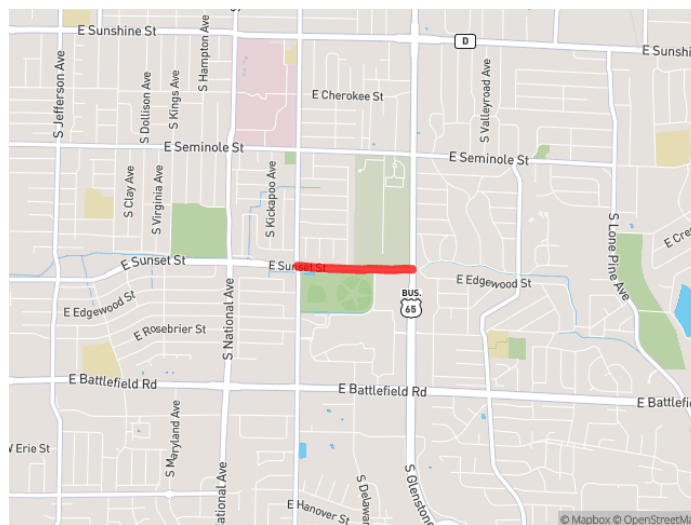


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$8,780	\$0	\$0	\$0	\$0	\$0	\$8,780
Engineering	TAP (FHWA)	\$35,120	\$0	\$0	\$0	\$0	\$0	\$35,120
Total Engineering		\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900
Construction	Local	\$0	\$20,570	\$0	\$0	\$0	\$0	\$20,570
Construction	TAP (FHWA)	\$0	\$82,280	\$0	\$0	\$0	\$0	\$82,280
Total Construction		\$0	\$102,850	\$0	\$0	\$0	\$0	\$102,850
Total Prior Costs		\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900
Total Programmed		\$43,900	\$102,850	\$0	\$0	\$0	\$0	\$146,750

EN2413-26AM1 - SOUTH CREEK GREENWAY FREMONT TO GLENSTONE

Construct pedestrian pathway from Fremont to Glenstone.

Plan Revision:	27Draft
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:	\$1,126,139
MoDoT ID:	-
Federal ID:	5901830
Project From:	Fremont
Project To:	Glenstone
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

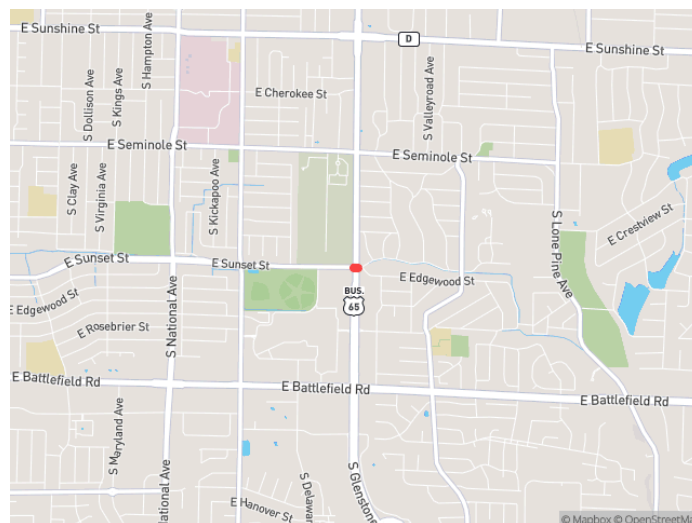


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	CRP (FHWA)	\$96,641	\$0	\$0	\$0	\$0	\$0	\$96,641
Engineering	Local	\$24,160	\$0	\$0	\$0	\$0	\$0	\$24,160
Total Engineering		\$120,801	\$0	\$0	\$0	\$0	\$0	\$120,801
Construction	CRP (FHWA)	\$0	\$644,270	\$0	\$0	\$0	\$0	\$644,270
Construction	Local	\$0	\$201,068	\$0	\$0	\$0	\$0	\$201,068
Construction	STBG-U (FHWA)	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total Construction		\$0	\$1,005,338	\$0	\$0	\$0	\$0	\$1,005,338
Total Prior Costs		\$120,801	\$0	\$0	\$0	\$0	\$0	\$120,801
Total Programmed		\$120,801	\$1,005,338	\$0	\$0	\$0	\$0	\$1,126,139

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

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$446,899
MoDOT ID:	-
Federal ID:	5901839
Project From:	-
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Springfield, State Transportation Revenues Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - CRP



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	CRP (FHWA)	\$66,604	\$0	\$0	\$0	\$0	\$0	\$66,604
Engineering	Local	\$8,326	\$0	\$0	\$0	\$0	\$0	\$8,326
Engineering	MoDOT	\$8,325	\$0	\$0	\$0	\$0	\$0	\$8,325
Total Engineering		\$83,255	\$0	\$0	\$0	\$0	\$0	\$83,255
Construction	Local	\$0	\$36,364	\$0	\$0	\$0	\$0	\$36,364
Construction	Local-AC	\$0	\$290,915	\$0	\$0	\$0	\$0	\$290,915
Construction	MoDOT	\$0	\$36,365	\$0	\$0	\$0	\$0	\$36,365
Total Construction		\$0	\$363,644	\$0	\$0	\$0	\$0	\$363,644
Total Prior Costs		\$83,255	\$0	\$0	\$0	\$0	\$0	\$83,255
Total Programmed		\$83,255	\$363,644	\$0	\$0	\$0	\$0	\$446,899

EN2602-26AM4 - SOUTH CREEK GREENWAY - POSENKE GAP

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	Ozark Greenways
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$840,317
MoDoT ID:	-
Federal ID:	5901834
Project From:	-
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: Ozark Greenways; FYI Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

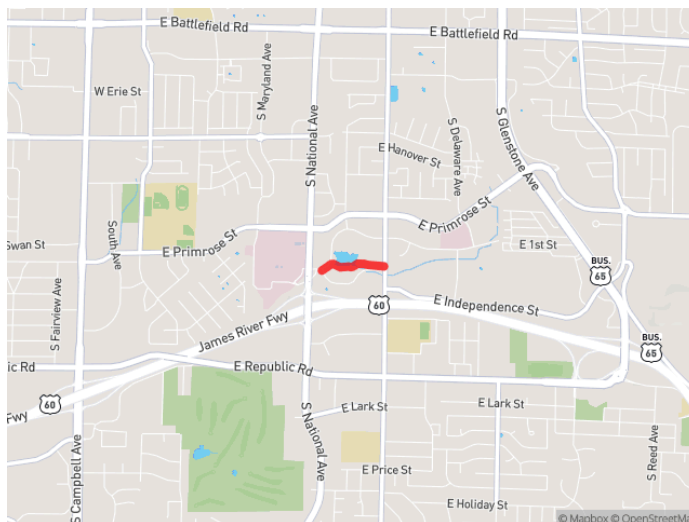


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$0	\$1,674	\$0	\$0	\$0	\$0	\$1,674
Engineering	Local-AC	\$0	\$6,695	\$0	\$0	\$0	\$0	\$6,695
Total Engineering		\$0	\$8,369	\$0	\$0	\$0	\$0	\$8,369
Construction	Local	\$0	\$166,389	\$0	\$0	\$0	\$0	\$166,389
Construction	Local-AC	\$0	\$665,559	\$0	\$0	\$0	\$0	\$665,559
Total Construction		\$0	\$831,948	\$0	\$0	\$0	\$0	\$831,948
Total Programmed		\$0	\$840,317	\$0	\$0	\$0	\$0	\$840,317

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

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$496,685
MoDoT ID:	-
Federal ID:	5936804
Project From:	E Bradford Parkway
Project To:	S Fremont Ave
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Springfield; FYI Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

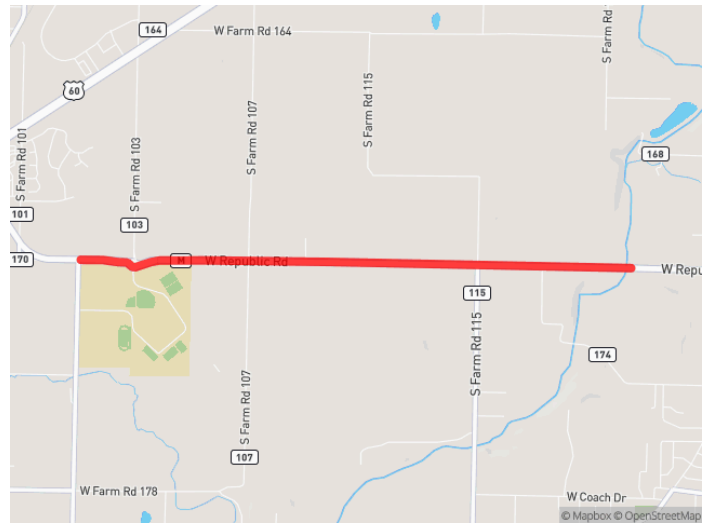


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$99,337	\$0	\$0	\$0	\$0	\$99,337
Construction	Local-AC	\$0	\$397,348	\$0	\$0	\$0	\$0	\$397,348
Total Construction		\$0	\$496,685	\$0	\$0	\$0	\$0	\$496,685
Total Programmed		\$0	\$496,685	\$0	\$0	\$0	\$0	\$496,685

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

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	Ozark Greenways
County:	Greene County
Municipality:	Republic, Unincorporated Greene County
Status:	Programmed
Total Cost:	\$529,331
MoDoT ID:	-
Federal ID:	5931804
Project From:	Wilson's Creek Blvd
Project To:	east of Farm Road 123
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: Ozark Greenways; FYI Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

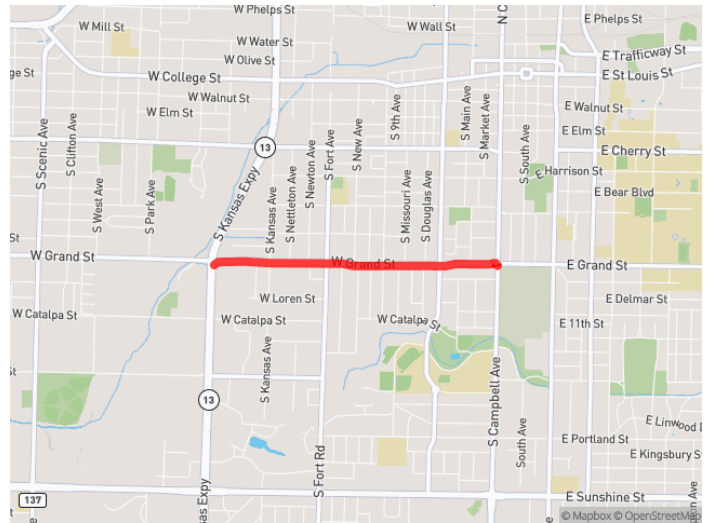


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$0	\$105,866	\$0	\$0	\$0	\$0	\$105,866
Engineering	Local-AC	\$0	\$423,465	\$0	\$0	\$0	\$0	\$423,465
Total Engineering		\$0	\$529,331	\$0	\$0	\$0	\$0	\$529,331
Total Programmed		\$0	\$529,331	\$0	\$0	\$0	\$0	\$529,331

EN2606-26 - GRAND STREET TRAIL PHASE I

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,254,342
MoDoT ID:	-
Federal ID:	5901840
Project From:	Kansas Expressway
Project To:	Campbell Ave
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Springfield; FYI Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

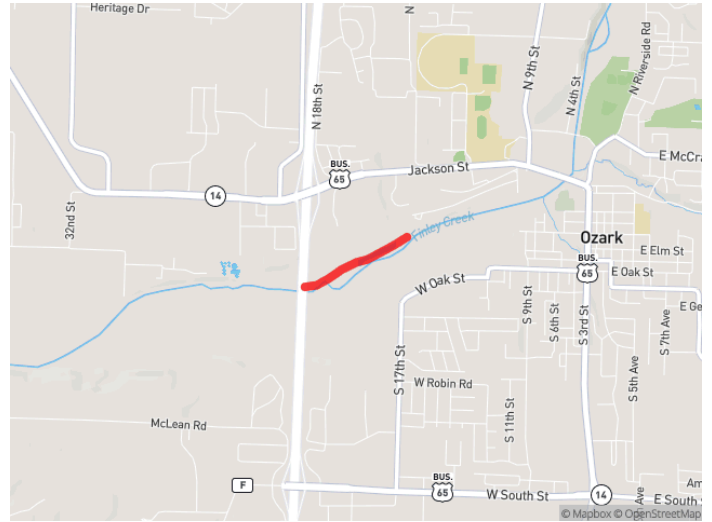


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$250,868	\$0	\$0	\$0	\$0	\$250,868
Construction	Local-AC	\$0	\$1,003,474	\$0	\$0	\$0	\$0	\$1,003,474
Total Construction		\$0	\$1,254,342	\$0	\$0	\$0	\$0	\$1,254,342
Total Programmed		\$0	\$1,254,342	\$0	\$0	\$0	\$0	\$1,254,342

EN2607-26AM3 - FINLEY RIVER TRAIL WESTERN EXPANSION PHASE I

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Ozark
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$1,114,987
MoDoT ID:	-
Federal ID:	-
Project From:	Southwest side of Ozark Community Center
Project To:	Highway 65 Bridge through City owned land
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Ozark; FYI Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

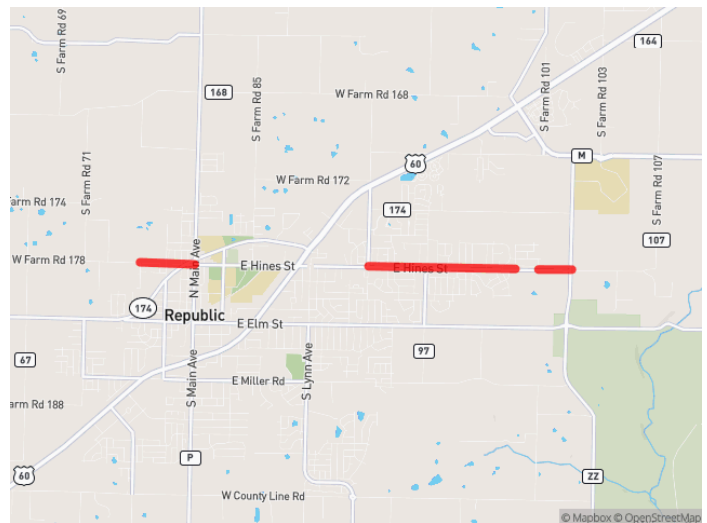


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$0	\$3,819	\$0	\$0	\$0	\$0	\$3,819
Engineering	Local-AC	\$0	\$15,277	\$0	\$0	\$0	\$0	\$15,277
Total Engineering		\$0	\$19,096	\$0	\$0	\$0	\$0	\$19,096
Construction	Local	\$0	\$219,178	\$0	\$0	\$0	\$0	\$219,178
Construction	Local-AC	\$0	\$876,713	\$0	\$0	\$0	\$0	\$876,713
Total Construction		\$0	\$1,095,891	\$0	\$0	\$0	\$0	\$1,095,891
Total Programmed		\$0	\$1,114,987	\$0	\$0	\$0	\$0	\$1,114,987

EN2610-26 - HINES STREET PEDESTRIAN PROJECT

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Republic
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$308,633
MoDoT ID:	-
Federal ID:	6900816
Project From:	Butternut Avenue, Oakwood Avenue, Lincoln Avenue
Project To:	Main Street, Franklin Avenue, Wilson's Creek Blvd. Trail
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Republic; FYI: Federal Funding Category Upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

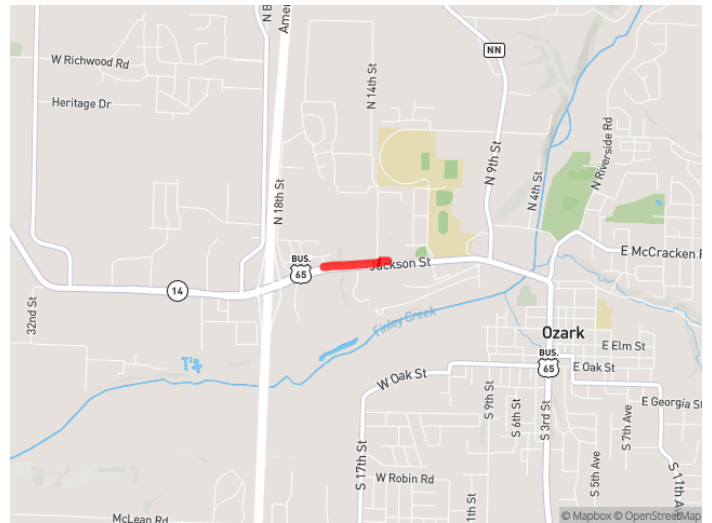


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$0	\$61,727	\$0	\$0	\$0	\$0	\$61,727
Engineering	Local-AC	\$0	\$246,906	\$0	\$0	\$0	\$0	\$246,906
Total Engineering		\$0	\$308,633	\$0	\$0	\$0	\$0	\$308,633
Total Programmed		\$0	\$308,633	\$0	\$0	\$0	\$0	\$308,633

EN2611-26 - CHADWICK FLYER JACKSON STREET CONNECTOR

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Ozark
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$318,649
MoDoT ID:	-
Federal ID:	9901875
Project From:	Corner of 16th Street & Hwy 14/Jackson Street
Project To:	Chadwick Flyer Phase I Connection
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Ozark; FYI: Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$63,730	\$0	\$0	\$0	\$0	\$63,730
Construction	Local-AC	\$0	\$254,919	\$0	\$0	\$0	\$0	\$254,919
Total Construction		\$0	\$318,649	\$0	\$0	\$0	\$0	\$318,649
Total Programmed		\$0	\$318,649	\$0	\$0	\$0	\$0	\$318,649

MO2801-25 - ITS OPERATIONS AND MANAGEMENT (2028)

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Operations
Lead Agency:	City of Springfield
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$750,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: City of Springfield, State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	Local	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Operations	STBG-U (FHWA)	\$0	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Total Operations		\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000

MO2901-26 - ITS OPERATIONS AND MANAGEMENT (2029)

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Operations
Lead Agency:	City of Springfield
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$765,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: City of Springfield, State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	Local	\$0	\$0	\$0	\$153,000	\$0	\$0	\$153,000
Operations	STBG-U (FHWA)	\$0	\$0	\$0	\$612,000	\$0	\$0	\$612,000
Total Operations		\$0	\$0	\$0	\$765,000	\$0	\$0	\$765,000
Total Programmed		\$0	\$0	\$0	\$765,000	\$0	\$0	\$765,000

MO3001-27 - ITS OPERATIONS AND MANAGEMENT (2030)

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

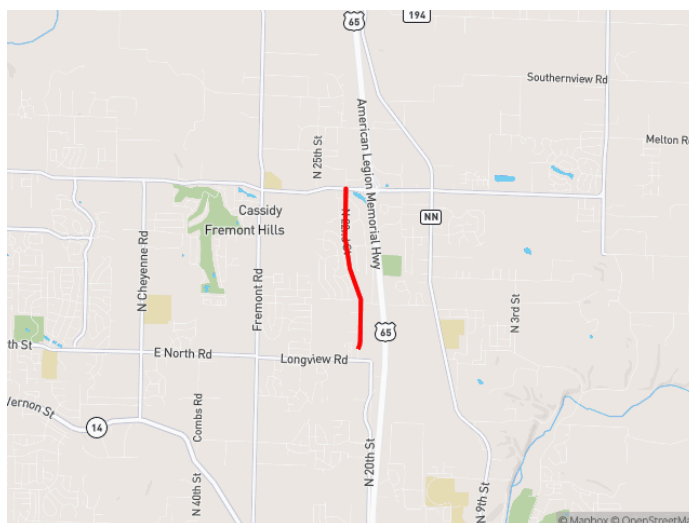
Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Operations
Lead Agency:	City of Springfield
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$780,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: City of Springfield, State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	Local	\$0	\$0	\$0	\$0	\$156,000	\$0	\$156,000
Operations	STBG-U (FHWA)	\$0	\$0	\$0	\$0	\$624,000	\$0	\$624,000
Total Operations		\$0	\$0	\$0	\$0	\$780,000	\$0	\$780,000
Total Programmed		\$0	\$0	\$0	\$0	\$780,000	\$0	\$780,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	System Improvement
Lead Agency:	City of Ozark
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$1,449,040
MoDoT ID:	-
Federal ID:	9900905
Project From:	Route CC
Project To:	Longview
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	-

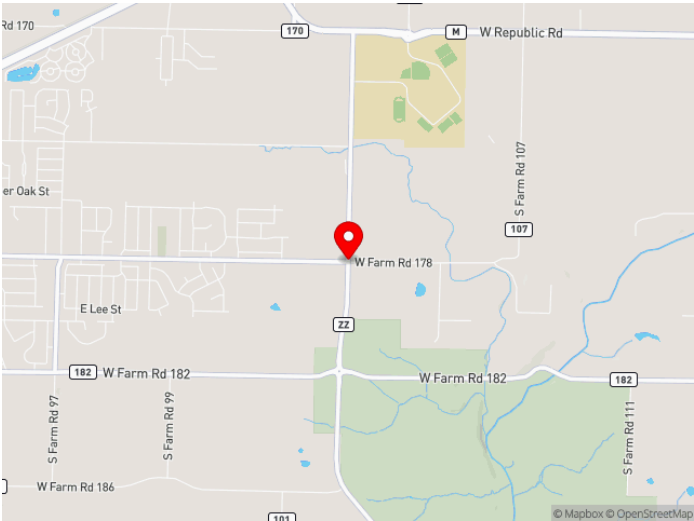


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
Engineering	STBG-U (FHWA)	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
Total Engineering		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
ROW	Local	\$52,450	\$0	\$0	\$0	\$0	\$0	\$52,450
ROW	STBG-U (FHWA)	\$209,800	\$0	\$0	\$0	\$0	\$0	\$209,800
Total ROW		\$262,250	\$0	\$0	\$0	\$0	\$0	\$262,250
Construction	Local	\$0	\$225,358	\$0	\$0	\$0	\$0	\$225,358
Construction	STBG-U (FHWA)	\$0	\$901,432	\$0	\$0	\$0	\$0	\$901,432
Total Construction		\$0	\$1,126,790	\$0	\$0	\$0	\$0	\$1,126,790
Total Prior Costs		\$322,250	\$0	\$0	\$0	\$0	\$0	\$322,250
Total Programmed		\$322,250	\$1,126,790	\$0	\$0	\$0	\$0	\$1,449,040

RP2503-25A1 - HINES AND ZZ

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Scoping
Lead Agency:	City of Republic
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$180,000
MoDoT ID:	-
Federal ID:	6900815
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Republic

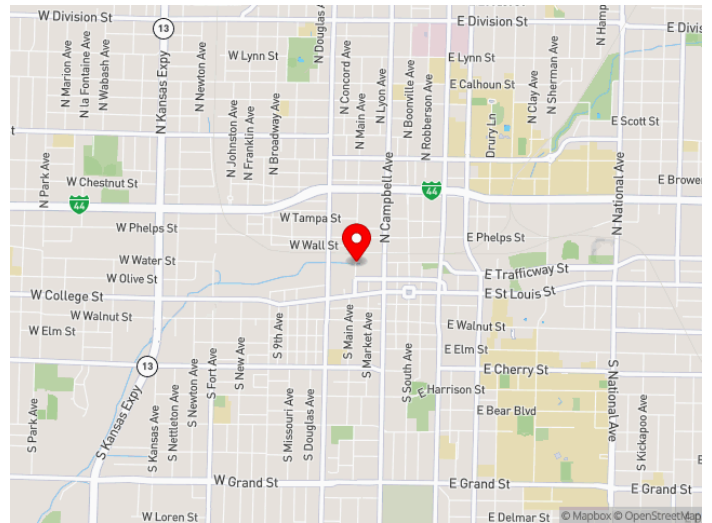


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	Local	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
ROW	STBG-U (FHWA)	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Total ROW		\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Total Programmed		\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000

SP2402-26A3 - MAIN AVENUE BRIDGE OVER JORDAN CREEK

Replacement of the Main Avenue Bridge over Jordan Creek

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Asset Management - Bridge
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$4,440,000
MoDOT ID:	-
Federal ID:	5900853
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

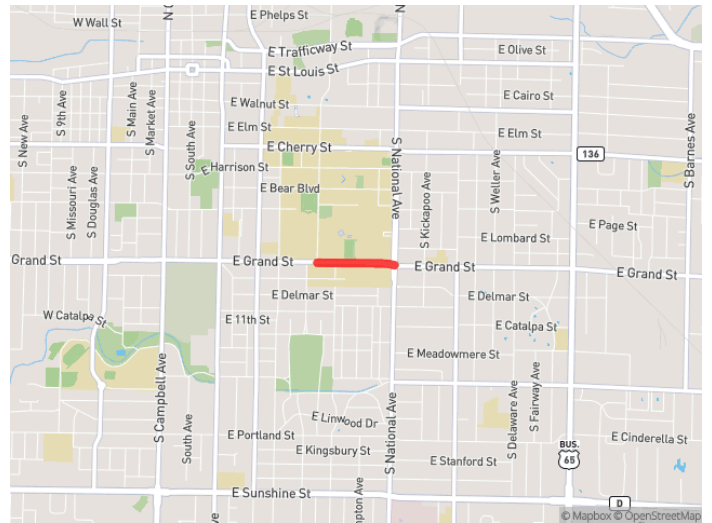


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	Local	\$0	\$88,000	\$0	\$0	\$0	\$0	\$88,000
ROW	STBG-U (FHWA)	\$0	\$352,000	\$0	\$0	\$0	\$0	\$352,000
Total ROW		\$0	\$440,000	\$0	\$0	\$0	\$0	\$440,000
Construction	Local	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Construction	STBG-U (FHWA)	\$0	\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000
Total Construction		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
Total Programmed		\$0	\$4,440,000	\$0	\$0	\$0	\$0	\$4,440,000

SP2501-22 - GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,000,000
MoDoT ID:	-
Federal ID:	-
Project From:	John Q. Hammons Avenue
Project To:	National Avenue
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield 1/8-cent Transportation Tax



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Engineering	STBG-U (FHWA)	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Total Engineering		\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Construction	Local	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Construction	STBG-U (FHWA)	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Total Construction		\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Programmed		\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

Rehabilitation/maintenance of the Grant Avenue Viaduct

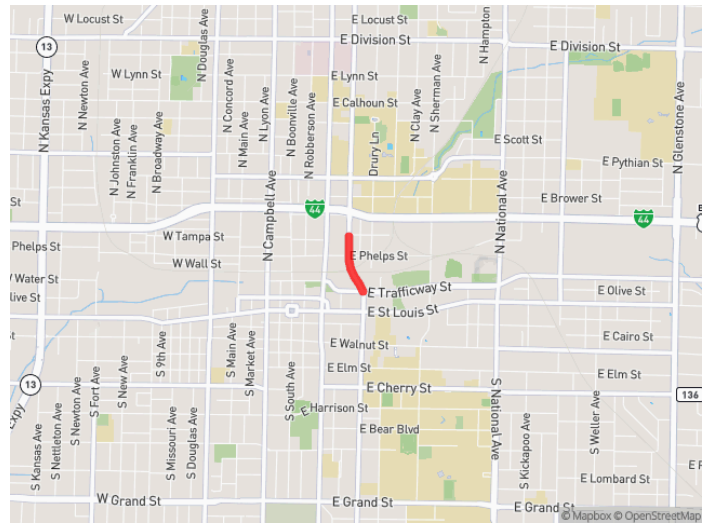
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Federal Highway Eligible Projects

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

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Asset Management - Bridge
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,169,105
MoDoT ID:	-
Federal ID:	5901838
Project From:	Trafficway St.
Project To:	Tampa St.
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

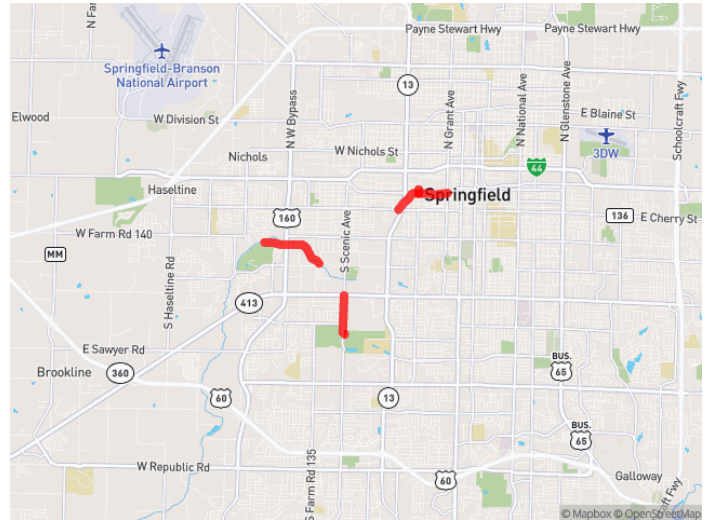


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$233,821	\$0	\$0	\$0	\$0	\$233,821
Construction	STBG-U (FHWA)	\$0	\$935,284	\$0	\$0	\$0	\$0	\$935,284
Total Construction		\$0	\$1,169,105	\$0	\$0	\$0	\$0	\$1,169,105
Total Programmed		\$0	\$1,169,105	\$0	\$0	\$0	\$0	\$1,169,105

SP2515-25AM2 - RAISE UNGAP THE MAP

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

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Bicycle and Pedestrian
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$24,822,313
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: City of Springfield



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	RAISE	\$0	\$3,700,200	\$0	\$0	\$0	\$0	\$3,700,200
Total Engineering		\$0	\$3,700,200	\$0	\$0	\$0	\$0	\$3,700,200
ROW	RAISE	\$0	\$692,925	\$0	\$0	\$0	\$0	\$692,925
Total ROW		\$0	\$692,925	\$0	\$0	\$0	\$0	\$692,925
Construction	RAISE	\$0	\$20,429,188	\$0	\$0	\$0	\$0	\$20,429,188
Total Construction		\$0	\$20,429,188	\$0	\$0	\$0	\$0	\$20,429,188
Total Programmed		\$0	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313

SP2604-26 - SPRINGFIELD SS4A FY 2024 ROUND 3 AWARD

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

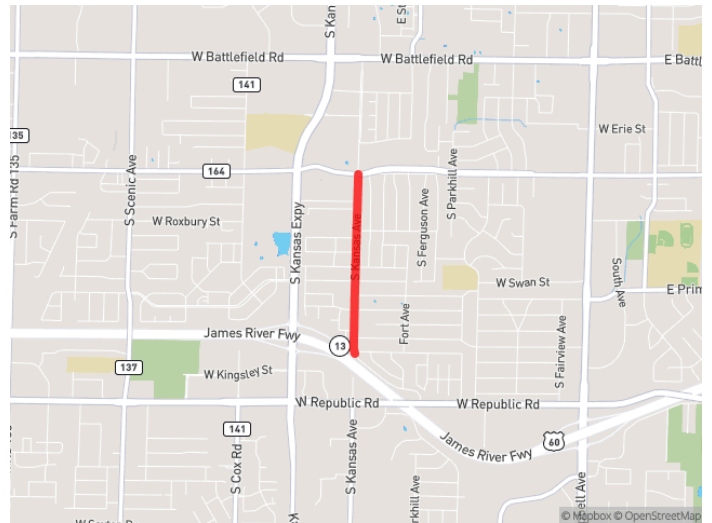
Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Planning
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,140,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield; FYI: https://www.ozarkstransportation.org/ss4a

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	Local	\$0	\$228,000	\$0	\$0	\$0	\$0	\$228,000
Planning	SS4A (FHWA)	\$0	\$912,000	\$0	\$0	\$0	\$0	\$912,000
Total Planning		\$0	\$1,140,000	\$0	\$0	\$0	\$0	\$1,140,000
Total Programmed		\$0	\$1,140,000	\$0	\$0	\$0	\$0	\$1,140,000

SP2609-26A2 - KANSAS AVENUE - WALNUT LAWN TO MAPLEWOOD

Street, bicycle/pedestrian, and storm-water improvements on S Kansas Avenue from W Walnut Lawn Street to W Maplewood Street.

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	System Improvement
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$500,000
MoDoT ID:	-
Federal ID:	5901845
Project From:	Walnut Lawn Street
Project To:	Maplewood Street
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	Local	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
ROW	STBG-U (FHWA)	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Total ROW		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Total Programmed		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

SP2610-26A2 - 2026 STBG RESURFACING - VARIOUS ROUTES

Resurfacing of various arterial and collector streets on the federal-aid system in Springfield.

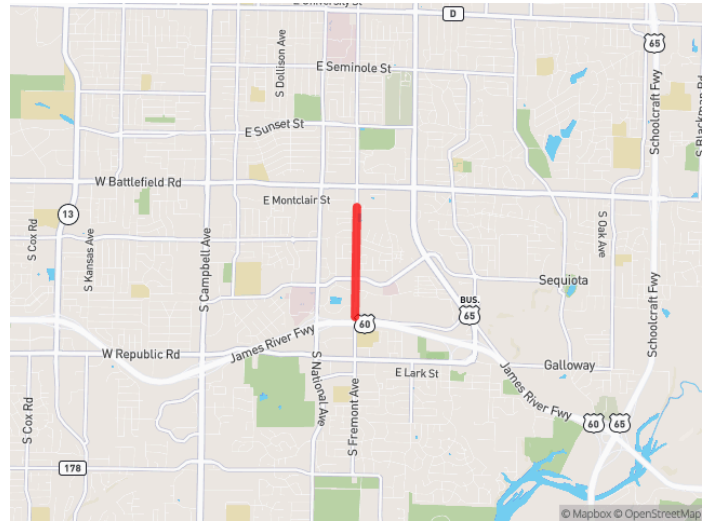
Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Asset Management - Pavement
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$3,000,000
MoDoT ID:	-
Federal ID:	5901844
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Construction	STBG-U (FHWA)	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
Total Construction		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Total Programmed		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

SP2612-26A3 - FREMONT AVENUE - ERIE TO INDEPENDENCE

Street widening with multi-use path and storm-water improvements on S Fremont Avenue from E Erie Street to E Independence Street.

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	System Improvement
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,100,000
MoDoT ID:	-
Federal ID:	5901847
Project From:	Erie Street
Project To:	Independence Street
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	Local	\$0	\$220,000	\$0	\$0	\$0	\$0	\$220,000
ROW	STBG-U (FHWA)	\$0	\$880,000	\$0	\$0	\$0	\$0	\$880,000
Total ROW		\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
Total Programmed		\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000

SP2613-26A3 - 2026 SPRINGFIELD ADA IMPROVEMENTS - VARIOUS ROUTES

Sidewalk and ramp improvements on various arterial and collector streets on the federal-aid system in Springfield.

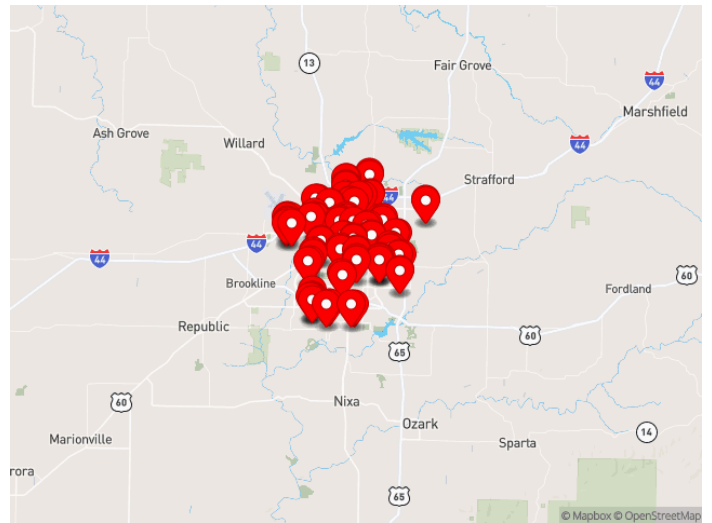
Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	Asset Management - Other
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$929,700
MoDoT ID:	-
Federal ID:	5901849
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$185,940	\$0	\$0	\$0	\$0	\$185,940
Construction	STBG-U (FHWA)	\$0	\$743,760	\$0	\$0	\$0	\$0	\$743,760
Total Construction		\$0	\$929,700	\$0	\$0	\$0	\$0	\$929,700
Total Programmed		\$0	\$929,700	\$0	\$0	\$0	\$0	\$929,700

SP2614-26A3 - SPRINGFIELD SCHOOL FLASHER SIGNAL REPLACEMENT - VARIOUS LOCATIONS

Replacement of school flasher signals including battery backup at various locations in Springfield.

Plan Revision:	27Draft
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:	\$682,010
MoDoT ID:	-
Federal ID:	5901848
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

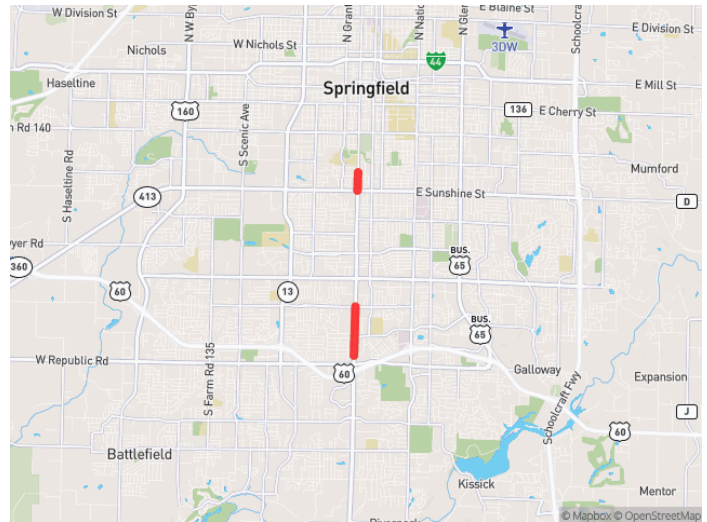


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Local	\$0	\$136,402	\$0	\$0	\$0	\$0	\$136,402
Construction	STBG-U (FHWA)	\$0	\$545,608	\$0	\$0	\$0	\$0	\$545,608
Total Construction		\$0	\$682,010	\$0	\$0	\$0	\$0	\$682,010
Total Programmed		\$0	\$682,010	\$0	\$0	\$0	\$0	\$682,010

SP2705-27 - SPRINGFIELD SS4A FY 2025 AWARD - CAMPBELL AVENUE

Implementation funding for engineering, right-of-way acquisition, and construction of safety, roadway, bicycle/pedestrian, and storm-water improvements on S Campbell Avenue from W Minota Street to W Sunshine Street and from W Walnut Lawn Street to S South Avenue.

Plan Revision:	27Draft
Section:	Sponsored by Local Public Agencies
Project Type:	System Improvement
Lead Agency:	City of Springfield
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$17,300,000
MoDoT ID:	-
Federal ID:	-
Project From:	Minota Street, Walnut Lawn Street
Project To:	Sunshine Street, South Avenue
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: City of Springfield

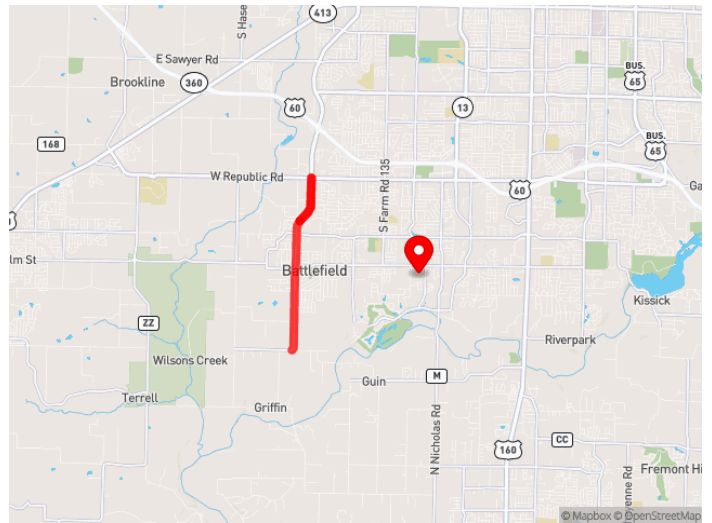


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local	\$0	\$319,691	\$0	\$0	\$0	\$0	\$319,691
Engineering	SS4A (FHWA)	\$0	\$1,278,765	\$0	\$0	\$0	\$0	\$1,278,765
Total Engineering		\$0	\$1,598,456	\$0	\$0	\$0	\$0	\$1,598,456
ROW	Local	\$0	\$0	\$700,000	\$0	\$0	\$0	\$700,000
ROW	SS4A (FHWA)	\$0	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Total ROW		\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Construction	Local	\$0	\$0	\$0	\$2,440,309	\$0	\$0	\$2,440,309
Construction	SS4A (FHWA)	\$0	\$0	\$0	\$9,761,235	\$0	\$0	\$9,761,235
Total Construction		\$0	\$0	\$0	\$12,201,544	\$0	\$0	\$12,201,544
Total Programmed		\$0	\$1,598,456	\$3,500,000	\$12,201,544	\$0	\$0	\$17,300,000

BA2202-22A3 - ROUTE FF CORRIDOR IMPROVEMENTS SCOPING

Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Battlefield
Status:	Programmed
Total Cost:	\$340,000
MoDOT ID:	JSU0004
Federal ID:	-
Project From:	Route M
Project To:	Farm Road 194
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

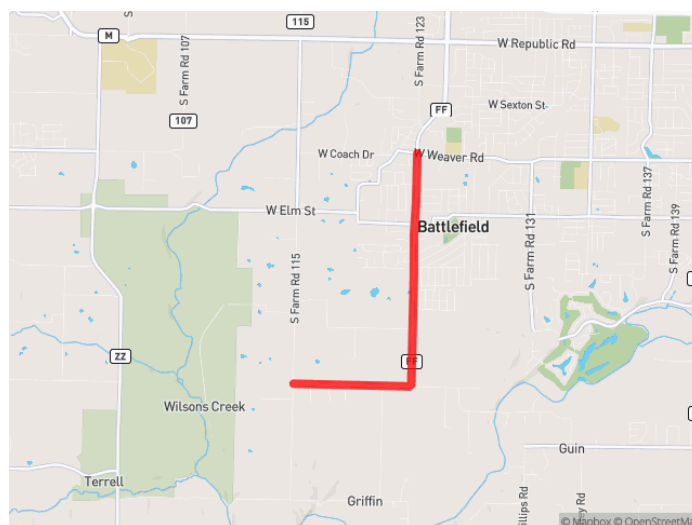


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$50,000	\$10,000	\$4,000	\$2,000	\$2,000	\$0	\$68,000
Engineering	MoDOT-AC	\$200,000	\$40,000	\$16,000	\$8,000	\$8,000	\$0	\$272,000
Total Engineering		\$250,000	\$50,000	\$20,000	\$10,000	\$10,000	\$0	\$340,000
Total Prior Costs		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Total Programmed		\$250,000	\$50,000	\$20,000	\$10,000	\$10,000	\$0	\$340,000

BA2301-23 - ROUTE FF PAVEMENT RESURFACING

Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Battlefield
Status:	Programmed
Total Cost:	\$655,000
MoDoT ID:	JSU0018
Federal ID:	S605012
Project From:	Weaver Rd
Project To:	Haseltine Rd
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

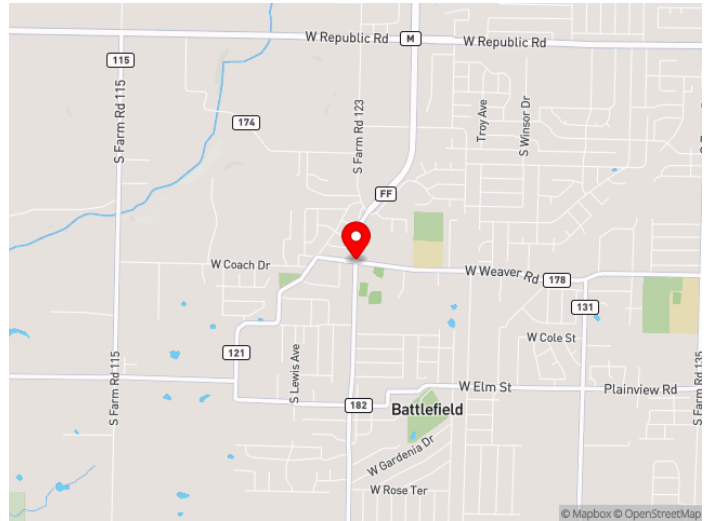


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,800	\$1,600	\$13,400	\$0	\$0	\$0	\$19,800
Engineering	MoDOT-AC	\$19,200	\$400	\$53,600	\$0	\$0	\$0	\$73,200
Total Engineering		\$24,000	\$2,000	\$67,000	\$0	\$0	\$0	\$93,000
Construction	MoDOT	\$0	\$0	\$112,400	\$0	\$0	\$0	\$112,400
Construction	MoDOT-AC	\$0	\$0	\$449,600	\$0	\$0	\$0	\$449,600
Total Construction		\$0	\$0	\$562,000	\$0	\$0	\$0	\$562,000
Total Prior Costs		\$24,000	\$0	\$0	\$0	\$0	\$0	\$24,000
Total Programmed		\$24,000	\$2,000	\$629,000	\$0	\$0	\$0	\$655,000

BA2401-24 - FF INTERSECTION IMPROVEMENTS AT WEAVER ROAD

Intersection improvements at Weaver Road in Battlefield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Battlefield
Status:	Programmed
Total Cost:	\$4,076,000
MoDOT ID:	JSU0189
Federal ID:	S605046
Project From:	Weaver Road
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

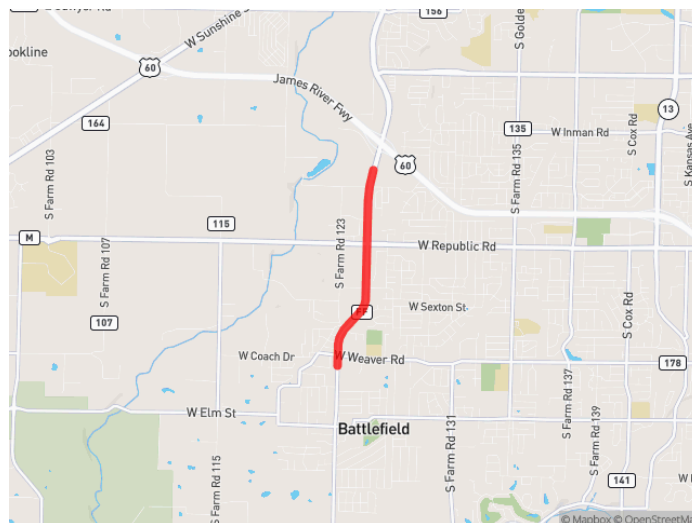


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$54,000	\$5,700	\$49,500	\$0	\$0	\$0	\$109,200
Engineering	MoDOT-AC	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Engineering	SAFETY (FHWA)	\$0	\$51,300	\$445,500	\$0	\$0	\$0	\$496,800
Engineering	STBG (FHWA)	\$96,000	\$0	\$0	\$0	\$0	\$0	\$96,000
Total Engineering		\$270,000	\$57,000	\$495,000	\$0	\$0	\$0	\$822,000
ROW	MoDOT	\$0	\$12,500	\$0	\$0	\$0	\$0	\$12,500
ROW	SAFETY (FHWA)	\$0	\$112,500	\$0	\$0	\$0	\$0	\$112,500
Total ROW		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Construction	MoDOT	\$0	\$0	\$312,900	\$0	\$0	\$0	\$312,900
Construction	SAFETY (FHWA)	\$0	\$0	\$2,816,100	\$0	\$0	\$0	\$2,816,100
Total Construction		\$0	\$0	\$3,129,000	\$0	\$0	\$0	\$3,129,000
Total Prior Costs		\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000
Total Programmed		\$270,000	\$182,000	\$3,624,000	\$0	\$0	\$0	\$4,076,000

BA2501-25 - RT FF PAVEMENT IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Battlefield
Status:	Programmed
Total Cost:	\$899,000
MoDOT ID:	JSU0290
Federal ID:	-
Project From:	0.2 mile south of Rte. 60 (James River Freeway)
Project To:	south of Weaver Road in Battlefield
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

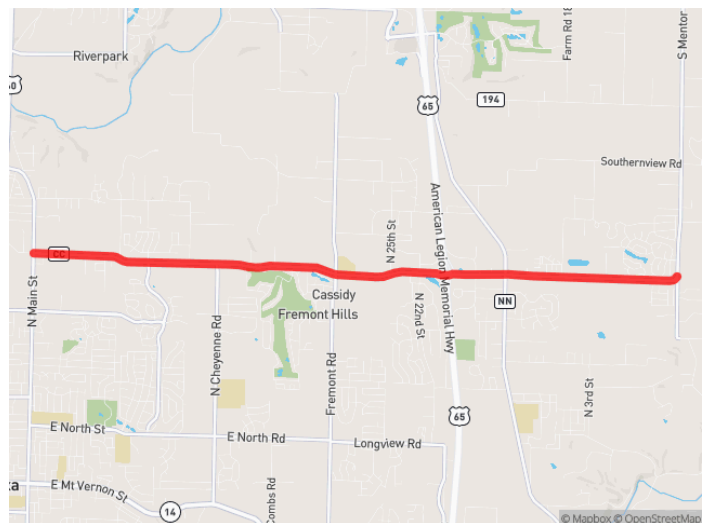


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$800	\$400	\$21,400	\$0	\$0	\$0	\$22,600
Engineering	NHPP (FHWA)	\$3,200	\$1,600	\$85,600	\$0	\$0	\$0	\$90,400
Total Engineering		\$4,000	\$2,000	\$107,000	\$0	\$0	\$0	\$113,000
Construction	MoDOT	\$0	\$0	\$157,200	\$0	\$0	\$0	\$157,200
Construction	NHPP (FHWA)	\$0	\$0	\$628,800	\$0	\$0	\$0	\$628,800
Total Construction		\$0	\$0	\$786,000	\$0	\$0	\$0	\$786,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Programmed		\$4,000	\$2,000	\$893,000	\$0	\$0	\$0	\$899,000

CC0901 - ROUTES CC/J/NN SCOPING

Scoping for capacity and safety improvements on Routes CC/J/NN from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN, and on Rte. NN from Rte. J to Pheasant Road in Ozark.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Unincorporated Christian County
Status:	Programmed
Total Cost:	\$194,000
MoDOT ID:	J850736
Federal ID:	1145004, 1145005
Project From:	Main Street
Project To:	Pheasant Road
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

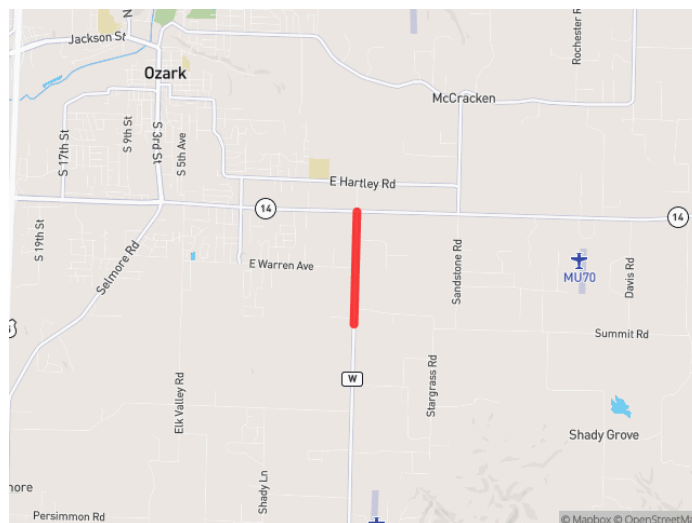


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$90,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$98,000
Engineering	MoDOT-AC	\$3,200	\$8,000	\$8,000	\$8,000	\$8,000	\$0	\$35,200
Engineering	STBG (FHWA)	\$59,200	\$0	\$0	\$0	\$0	\$0	\$59,200
Engineering	STP (FHWA)	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600
Total Engineering		\$154,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$194,000
Total Prior Costs		\$154,000	\$0	\$0	\$0	\$0	\$0	\$154,000
Total Programmed		\$154,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$194,000

CC2302-23 - RT W PAVEMENT RESURFACING NEAR OZARK

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Unincorporated Christian County
Status:	Programmed
Total Cost:	\$231,000
MoDOT ID:	JSU0012
Federal ID:	S605030
Project From:	Rte. 14
Project To:	South of Timbercrest Road
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

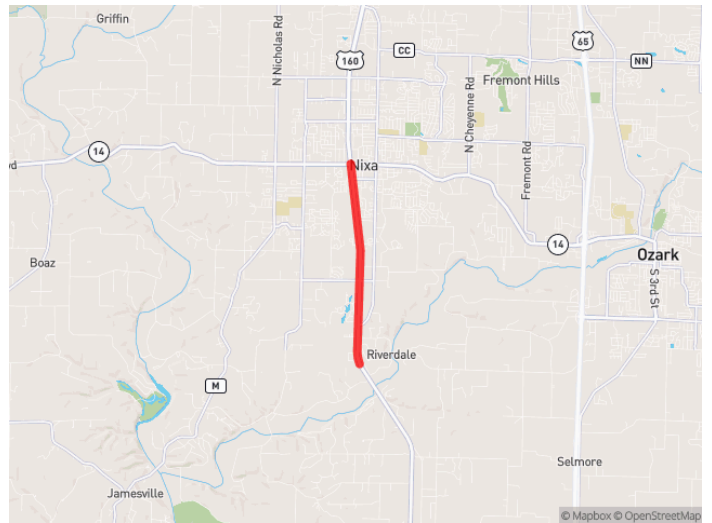


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$1,200	\$200	\$400	\$200	\$200	\$4,400	\$6,600
Engineering	MoDOT-AC	\$4,800	\$800	\$1,600	\$800	\$800	\$17,600	\$26,400
Total Engineering		\$6,000	\$1,000	\$2,000	\$1,000	\$1,000	\$22,000	\$33,000
Construction	MoDOT	\$0	\$0	\$0	\$0	\$0	\$39,600	\$39,600
Construction	MoDOT-AC	\$0	\$0	\$0	\$0	\$0	\$158,400	\$158,400
Total Construction		\$0	\$0	\$0	\$0	\$0	\$198,000	\$198,000
Total Prior Costs		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000
Total Programmed		\$6,000	\$1,000	\$2,000	\$1,000	\$1,000	\$220,000	\$231,000

CC2501-25 - US 160 PAVEMENT IMPROVEMENTS

Pavement improvement from Rte. 14 in Nixa to 0.4 mile north of Finley River.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Nixa
Status:	Programmed
Total Cost:	\$660,000
MoDOT ID:	JSU0264
Federal ID:	-
Project From:	Rte. 14 in Nixa
Project To:	0.4 mile north of Finley River
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

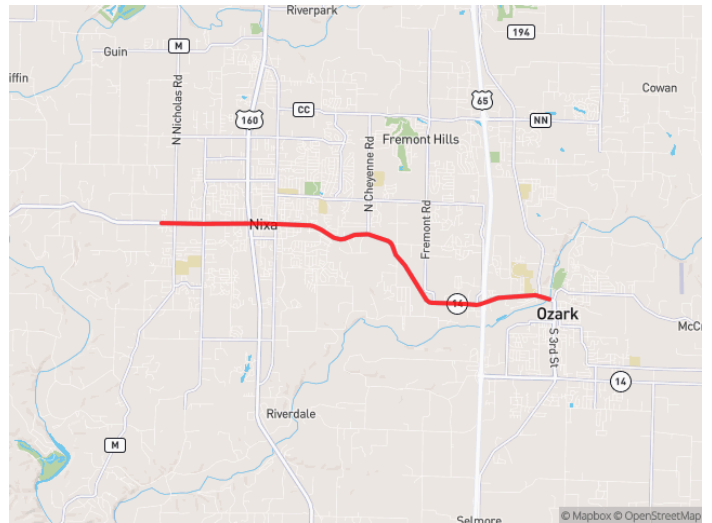


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$800	\$1,200	\$400	\$19,600	\$0	\$0	\$22,000
Engineering	NHPP (FHWA)	\$3,200	\$4,800	\$1,600	\$78,400	\$0	\$0	\$88,000
Total Engineering		\$4,000	\$6,000	\$2,000	\$98,000	\$0	\$0	\$110,000
Construction	MoDOT	\$0	\$0	\$0	\$110,000	\$0	\$0	\$110,000
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$440,000	\$0	\$0	\$440,000
Total Construction		\$0	\$0	\$0	\$550,000	\$0	\$0	\$550,000
Total Prior Costs		\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Programmed		\$4,000	\$6,000	\$2,000	\$648,000	\$0	\$0	\$660,000

CC2502-25 - RTE 14 PAVEMENT IMPROVEMENTS FROM NIXA TO OZARK

Pavement improvement from 0.2 mile west of Rte. M in Nixa to Finely River Bridge in Ozark.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Nixa, Ozark
Status:	Programmed
Total Cost:	\$4,292,000
MoDOT ID:	JSU0288
Federal ID:	-
Project From:	0.2 mile west of Rte. M in Nixa
Project To:	Finely River Bridge in Ozark
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

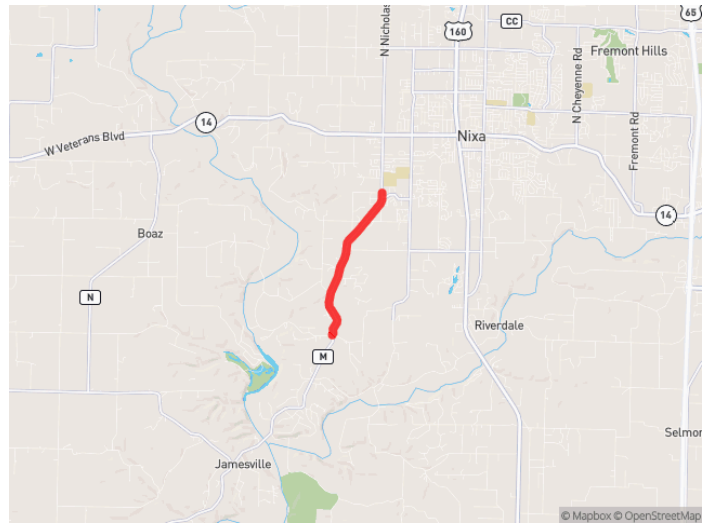


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$2,000	\$22,000	\$85,000	\$0	\$0	\$111,000
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$86,000	\$340,000	\$0	\$0	\$442,000
Total Engineering		\$10,000	\$10,000	\$108,000	\$425,000	\$0	\$0	\$553,000
Construction	MoDOT	\$0	\$0	\$0	\$747,800	\$0	\$0	\$747,800
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$2,991,200	\$0	\$0	\$2,991,200
Total Construction		\$0	\$0	\$0	\$3,739,000	\$0	\$0	\$3,739,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$10,000	\$108,000	\$4,164,000	\$0	\$0	\$4,292,000

CC2503-25 - SCOPING RTE M PAVEMENT IMPROVEMENTS NIXA

Scoping for pavement improvements from 1.0 mile south of Rte. 14 in Nixa to Shelvin Rock Road.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Nixa
Status:	Programmed
Total Cost:	\$25,000
MoDOT ID:	JSU0263
Federal ID:	-
Project From:	1.0 mile south of Rte. 14 in Nixa
Project To:	Shelvin Rock Road
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

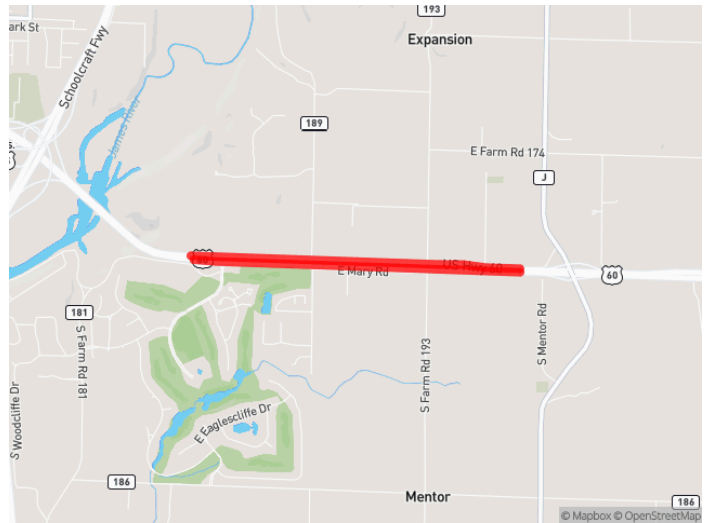


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$1,000	\$1,000	\$1,000	\$0	\$0	\$5,000
Engineering	MoDOT-AC	\$8,000	\$4,000	\$4,000	\$4,000	\$0	\$0	\$20,000
Total Engineering		\$10,000	\$5,000	\$5,000	\$5,000	\$0	\$0	\$25,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$5,000	\$5,000	\$5,000	\$0	\$0	\$25,000

GR1403-18A1 - CAPITAL IMPROVEMENTS ON ROUTE 60 EAST

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$35,656,000
MoDOT ID:	J8P0683G
Federal ID:	0602094
Project From:	0.5 miles E. of Rte. 65
Project To:	Rte. NN & J
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

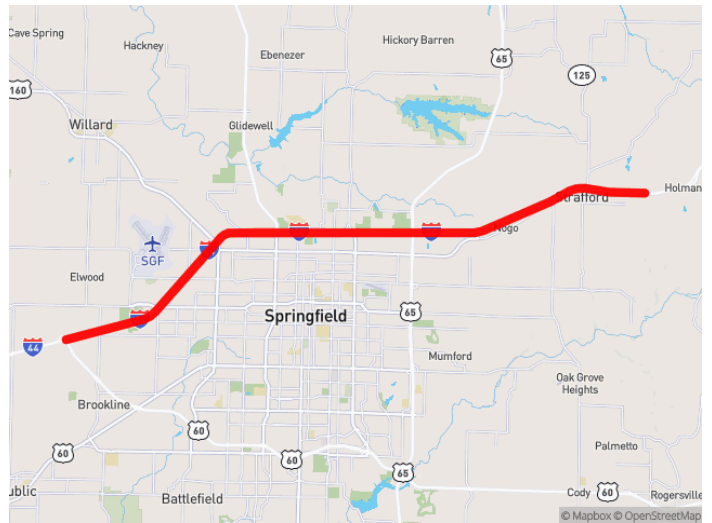


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$331,800	\$20,000	\$20,000	\$40,000	\$83,000	\$692,000	\$1,186,800
Engineering	MoDOT-AC	\$3,200	\$0	\$0	\$0	\$0	\$0	\$3,200
Engineering	NHPP (FHWA)	\$1,316,000	\$80,000	\$80,000	\$160,000	\$332,000	\$2,768,000	\$4,736,000
Total Engineering		\$1,651,000	\$100,000	\$100,000	\$200,000	\$415,000	\$3,460,000	\$5,926,000
ROW	MoDOT	\$0	\$0	\$0	\$0	\$585,200	\$0	\$585,200
ROW	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$2,340,800	\$0	\$2,340,800
Total ROW		\$0	\$0	\$0	\$0	\$2,926,000	\$0	\$2,926,000
Construction	MoDOT	\$0	\$0	\$0	\$0	\$0	\$5,360,800	\$5,360,800
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$21,443,200	\$21,443,200
Total Construction		\$0	\$0	\$0	\$0	\$0	\$26,804,000	\$26,804,000
Total Prior Costs		\$1,651,000	\$0	\$0	\$0	\$0	\$0	\$1,651,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$30,264,000	\$30,264,000
Total Programmed		\$1,651,000	\$100,000	\$100,000	\$200,000	\$3,341,000	\$30,264,000	\$35,656,000

GR1801-18 - SCOPING FOR I-44 SAFETY IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$95,000
MoDOT ID:	J8I3134
Federal ID:	-
Project From:	Rte. 360
Project To:	2.0 miles east of Rte. 125
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

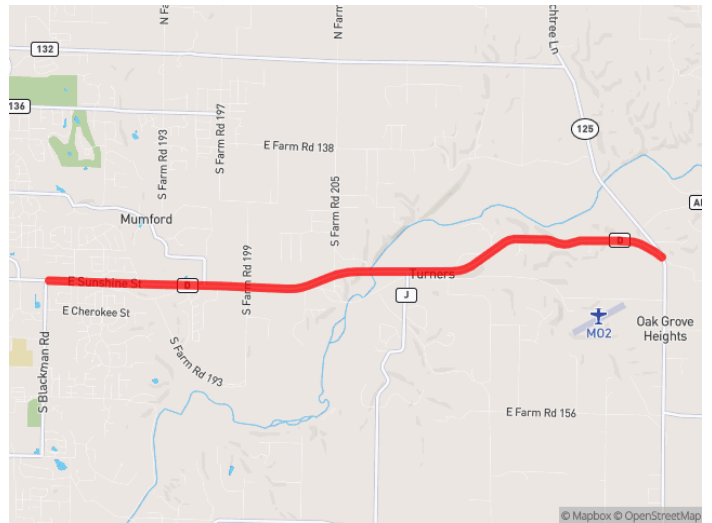


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$8,700	\$200	\$200	\$200	\$200	\$0	\$9,500
Engineering	SAFETY (FHWA)	\$78,300	\$1,800	\$1,800	\$1,800	\$1,800	\$0	\$85,500
Total Engineering		\$87,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$95,000
Total Prior Costs		\$87,000	\$0	\$0	\$0	\$0	\$0	\$87,000
Total Programmed		\$87,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$95,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$1,892,000
MoDOT ID:	J8S3215
Federal ID:	S604042
Project From:	east of Blackman Road
Project To:	Rte. 125
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

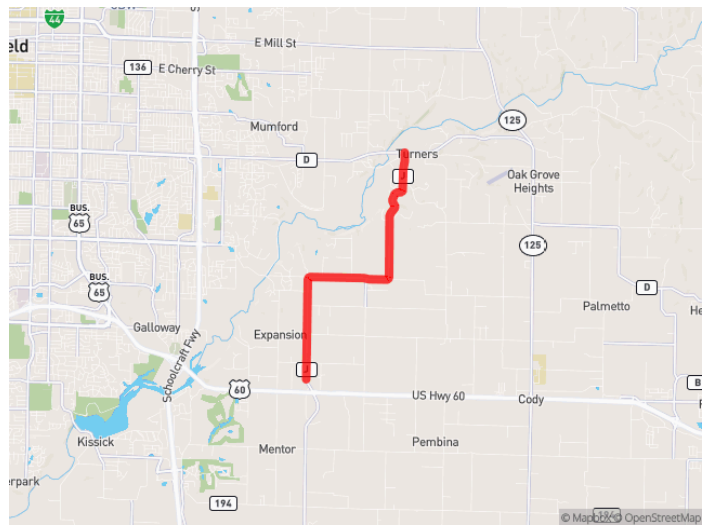


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$11,000	\$39,000	\$0	\$0	\$0	\$0	\$50,000
Engineering	MoDOT-AC	\$44,000	\$156,000	\$0	\$0	\$0	\$0	\$200,000
Total Engineering		\$55,000	\$195,000	\$0	\$0	\$0	\$0	\$250,000
Construction	MoDOT	\$0	\$328,400	\$0	\$0	\$0	\$0	\$328,400
Construction	MoDOT-AC	\$0	\$1,313,600	\$0	\$0	\$0	\$0	\$1,313,600
Total Construction		\$0	\$1,642,000	\$0	\$0	\$0	\$0	\$1,642,000
Total Prior Costs		\$55,000	\$0	\$0	\$0	\$0	\$0	\$55,000
Total Programmed		\$55,000	\$1,837,000	\$0	\$0	\$0	\$0	\$1,892,000

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

Pavement resurfacing and add rumblestrips from Route D to 0.3 mile north of Rte. 60 east of Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$1,354,000
MoDOT ID:	J853211
Federal ID:	S604039
Project From:	Rte. D
Project To:	0.3 mile north of Rte. 60
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

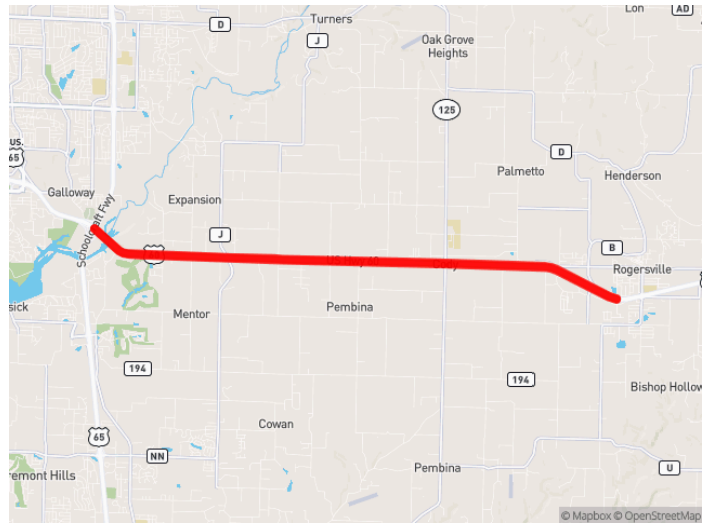


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$11,000	\$23,800	\$0	\$0	\$0	\$0	\$34,800
Engineering	MoDOT-AC	\$44,000	\$95,200	\$0	\$0	\$0	\$0	\$139,200
Total Engineering		\$55,000	\$119,000	\$0	\$0	\$0	\$0	\$174,000
Construction	MoDOT	\$0	\$236,000	\$0	\$0	\$0	\$0	\$236,000
Construction	MoDOT-AC	\$0	\$944,000	\$0	\$0	\$0	\$0	\$944,000
Total Construction		\$0	\$1,180,000	\$0	\$0	\$0	\$0	\$1,180,000
Total Prior Costs		\$55,000	\$0	\$0	\$0	\$0	\$0	\$55,000
Total Programmed		\$55,000	\$1,299,000	\$0	\$0	\$0	\$0	\$1,354,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$41,000
MoDOT ID:	J8P3251
Federal ID:	-
Project From:	Rte. 65
Project To:	east of Rte. VV
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

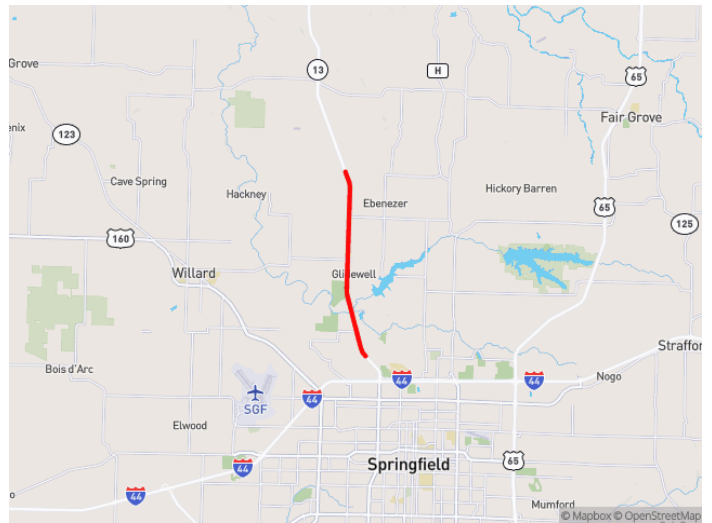


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$5,000	\$1,000	\$1,000	\$1,000	\$200	\$0	\$8,200
Engineering	MoDOT-AC	\$20,000	\$4,000	\$4,000	\$4,000	\$800	\$0	\$32,800
Total Engineering		\$25,000	\$5,000	\$5,000	\$5,000	\$1,000	\$0	\$41,000
Total Prior Costs		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Total Programmed		\$25,000	\$5,000	\$5,000	\$5,000	\$1,000	\$0	\$41,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$220,000
MoDOT ID:	JSU0125
Federal ID:	-
Project From:	0.3 mile north of Richland Road
Project To:	0.4 miles north of I-44
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

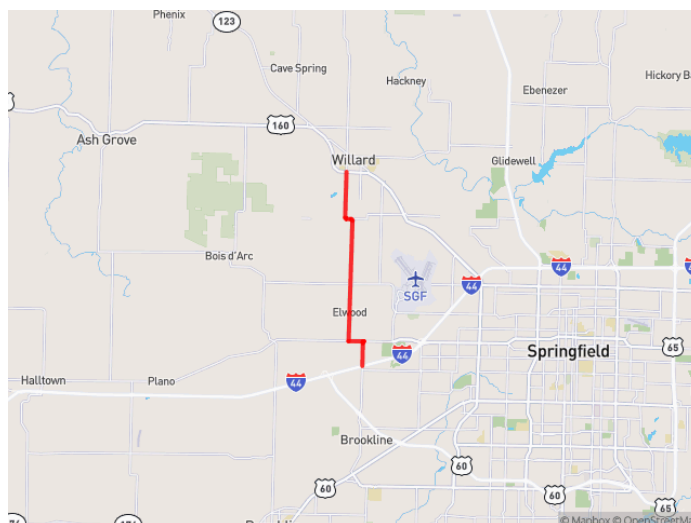


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$14,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$22,000
Engineering	SAFETY (FHWA)	\$126,000	\$18,000	\$18,000	\$18,000	\$18,000	\$0	\$198,000
Total Engineering		\$140,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$220,000
Total Prior Costs		\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Total Programmed		\$140,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$220,000

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

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.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County, Willard
Status:	Programmed
Total Cost:	\$80,000
MoDOT ID:	J853250
Federal ID:	-
Project From:	Rte. 160, Rte. AB, Rte. 266
Project To:	Rte. 266, Rte. B, I-44
Project Considerations:	Advance Construction, Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$8,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$16,000
Engineering	MoDOT-AC	\$32,000	\$8,000	\$8,000	\$8,000	\$8,000	\$0	\$64,000
Total Engineering		\$40,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$80,000
Total Prior Costs		\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total Programmed		\$40,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$80,000

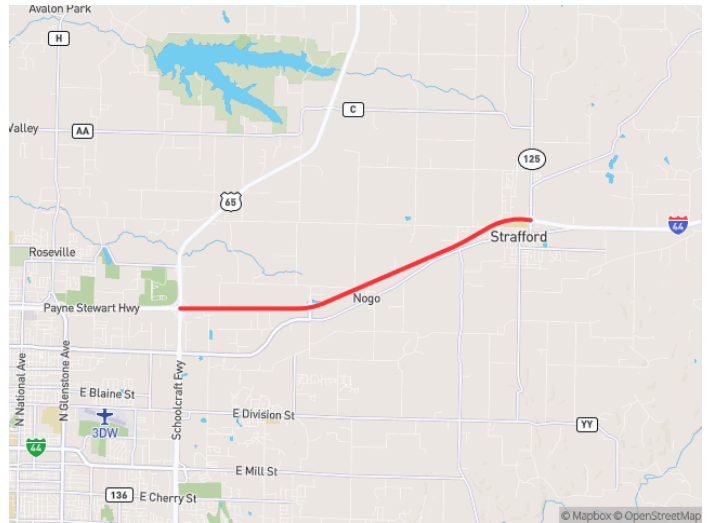
Scoping for capital improvements from Rtes. NN/I to Route 125.

Federal Highway Eligible Projects

GR2501-25 - SCOPING I-44 CAPITAL IMPROVEMENTS STRAFFORD

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield, Strafford
Status:	Programmed
Total Cost:	\$475,000
MoDOT ID:	JSU0323
Federal ID:	-
Project From:	Rte. 65 in Springfield
Project To:	Rte. 125 in Strafford
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

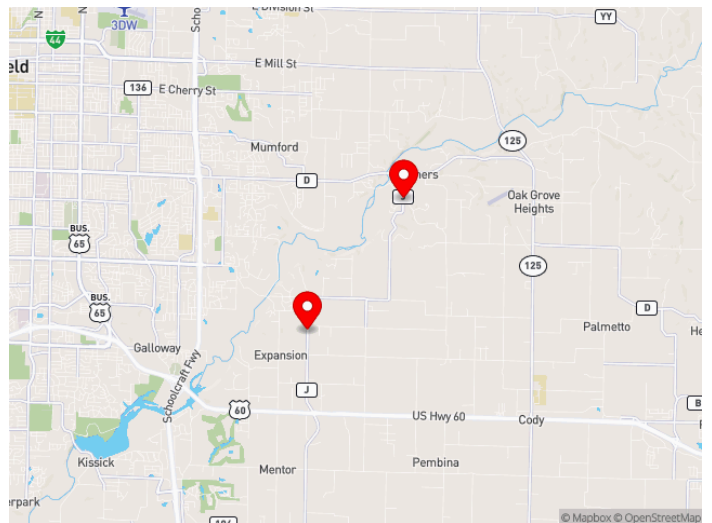


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$40,000	\$20,000	\$20,000	\$10,000	\$5,000	\$0	\$95,000
Engineering	NHPP (FHWA)	\$160,000	\$80,000	\$80,000	\$40,000	\$20,000	\$0	\$380,000
Total Engineering		\$200,000	\$100,000	\$100,000	\$50,000	\$25,000	\$0	\$475,000
Total Prior Costs		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Total Programmed		\$200,000	\$100,000	\$100,000	\$50,000	\$25,000	\$0	\$475,000

GR2502-25 - RT J BOX CULVERTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$3,596,000
MoDOT ID:	JSU0077
Federal ID:	S605057
Project From:	south of County Road 150, south of County Road 168
Project To:	-
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - STBG

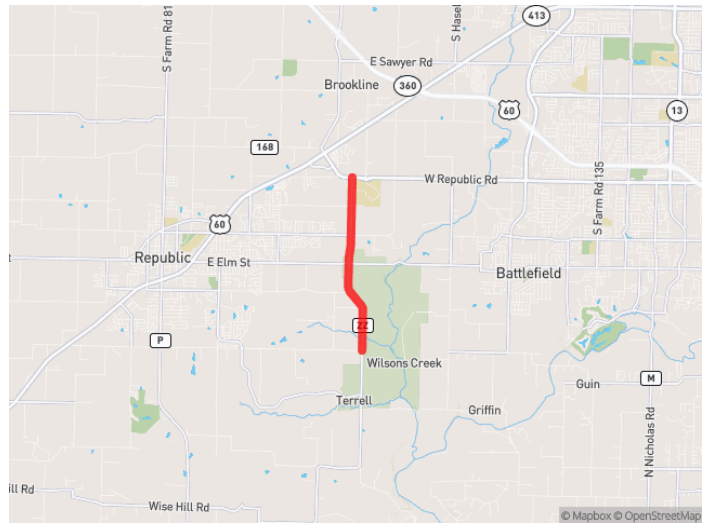


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$80,000	\$107,800	\$0	\$0	\$0	\$0	\$187,800
Engineering	MoDOT-AC	\$240,000	\$431,200	\$0	\$0	\$0	\$0	\$671,200
Engineering	STBG (FHWA)	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Total Engineering		\$400,000	\$539,000	\$0	\$0	\$0	\$0	\$939,000
ROW	MoDOT	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
ROW	STBG (FHWA)	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000
Total ROW		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Construction	MoDOT	\$0	\$527,400	\$0	\$0	\$0	\$0	\$527,400
Construction	MoDOT-AC	\$0	\$2,109,600	\$0	\$0	\$0	\$0	\$2,109,600
Total Construction		\$0	\$2,637,000	\$0	\$0	\$0	\$0	\$2,637,000
Total Prior Costs		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000
Total Programmed		\$420,000	\$3,176,000	\$0	\$0	\$0	\$0	\$3,596,000

GR2503-25 - SCOPING RT ZZ PAVEMENT IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic, Unincorporated Greene County
Status:	Programmed
Total Cost:	\$27,000
MoDOT ID:	JSU0267
Federal ID:	-
Project From:	Rte. M
Project To:	Farm Road 194
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

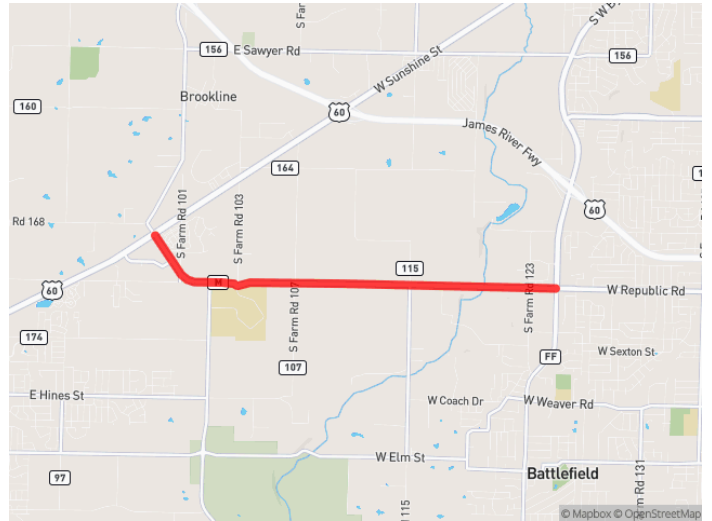


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$1,000	\$1,600	\$400	\$400	\$0	\$5,400
Engineering	MoDOT-AC	\$4,000	\$4,000	\$6,400	\$1,600	\$1,600	\$0	\$17,600
Engineering	STBG (FHWA)	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Engineering		\$10,000	\$5,000	\$8,000	\$2,000	\$2,000	\$0	\$27,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$5,000	\$8,000	\$2,000	\$2,000	\$0	\$27,000

GR2504-25 - SCOPING RT M PAVEMENT IMPROVEMENTS

Scoping for pavement improvements from Rte. 60 in Republic to Rte. FF in Battlefield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Battlefield, Republic
Status:	Programmed
Total Cost:	\$26,000
MoDOT ID:	JSU0265
Federal ID:	-
Project From:	Rte. 60 in Republic
Project To:	Rte. FF in Battlefield
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

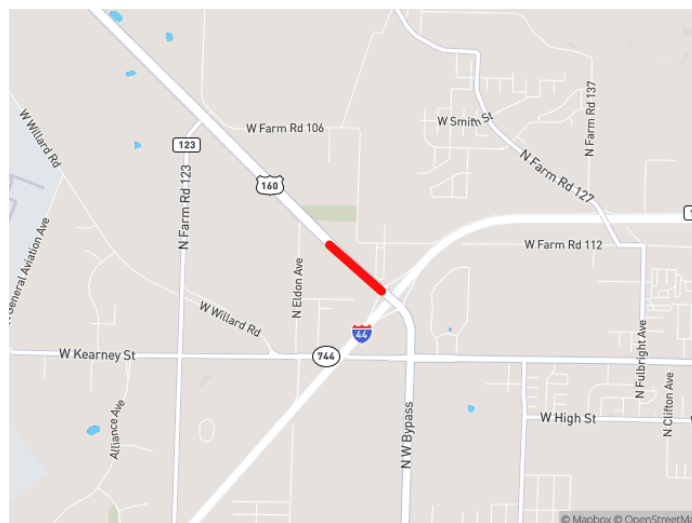


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$1,000	\$1,000	\$1,000	\$200	\$0	\$5,200
Engineering	MoDOT-AC	\$4,000	\$4,000	\$4,000	\$4,000	\$800	\$0	\$16,800
Engineering	STBG (FHWA)	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Engineering		\$10,000	\$5,000	\$5,000	\$5,000	\$1,000	\$0	\$26,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$5,000	\$5,000	\$5,000	\$1,000	\$0	\$26,000

GR2601-26A2 - ROUTE 160 PAVEMENT REPLACEMENT

Rebuild pavement from 0.4 mile west of I-44 to I-44.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$2,032,000
MoDOT ID:	SU0373
Federal ID:	-
Project From:	0.4 mile west of I-44
Project To:	I-44
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

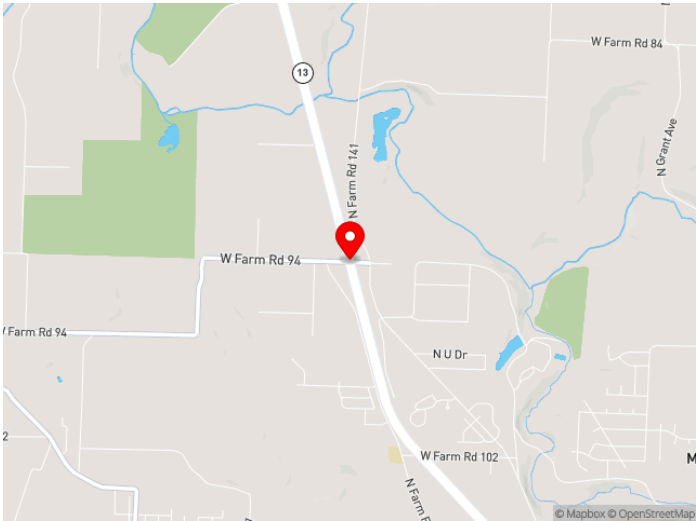


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$20,000	\$8,000	\$40,600	\$0	\$0	\$0	\$68,600
Engineering	STBG (FHWA)	\$80,000	\$32,000	\$162,400	\$0	\$0	\$0	\$274,400
Total Engineering		\$100,000	\$40,000	\$203,000	\$0	\$0	\$0	\$343,000
Construction	MoDOT	\$0	\$0	\$337,800	\$0	\$0	\$0	\$337,800
Construction	STBG (FHWA)	\$0	\$0	\$1,351,200	\$0	\$0	\$0	\$1,351,200
Total Construction		\$0	\$0	\$1,689,000	\$0	\$0	\$0	\$1,689,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STBG (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total Programmed		\$100,000	\$40,000	\$1,892,000	\$0	\$0	\$0	\$2,032,000

GR2701-27 - ROUTE 13 AT FARM ROAD 94 SAFETY IMPROVEMENTS

Scoping for Route 13 safety improvements at Farm Road 94.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$40,000
MoDoT ID:	JSU0466
Federal ID:	-
Project From:	on Rte. 13
Project To:	at Farm Road 94
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

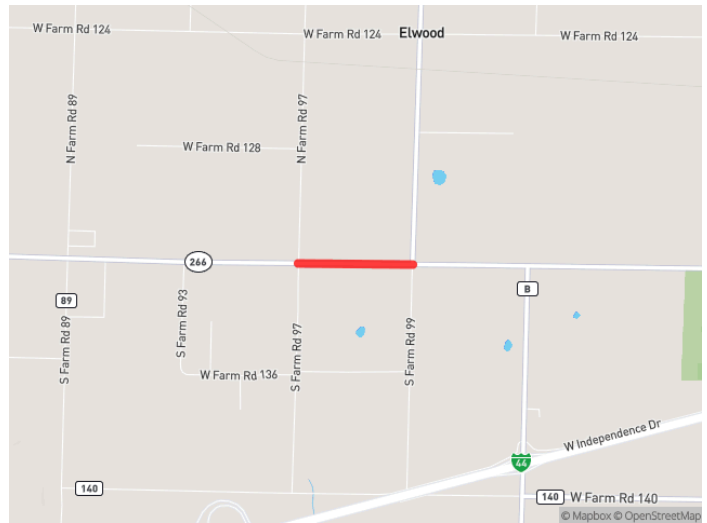


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	MoDOT	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000
ROW	SAFETY (FHWA)	\$0	\$8,000	\$8,000	\$8,000	\$8,000	\$0	\$32,000
Total ROW		\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$40,000
Total Programmed		\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$40,000

GR2702-27 - ROUTE 266 PAVEMENT IMPROVEMENTS FROM RTE AB TO FARM ROAD 97

Scoping for pavement improvements from Rte. AB to Farm Road 97.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$4,000
MoDOT ID:	JSU0525
Federal ID:	-
Project From:	Rte. AB
Project To:	Farm Road 97
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

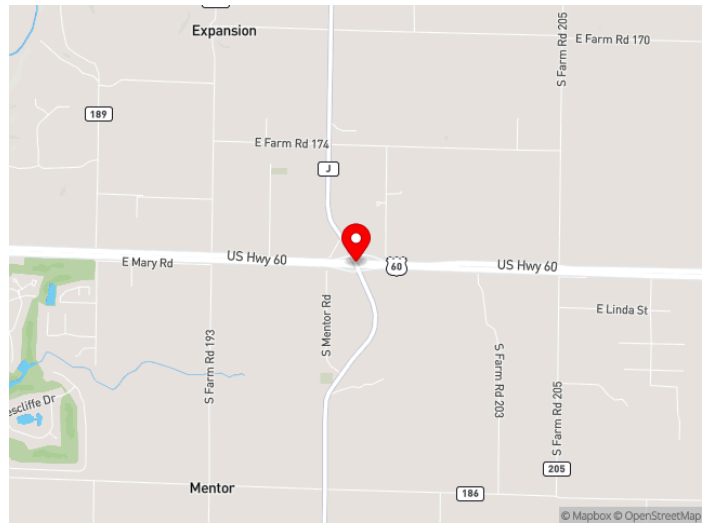


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$200	\$200	\$200	\$200	\$0	\$800
Engineering	STBG (FHWA)	\$0	\$800	\$800	\$800	\$800	\$0	\$3,200
Total Engineering		\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000
Total Programmed		\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000

GR2703-27 - ROUTE J BRIDGE REHABILITATION OVER RTE 60

Scoping for Route J bridge rehabilitation over Rte. 60.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$12,000
MoDOT ID:	JSU0465
Federal ID:	-
Project From:	over Rte. 60
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

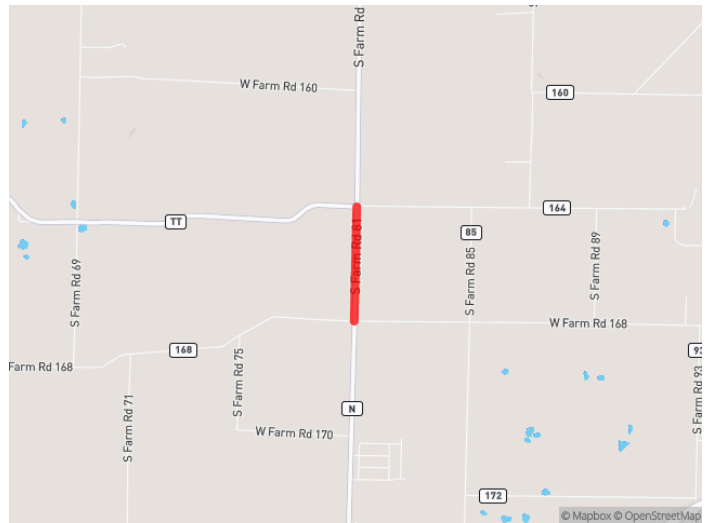


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$400	\$1,600	\$400	\$0	\$0	\$2,400
Engineering	NHPP (FHWA)	\$0	\$1,600	\$6,400	\$1,600	\$0	\$0	\$9,600
Total Engineering		\$0	\$2,000	\$8,000	\$2,000	\$0	\$0	\$12,000
Total Programmed		\$0	\$2,000	\$8,000	\$2,000	\$0	\$0	\$12,000

GR2704-27 - SCOPING FOR PAVEMENT IMPROVEMENTS ON RTE N

Scoping for pavement improvements on Route N from Rte. TT to Farm Road 168.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Unincorporated Greene County
Status:	Programmed
Total Cost:	\$4,000
MoDOT ID:	JSU0526
Federal ID:	-
Project From:	Rte. TT
Project To:	to Farm Road 168
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$200	\$200	\$200	\$200	\$0	\$800
Engineering	STBG (FHWA)	\$0	\$800	\$800	\$800	\$800	\$0	\$3,200
Total Engineering		\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000
Total Programmed		\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000

GR2705-27 - SCOPING FOR BRIDGE REHAB IN GREENE COUNTY

Scoping for bridge rehabilitation at various locations in Greene County. Project involves bridges A4142, A4145, and A7764.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$30,000
MoDoT ID:	JSU0467
Federal ID:	-
Project From:	various locations
Project To:	in Greene County
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$2,000	\$2,000	\$2,000	\$0	\$0	\$6,000
Engineering	NHPP (FHWA)	\$0	\$8,000	\$8,000	\$8,000	\$0	\$0	\$24,000
Total Engineering		\$0	\$10,000	\$10,000	\$10,000	\$0	\$0	\$30,000
Total Programmed		\$0	\$10,000	\$10,000	\$10,000	\$0	\$0	\$30,000

MO1105 - SAFE AND SOUND BRIDGE PROGRAM

Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$5,797,000
MoDOT ID:	J5B0800X
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	MoDOT	\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000
Total ROW		\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000
Payment	MoDOT	\$4,622,000	\$292,000	\$292,000	\$292,000	\$292,000	\$0	\$5,790,000
Total Payment		\$4,622,000	\$292,000	\$292,000	\$292,000	\$292,000	\$0	\$5,790,000
Total Prior Costs		\$4,629,000	\$0	\$0	\$0	\$0	\$0	\$4,629,000
Total Programmed		\$4,629,000	\$292,000	\$292,000	\$292,000	\$292,000	\$0	\$5,797,000

MO1905-22A1 - BRIDGE INSPECTIONS

Bridge inspections throughout the Ozarks Transportation Organization area.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$459,000
MoDOT ID:	-
Federal ID:	NBIS818, NBIS819
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Maintenance	BRO (FHWA)	\$185,600	\$0	\$44,000	\$42,400	\$48,000	\$0	\$320,000
Maintenance	Local	\$46,400	\$0	\$11,000	\$10,600	\$12,000	\$0	\$80,000
Maintenance	MoDOT	\$59,000	\$0	\$0	\$0	\$0	\$0	\$59,000
Total Maintenance		\$291,000	\$0	\$55,000	\$53,000	\$60,000	\$0	\$459,000
-	BRO (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$291,000	\$0	\$0	\$0	\$0	\$0	\$291,000
Total Programmed		\$291,000	\$0	\$55,000	\$53,000	\$60,000	\$0	\$459,000

MO2210-22 - REPLACE SIGNALS AT VARIOUS LOCATIONS

Replace signals on Kearney St at National Ave, Summit 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.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Other
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$3,294,000
MoDOT ID:	J8P3237
Federal ID:	S604082
Project From:	at National Ave., Summit Ave, Grant Ave., Broadway Ave, at Patterson Ave., at Rte. MM in Battlefield, at Cheyenne Ave. in Christian County
Project To:	and Delaware Ave., and Cedarbrook Ave.,
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped Needs Dependent on Locations



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$51,000	\$400	\$104,200	\$0	\$0	\$0	\$155,600
Engineering	MoDOT-AC	\$204,000	\$1,600	\$416,800	\$0	\$0	\$0	\$622,400
Total Engineering		\$255,000	\$2,000	\$521,000	\$0	\$0	\$0	\$778,000
ROW	MoDOT	\$0	\$3,400	\$0	\$0	\$0	\$0	\$3,400
ROW	MoDOT-AC	\$0	\$13,600	\$0	\$0	\$0	\$0	\$13,600
Total ROW		\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000
Construction	MoDOT	\$0	\$0	\$499,800	\$0	\$0	\$0	\$499,800
Construction	MoDOT-AC	\$0	\$0	\$1,999,200	\$0	\$0	\$0	\$1,999,200
Total Construction		\$0	\$0	\$2,499,000	\$0	\$0	\$0	\$2,499,000
Total Prior Costs		\$255,000	\$0	\$0	\$0	\$0	\$0	\$255,000
Total Programmed		\$255,000	\$19,000	\$3,020,000	\$0	\$0	\$0	\$3,294,000

MO2214-22A3 - ITS SCOPING AT VARIOUS LOCATIONS

Scoping for Intelligent Transportation System improvements at various locations in the Southwest Urban district.

Plan Revision:	27Draft
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
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; Bike/Ped Needs Dependent on Locations

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$50,000	\$10,000	\$10,000	\$0	\$0	\$0	\$70,000
Engineering	MoDOT-AC	\$200,000	\$40,000	\$40,000	\$0	\$0	\$0	\$280,000
Total Engineering		\$250,000	\$50,000	\$50,000	\$0	\$0	\$0	\$350,000
Total Prior Costs		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Total Programmed		\$250,000	\$50,000	\$50,000	\$0	\$0	\$0	\$350,000

MO2405-24 - SCOPING FOR ADA TRANSITION PLAN

Scoping for bicycle and pedestrian improvements at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$210,000
MoDOT ID:	JSU0188
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$18,000	\$6,000	\$6,000	\$6,000	\$6,000	\$0	\$42,000
Engineering	MoDOT-AC	\$72,000	\$24,000	\$24,000	\$24,000	\$24,000	\$0	\$168,000
Total Engineering		\$90,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0	\$210,000
Total Prior Costs		\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Total Programmed		\$90,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0	\$210,000

MO2406-24 - SIGN TRUSS INSPECTIONS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$800,000
MoDoT ID:	JSU0191
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$140,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$160,000
Engineering	NHPP (FHWA)	\$560,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$640,000
Total Engineering		\$700,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$800,000
Total Prior Costs		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
Total Programmed		\$700,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$800,000

MO2407-24 - RETAINING WALL INSPECTIONS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$300,000
MoDoT ID:	JSU0192
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$30,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$60,000
Engineering	NHPP (FHWA)	\$120,000	\$40,000	\$40,000	\$40,000	\$0	\$0	\$240,000
Total Engineering		\$150,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$300,000
Total Prior Costs		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Total Programmed		\$150,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$300,000

MO2503-25 - SCOPING SIGNAL AND LIGHTING

Scoping for signal and lighting improvements at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$50,000
MoDoT ID:	JSU0223
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$10,000
Engineering	MoDOT-AC	\$16,000	\$8,000	\$8,000	\$8,000	\$0	\$0	\$40,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000

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

Scoping for job order contracting for pavement repair in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$12,000
MoDOT ID:	JSU0316
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$400	\$1,400	\$200	\$200	\$200	\$0	\$2,400
Engineering	MoDOT-AC	\$1,600	\$5,600	\$800	\$800	\$800	\$0	\$9,600
Total Engineering		\$2,000	\$7,000	\$1,000	\$1,000	\$1,000	\$0	\$12,000
Total Prior Costs		\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total Programmed		\$2,000	\$7,000	\$1,000	\$1,000	\$1,000	\$0	\$12,000

MO2505-25 - SCOPING BRIDGE PREVENTIVE MAINTENANCE

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

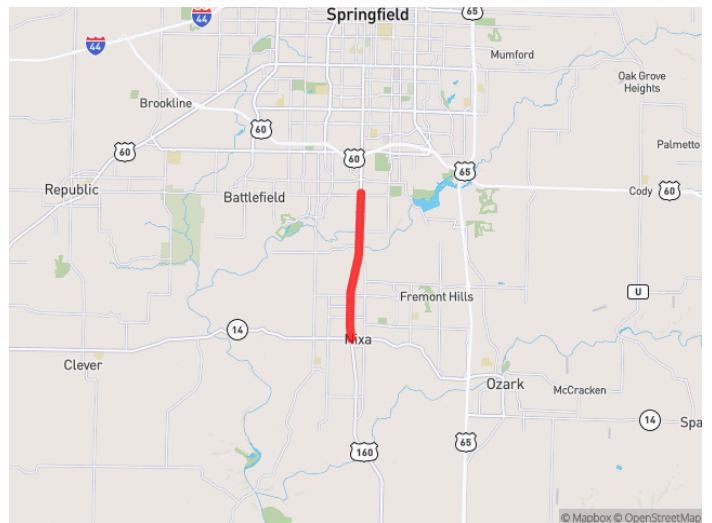
Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$50,000
MoDoT ID:	JSU0239
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$4,000	\$0	\$2,000	\$0	\$0	\$10,000
Engineering	NHPP (FHWA)	\$16,000	\$8,000	\$8,000	\$8,000	\$0	\$0	\$40,000
Total Engineering		\$20,000	\$12,000	\$8,000	\$10,000	\$0	\$0	\$50,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$12,000	\$8,000	\$10,000	\$0	\$0	\$50,000

MO2507-25 - US 160 PAVEMENT IMPROVEMENT SPRINGFIELD TO NIXA

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Christian County, Greene County
Municipality:	Nixa, Springfield
Status:	Programmed
Total Cost:	\$3,255,000
MoDOT ID:	JSU0156
Federal ID:	-
Project From:	Rte. 60 in Springfield
Project To:	Rte. 14 in Nixa.
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$20,800	\$400	\$65,000	\$0	\$0	\$0	\$86,200
Engineering	NHPP (FHWA)	\$83,200	\$1,600	\$260,000	\$0	\$0	\$0	\$344,800
Total Engineering		\$104,000	\$2,000	\$325,000	\$0	\$0	\$0	\$431,000
Construction	MoDOT	\$0	\$0	\$564,800	\$0	\$0	\$0	\$564,800
Construction	NHPP (FHWA)	\$0	\$0	\$2,259,200	\$0	\$0	\$0	\$2,259,200
Total Construction		\$0	\$0	\$2,824,000	\$0	\$0	\$0	\$2,824,000
Total Prior Costs		\$104,000	\$0	\$0	\$0	\$0	\$0	\$104,000
Total Programmed		\$104,000	\$2,000	\$3,149,000	\$0	\$0	\$0	\$3,255,000

MO2508-25 - SCOPING SAFETY IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$100,000
MoDoT ID:	JSU0240
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$10,000
Engineering	SAFETY (FHWA)	\$36,000	\$18,000	\$18,000	\$18,000	\$0	\$0	\$90,000
Total Engineering		\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$100,000
Total Prior Costs		\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total Programmed		\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$100,000

MO2510-25 - SCOPING SURVEY EXCESS RIGHT OF WAY

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

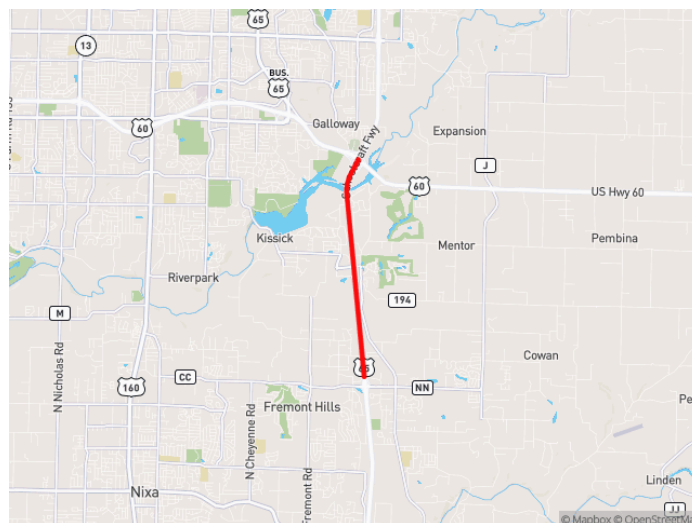
Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$50,000
MoDoT ID:	JSU0243
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000

MO2511-25 - US 65 PAVEMENT IMPROVEMENTS OZARK

Pavement improvements from Rte. 60 in Springfield to 0.2 mile north of Rte. CC in Ozark.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Christian County, Greene County
Municipality:	Ozark, Springfield
Status:	Programmed
Total Cost:	\$4,301,000
MoDOT ID:	JSU0254
Federal ID:	-
Project From:	Rte. 60 in Springfield
Project To:	0.2 mile north of Rte. CC in Ozark
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$24,400	\$87,200	\$0	\$0	\$0	\$113,600
Engineering	NHPP (FHWA)	\$8,000	\$97,600	\$348,800	\$0	\$0	\$0	\$454,400
Total Engineering		\$10,000	\$122,000	\$436,000	\$0	\$0	\$0	\$568,000
Construction	MoDOT	\$0	\$0	\$746,600	\$0	\$0	\$0	\$746,600
Construction	NHPP (FHWA)	\$0	\$0	\$2,986,400	\$0	\$0	\$0	\$2,986,400
Total Construction		\$0	\$0	\$3,733,000	\$0	\$0	\$0	\$3,733,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$122,000	\$4,169,000	\$0	\$0	\$0	\$4,301,000

MO2512-25 - SCOPING SIGNAGE IMPROVEMENTS

Ongoing scoping for signage improvements at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$50,000
MoDOT ID:	JSU0224
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$10,000
Engineering	MoDOT-AC	\$16,000	\$8,000	\$8,000	\$8,000	\$0	\$0	\$40,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000

MO2515-25 - SCOPING MAJOR ROUTE PAVEMENT IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$100,000
MoDoT ID:	JSU0241
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$8,000	\$4,000	\$4,000	\$4,000	\$0	\$0	\$20,000
Engineering	NHPP (FHWA)	\$32,000	\$16,000	\$16,000	\$16,000	\$0	\$0	\$80,000
Total Engineering		\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$100,000
Total Prior Costs		\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total Programmed		\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$100,000

MO2516-25 - SCOPING MINOR ROUTE PAVEMENT IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$50,000
MoDoT ID:	JSU0242
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$10,000
Engineering	MoDOT-AC	\$16,000	\$8,000	\$8,000	\$8,000	\$0	\$0	\$40,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000

MO2517-25 - SCOPING SIGN REPLACEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$25,000
MoDOT ID:	JSU0300
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$1,000	\$1,000	\$1,000	\$0	\$0	\$5,000
Engineering	MoDOT-AC	\$8,000	\$4,000	\$4,000	\$4,000	\$0	\$0	\$20,000
Total Engineering		\$10,000	\$5,000	\$5,000	\$5,000	\$0	\$0	\$25,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$5,000	\$5,000	\$5,000	\$0	\$0	\$25,000

MO2518-25 - SCOPING FUTURE PROJECTS

Scoping for future projects at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$100,000
MoDOT ID:	JSU0222
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$8,000	\$4,000	\$4,000	\$4,000	\$0	\$0	\$20,000
Engineering	MoDOT-AC	\$32,000	\$16,000	\$16,000	\$16,000	\$0	\$0	\$80,000
Total Engineering		\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$100,000
Total Prior Costs		\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total Programmed		\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$100,000

MO2520-25 - SCOPING BRIDGE IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$50,000
MoDOT ID:	JSU0237
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$10,000
Engineering	NHPP (FHWA)	\$16,000	\$8,000	\$8,000	\$8,000	\$0	\$0	\$40,000
Total Engineering		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$50,000

MO2523-25A2 - MODOT PERMIT REVIEW

Review of permit projects at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$90,000
MoDoT ID:	JSU0329
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$6,000	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$18,000
Engineering	MoDOT-AC	\$24,000	\$12,000	\$12,000	\$12,000	\$12,000	\$0	\$72,000
Total Engineering		\$30,000	\$15,000	\$15,000	\$15,000	\$15,000	\$0	\$90,000
Total Prior Costs		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
Total Programmed		\$30,000	\$15,000	\$15,000	\$15,000	\$15,000	\$0	\$90,000

MO2606-26 - US 160 SAFETY IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$450,000
MoDoT ID:	SU0352
Federal ID:	-
Project From:	I-44
Project To:	Eagle Ridge Drive
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$20,000	\$20,000	\$20,000	\$20,000	\$10,000	\$0	\$90,000
Engineering	NHPP (FHWA)	\$80,000	\$80,000	\$80,000	\$80,000	\$40,000	\$0	\$360,000
Total Engineering		\$100,000	\$100,000	\$100,000	\$100,000	\$50,000	\$0	\$450,000
Total Prior Costs		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total Programmed		\$100,000	\$100,000	\$100,000	\$100,000	\$50,000	\$0	\$450,000

MO2608-26 - ADA TRANSITION PLAN IMPROVEMENTS 2028

Job Order Contracting for ADA compliance repairs at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Other
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$296,000
MoDOT ID:	SU0354
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$1,000	\$600	\$16,400	\$0	\$0	\$0	\$18,000
Engineering	MoDOT-AC	\$4,000	\$2,400	\$65,600	\$0	\$0	\$0	\$72,000
Total Engineering		\$5,000	\$3,000	\$82,000	\$0	\$0	\$0	\$90,000
Construction	MoDOT	\$0	\$0	\$41,200	\$0	\$0	\$0	\$41,200
Construction	MoDOT-AC	\$0	\$0	\$164,800	\$0	\$0	\$0	\$164,800
Total Construction		\$0	\$0	\$206,000	\$0	\$0	\$0	\$206,000
Total Prior Costs		\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
Total Programmed		\$5,000	\$3,000	\$288,000	\$0	\$0	\$0	\$296,000

MO2609-26 - SCOPING FOR UTILITY COORDINATION

Scoping for utility coordination at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$375,000
MoDOT ID:	SU0333
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$0	\$75,000
Engineering	MoDOT-AC	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$0	\$300,000
Total Engineering		\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0	\$375,000
Total Prior Costs		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Total Programmed		\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0	\$375,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Safety
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$200,000
MoDoT ID:	JSU0220
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	MoDOT	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Construction	SAFETY (FHWA)	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Total Construction		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total Programmed		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

MO2703-27 - JOB ORDER CONTRACTING FOR CONCRETE REPAIR

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$769,000
MoDOT ID:	SU0449
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$600	\$1,200	\$24,600	\$0	\$0	\$26,400
Engineering	MoDOT-AC	\$0	\$2,400	\$4,800	\$98,400	\$0	\$0	\$105,600
Total Engineering		\$0	\$3,000	\$6,000	\$123,000	\$0	\$0	\$132,000
Construction	MoDOT	\$0	\$0	\$0	\$127,400	\$0	\$0	\$127,400
Construction	MoDOT-AC	\$0	\$0	\$0	\$509,600	\$0	\$0	\$509,600
Total Construction		\$0	\$0	\$0	\$637,000	\$0	\$0	\$637,000
Total Programmed		\$0	\$3,000	\$6,000	\$760,000	\$0	\$0	\$769,000

MO2704-27 - JOB ORDER CONTRACTING FOR BRIDGE REPAIR

Job Order Contracting for bridge repairs at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$256,000
MoDOT ID:	SU0450
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$1,000	\$9,000	\$0	\$0	\$0	\$10,000
Engineering	MoDOT-AC	\$0	\$4,000	\$36,000	\$0	\$0	\$0	\$40,000
Total Engineering		\$0	\$5,000	\$45,000	\$0	\$0	\$0	\$50,000
Construction	MoDOT	\$0	\$0	\$41,200	\$0	\$0	\$0	\$41,200
Construction	MoDOT-AC	\$0	\$0	\$164,800	\$0	\$0	\$0	\$164,800
Total Construction		\$0	\$0	\$206,000	\$0	\$0	\$0	\$206,000
Total Programmed		\$0	\$5,000	\$251,000	\$0	\$0	\$0	\$256,000

MO2705-27 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR

Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Other
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$1,855,000
MoDOT ID:	SU0451
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$1,000	\$61,000	\$0	\$0	\$0	\$62,000
Engineering	MoDOT-AC	\$0	\$4,000	\$244,000	\$0	\$0	\$0	\$248,000
Total Engineering		\$0	\$5,000	\$305,000	\$0	\$0	\$0	\$310,000
Construction	MoDOT	\$0	\$0	\$309,000	\$0	\$0	\$0	\$309,000
Construction	MoDOT-AC	\$0	\$0	\$1,236,000	\$0	\$0	\$0	\$1,236,000
Total Construction		\$0	\$0	\$1,545,000	\$0	\$0	\$0	\$1,545,000
Total Programmed		\$0	\$5,000	\$1,850,000	\$0	\$0	\$0	\$1,855,000

MO2706-27 - PEDESTRIAN SAFETY IMPROVEMENTS

Pedestrian safety improvements at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Safety
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$1,555,000
MoDOT ID:	SU0471
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$5,000	\$10,000	\$25,000	\$0	\$0	\$40,000
Engineering	SAFETY (FHWA)	\$0	\$45,000	\$90,000	\$225,000	\$0	\$0	\$360,000
Total Engineering		\$0	\$50,000	\$100,000	\$250,000	\$0	\$0	\$400,000
ROW	MoDOT	\$0	\$0	\$5,200	\$0	\$0	\$0	\$5,200
ROW	SAFETY (FHWA)	\$0	\$0	\$46,800	\$0	\$0	\$0	\$46,800
Total ROW		\$0	\$0	\$52,000	\$0	\$0	\$0	\$52,000
Construction	MoDOT	\$0	\$0	\$0	\$110,300	\$0	\$0	\$110,300
Construction	SAFETY (FHWA)	\$0	\$0	\$0	\$992,700	\$0	\$0	\$992,700
Total Construction		\$0	\$0	\$0	\$1,103,000	\$0	\$0	\$1,103,000
Total Programmed		\$0	\$50,000	\$152,000	\$1,353,000	\$0	\$0	\$1,555,000

MO2707-27 - BICYCLE AND PEDESTRIAN SAFETY IMPROVEMENTS

Bicycle and pedestrian safety improvements at various locations in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Safety
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$725,000
MoDOT ID:	SU0527
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$8,000	\$12,000	\$0	\$0	\$0	\$20,000
Engineering	SAFETY (FHWA)	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$180,000
Total Engineering		\$0	\$80,000	\$120,000	\$0	\$0	\$0	\$200,000
ROW	MoDOT	\$0	\$200	\$0	\$0	\$0	\$0	\$200
ROW	SAFETY (FHWA)	\$0	\$1,800	\$0	\$0	\$0	\$0	\$1,800
Total ROW		\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Construction	MoDOT	\$0	\$0	\$52,300	\$0	\$0	\$0	\$52,300
Construction	SAFETY (FHWA)	\$0	\$0	\$470,700	\$0	\$0	\$0	\$470,700
Total Construction		\$0	\$0	\$523,000	\$0	\$0	\$0	\$523,000
Total Programmed		\$0	\$82,000	\$643,000	\$0	\$0	\$0	\$725,000

MO2708-27 - JOB ORDER CONTRACTING PAVEMENT REPAIR (2027)

Job Order Contracting for pavement repair on I-44, Rte. 65, Rte. 60, Rte. 160, and Rte. 13 in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$610,000
MoDOT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Advance Construction
Funding Source Notes:	on-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP(I/M)

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$2,000	\$17,000	\$0	\$0	\$0	\$19,000
Engineering	MoDOT-AC	\$0	\$8,000	\$68,000	\$0	\$0	\$0	\$76,000
Total Engineering		\$0	\$10,000	\$85,000	\$0	\$0	\$0	\$95,000
Construction	MoDOT	\$0	\$0	\$103,000	\$0	\$0	\$0	\$103,000
Construction	MoDOT-AC	\$0	\$0	\$412,000	\$0	\$0	\$0	\$412,000
Total Construction		\$0	\$0	\$515,000	\$0	\$0	\$0	\$515,000
Total Programmed		\$0	\$10,000	\$600,000	\$0	\$0	\$0	\$610,000

MO2709-27 - SCOPING FOR BRIDGE REHAB AT VARIOUS LOCATIONS

Scoping for bridge rehabilitation at various locations in the urban Southwest District. Project involves various bridges.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$20,000
MoDoT ID:	JSU0474
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000
Engineering	NHPP (FHWA)	\$0	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Total Engineering		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$20,000
Total Programmed		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$20,000

MO2710-27 - ITS OPERATIONS AND MANAGEMENT (2027)

ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Operations
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$1,279,000
MoDoT ID:	SU0218
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: City of Springfield, State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Payment	MoDOT	\$0	\$1,279,000	\$0	\$0	\$0	\$0	\$1,279,000
Total Payment		\$0	\$1,279,000	\$0	\$0	\$0	\$0	\$1,279,000
Total Programmed		\$0	\$1,279,000	\$0	\$0	\$0	\$0	\$1,279,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Safety
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$200,000
MoDOT ID:	JSU0359
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	MoDOT	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Construction	SAFETY (FHWA)	\$0	\$0	\$180,000	\$0	\$0	\$0	\$180,000
Total Construction		\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Total Programmed		\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000

MO2803-27 - ITS OPERATIONS AND MANAGEMENT (2028)

ITS operations and management of the Traffic Management Center of the Ozarks in the urban Southwest District.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Operations
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$1,058,000
MoDoT ID:	JSU0444
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	MoDOT	\$0	\$0	\$1,058,000	\$0	\$0	\$0	\$1,058,000
Total Operations		\$0	\$0	\$1,058,000	\$0	\$0	\$0	\$1,058,000
Total Programmed		\$0	\$0	\$1,058,000	\$0	\$0	\$0	\$1,058,000

MO2902-27 - ON-CALL WORK ZONE ENFORCEMENT (2029)

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Safety
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$200,000
MoDoT ID:	SU0448
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Payment	MoDOT	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
Payment	SAFETY (FHWA)	\$0	\$0	\$0	\$180,000	\$0	\$0	\$180,000
Total Payment		\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Total Programmed		\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000

MO2903-27 - ITS OPERATIONS AND MANAGEMENT (2029)

ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.

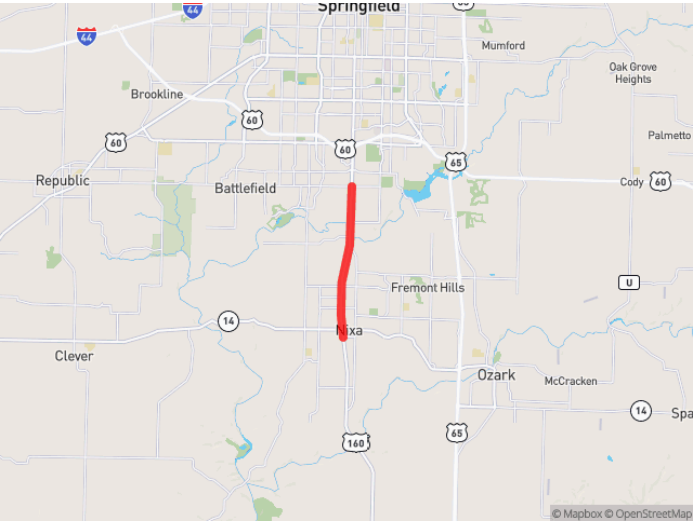
Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Operations
Lead Agency:	MoDOT
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$1,063,000
MoDoT ID:	JSU0445
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	MoDOT	\$0	\$0	\$0	\$1,063,000	\$0	\$0	\$1,063,000
Total Operations		\$0	\$0	\$0	\$1,063,000	\$0	\$0	\$1,063,000
Total Programmed		\$0	\$0	\$0	\$1,063,000	\$0	\$0	\$1,063,000

NX1704 - SCOPING FOR ROUTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Nixa
Status:	Programmed
Total Cost:	\$26,000
MoDoT ID:	J8P3033
Federal ID:	1601062
Project From:	Plainview Road
Project To:	south of South Street
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$400	\$400	\$200	\$200	\$0	\$5,200
Engineering	NHPP (FHWA)	\$16,000	\$1,600	\$1,600	\$800	\$800	\$0	\$20,800
Total Engineering		\$20,000	\$2,000	\$2,000	\$1,000	\$1,000	\$0	\$26,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$2,000	\$2,000	\$1,000	\$1,000	\$0	\$26,000

Scoping for roadway improvements on South Street (Rte. 14) from 14th Avenue to Rte. W in Ozark.

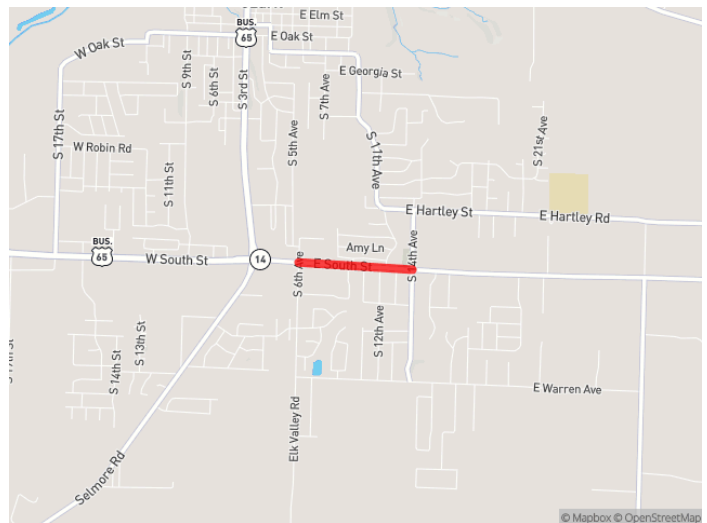
A street map of Minneapolis, Minnesota, centered on the intersection of W South St and E South St. E South St is highlighted in red and runs eastward towards E Hennepin Ave. To the west, W South St intersects with E South St at a circular intersection marked with a '14' shield. Major roads include US Highway 68 running north-south along the western edge and I-94 running east-west along the southern edge. Numerous local streets are labeled, including S 1st St through S 13th St, E Oak St, E Georgia St, E Hartley St, and E Warren Ave. A yellow rectangular area representing a building is located near E Hartley Rd and S 11th Ave. The map also shows some green spaces and water features like a small blue pond near S 6th St.

Federal Highway Eligible Projects

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$7,227,658
MoDOT ID:	J8P0583B
Federal ID:	S604083
Project From:	6th Avenue
Project To:	14th Avenue
Project Considerations:	Advance Construction, Bike/Ped Plan
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)

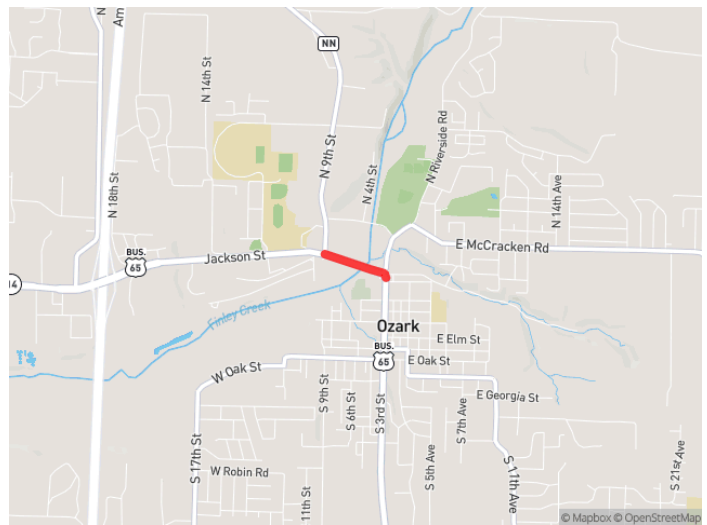


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$242,600	\$227,400	\$0	\$0	\$0	\$0	\$470,000
Engineering	MoDOT-AC	\$970,400	\$909,600	\$0	\$0	\$0	\$0	\$1,880,000
Total Engineering		\$1,213,000	\$1,137,000	\$0	\$0	\$0	\$0	\$2,350,000
ROW	MoDOT	\$109,600	\$0	\$0	\$0	\$0	\$0	\$109,600
ROW	MoDOT-AC	\$438,400	\$0	\$0	\$0	\$0	\$0	\$438,400
Total ROW		\$548,000	\$0	\$0	\$0	\$0	\$0	\$548,000
Construction	Local	\$0	\$110,299	\$0	\$0	\$0	\$0	\$110,299
Construction	MoDOT	\$0	\$782,600	\$0	\$0	\$0	\$0	\$782,600
Construction	MoDOT-AC	\$0	\$3,130,400	\$0	\$0	\$0	\$0	\$3,130,400
Construction	STBG-U (FHWA)	\$0	\$171,523	\$0	\$0	\$0	\$0	\$171,523
Construction	TAP (FHWA)	\$0	\$134,836	\$0	\$0	\$0	\$0	\$134,836
Total Construction		\$0	\$4,329,658	\$0	\$0	\$0	\$0	\$4,329,658
Total Prior Costs		\$1,761,000	\$0	\$0	\$0	\$0	\$0	\$1,761,000
Total Programmed		\$1,761,000	\$5,466,658	\$0	\$0	\$0	\$0	\$7,227,658

OK2204-22 - MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$85,000
MoDOT ID:	J8P3249
Federal ID:	-
Project From:	Third Street
Project To:	Rte. NN
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

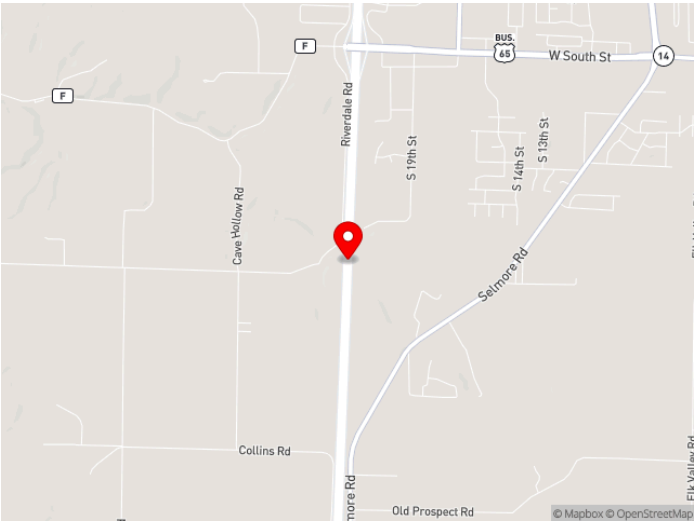


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$10,000	\$2,000	\$2,000	\$2,000	\$1,000	\$0	\$17,000
Engineering	MoDOT-AC	\$40,000	\$8,000	\$8,000	\$8,000	\$4,000	\$0	\$68,000
Total Engineering		\$50,000	\$10,000	\$10,000	\$10,000	\$5,000	\$0	\$85,000
Total Prior Costs		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total Programmed		\$50,000	\$10,000	\$10,000	\$10,000	\$5,000	\$0	\$85,000

OK2501-25 - SCOPING ELK VALLEY CREEK BRIDGE IMPROVEMENT

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$334,000
MoDoT ID:	JSU0322
Federal ID:	-
Project From:	over Elk Valley Creek
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

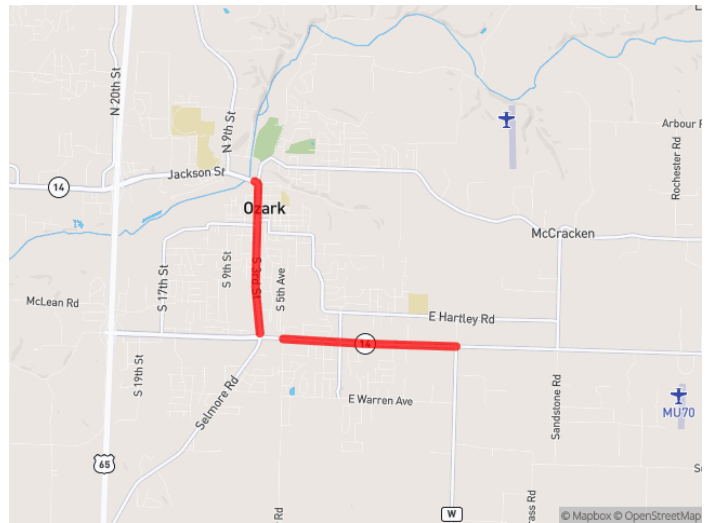


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$20,000	\$20,000	\$10,000	\$10,800	\$6,000	\$0	\$66,800
Engineering	NHPP (FHWA)	\$80,000	\$80,000	\$40,000	\$43,200	\$24,000	\$0	\$267,200
Total Engineering		\$100,000	\$100,000	\$50,000	\$54,000	\$30,000	\$0	\$334,000
Total Prior Costs		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total Programmed		\$100,000	\$100,000	\$50,000	\$54,000	\$30,000	\$0	\$334,000

OK2502-25 - RTE 14 PAVEMENT IMPROVEMENTS

Pavement improvement from 0.2 mile east of Rte. NN to north of Selmore Boulevard and from 6th Avenue to Rte. W in Ozark.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Christian County
Municipality:	Ozark
Status:	Programmed
Total Cost:	\$3,149,000
MoDOT ID:	JSU0287
Federal ID:	-
Project From:	0.2 mile east of Rte. NN, 6th Avenue
Project To:	200 feet north of Selmore Boulevard, Rte. W
Project Considerations:	Advance Construction
Funding Source Notes:	FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

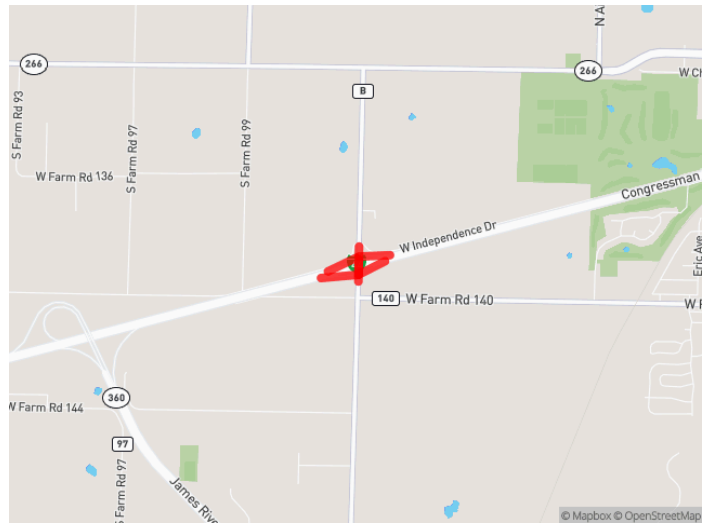


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$800	\$2,000	\$30,800	\$66,400	\$0	\$0	\$100,000
Engineering	MoDOT-AC	\$0	\$8,000	\$123,200	\$265,600	\$0	\$0	\$396,800
Engineering	NHPP (FHWA)	\$3,200	\$0	\$0	\$0	\$0	\$0	\$3,200
Total Engineering		\$4,000	\$10,000	\$154,000	\$332,000	\$0	\$0	\$500,000
Construction	MoDOT	\$0	\$0	\$0	\$529,800	\$0	\$0	\$529,800
Construction	MoDOT-AC	\$0	\$0	\$0	\$2,119,200	\$0	\$0	\$2,119,200
Total Construction		\$0	\$0	\$0	\$2,649,000	\$0	\$0	\$2,649,000
Total Prior Costs		\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Programmed		\$4,000	\$10,000	\$154,000	\$2,981,000	\$0	\$0	\$3,149,000

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

Scoping for interchange and ramp improvements at I-44 near Republic.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$790,000
MoDOT ID:	JSU0043
Federal ID:	-
Project From:	At I-44
Project To:	-
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$128,000	\$10,000	\$10,000	\$5,000	\$5,000	\$0	\$158,000
Engineering	MoDOT-AC	\$80,000	\$40,000	\$40,000	\$20,000	\$20,000	\$0	\$200,000
Engineering	STBG (FHWA)	\$432,000	\$0	\$0	\$0	\$0	\$0	\$432,000
Total Engineering		\$640,000	\$50,000	\$50,000	\$25,000	\$25,000	\$0	\$790,000
Total Prior Costs		\$640,000	\$0	\$0	\$0	\$0	\$0	\$640,000
Total Programmed		\$640,000	\$50,000	\$50,000	\$25,000	\$25,000	\$0	\$790,000

RP2303-23 - CAPITAL IMPROVEMENT ON US 60 IN REPUBLIC

Capital improvement on US 60 from west of Farm Road 103 to James River Freeway (Route 360) in Republic.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$17,851,000
MoDOT ID:	JSU0078
Federal ID:	0602124
Project From:	west of County Road 103
Project To:	Rte. 360 in Republic
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$230,000	\$14,400	\$4,000	\$288,600	\$0	\$0	\$537,000
Engineering	NHPP (FHWA)	\$920,000	\$57,600	\$16,000	\$1,154,400	\$0	\$0	\$2,148,000
Total Engineering		\$1,150,000	\$72,000	\$20,000	\$1,443,000	\$0	\$0	\$2,685,000
ROW	MoDOT	\$0	\$0	\$1,416,600	\$0	\$0	\$0	\$1,416,600
ROW	NHPP (FHWA)	\$0	\$0	\$5,666,400	\$0	\$0	\$0	\$5,666,400
Total ROW		\$0	\$0	\$7,083,000	\$0	\$0	\$0	\$7,083,000
Construction	MoDOT	\$0	\$0	\$0	\$1,616,600	\$0	\$0	\$1,616,600
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$6,466,400	\$0	\$0	\$6,466,400
Total Construction		\$0	\$0	\$0	\$8,083,000	\$0	\$0	\$8,083,000
Total Prior Costs		\$1,150,000	\$0	\$0	\$0	\$0	\$0	\$1,150,000
Total Programmed		\$1,150,000	\$72,000	\$7,103,000	\$9,526,000	\$0	\$0	\$17,851,000

RP2304-23 - WILSON'S CREEK BOULEVARD EXTENSION SCOPING

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$150,000
MoDOT ID:	J8S0836C
Federal ID:	-
Project From:	Republic Road (Rte. M)
Project To:	Rte. 60
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

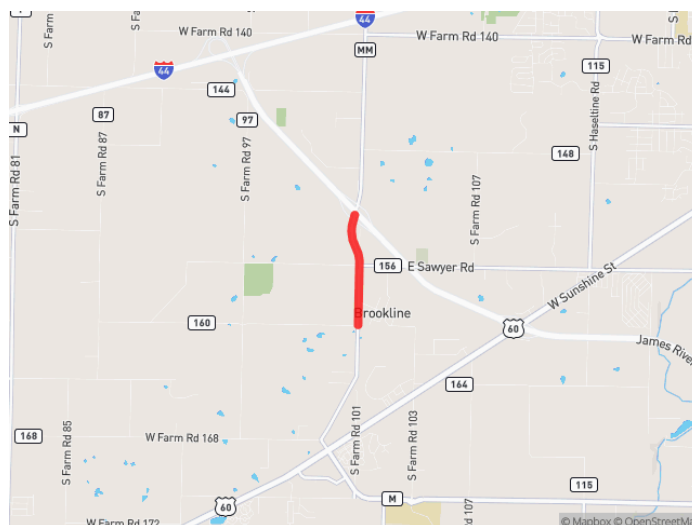


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$16,000	\$4,000	\$4,000	\$4,000	\$2,000	\$0	\$30,000
Engineering	MoDOT-AC	\$64,000	\$16,000	\$16,000	\$16,000	\$8,000	\$0	\$120,000
Total Engineering		\$80,000	\$20,000	\$20,000	\$20,000	\$10,000	\$0	\$150,000
Total Prior Costs		\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Total Programmed		\$80,000	\$20,000	\$20,000	\$20,000	\$10,000	\$0	\$150,000

RP2305-23 - ROUTE MM ROADWAY IMPROVEMENTS SCOPING

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$550,000
MoDoT ID:	J8S0836E
Federal ID:	S605004
Project From:	Rte 360
Project To:	Haile Street
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG.

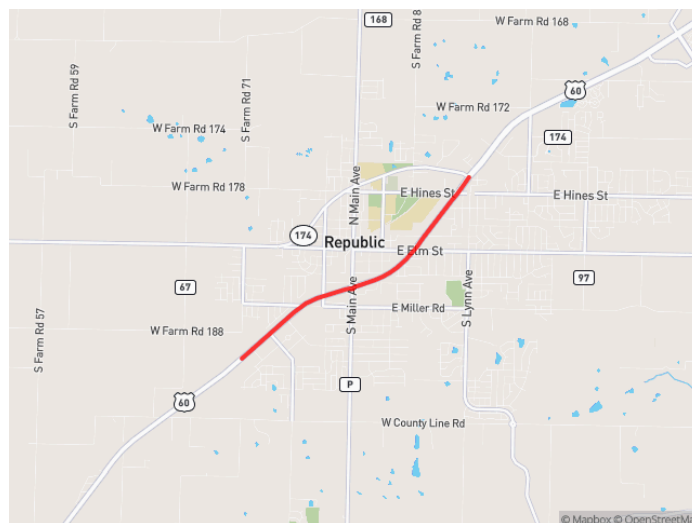


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$70,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$110,000
Engineering	MoDOT-AC	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$0	\$200,000
Engineering	STBG (FHWA)	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000
Total Engineering		\$350,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$550,000
Total Prior Costs		\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Total Programmed		\$350,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$550,000

RP2501-25 - US 60 REPUBLIC PAVEMENT IMPROVEMENTS

Pavement improvement from 0.3 mile west of Illinois Street to Rte. 174 in Republic.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$1,799,000
MoDOT ID:	JSU0293
Federal ID:	-
Project From:	0.3 mile west of Illinois Street
Project To:	Rte. 174 in Republic
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

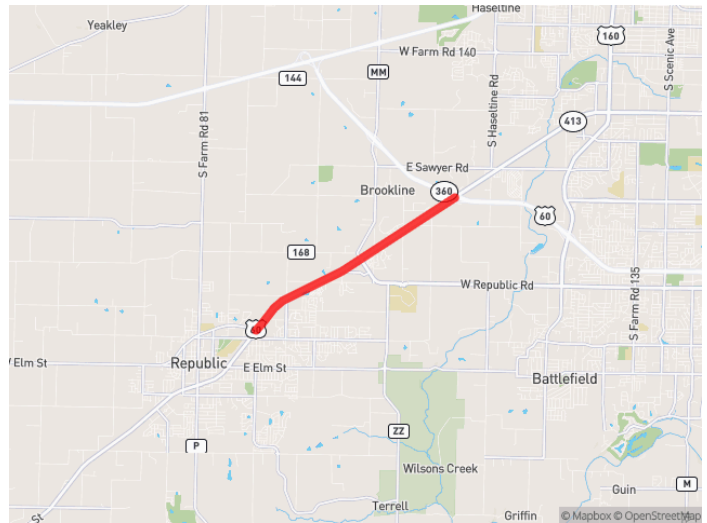


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$2,000	\$5,600	\$36,800	\$0	\$0	\$46,400
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$22,400	\$147,200	\$0	\$0	\$185,600
Total Engineering		\$10,000	\$10,000	\$28,000	\$184,000	\$0	\$0	\$232,000
Construction	MoDOT	\$0	\$0	\$0	\$313,400	\$0	\$0	\$313,400
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$1,253,600	\$0	\$0	\$1,253,600
Total Construction		\$0	\$0	\$0	\$1,567,000	\$0	\$0	\$1,567,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$10,000	\$28,000	\$1,751,000	\$0	\$0	\$1,799,000

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

Pavement improvement from Rte. 174 in Republic to Rtes. 413/60/360.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$2,900,000
MoDOT ID:	JSU0295
Federal ID:	-
Project From:	Rte. 174 in Republic
Project To:	Rtes. 413/60/360
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

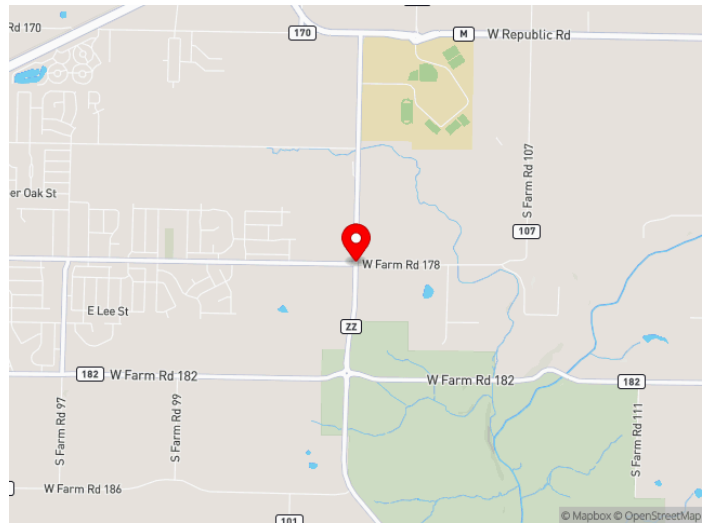


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$800	\$2,000	\$13,800	\$58,000	\$0	\$0	\$74,600
Engineering	NHPP (FHWA)	\$3,200	\$8,000	\$55,200	\$232,000	\$0	\$0	\$298,400
Total Engineering		\$4,000	\$10,000	\$69,000	\$290,000	\$0	\$0	\$373,000
Construction	MoDOT	\$0	\$0	\$0	\$505,400	\$0	\$0	\$505,400
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$2,021,600	\$0	\$0	\$2,021,600
Total Construction		\$0	\$0	\$0	\$2,527,000	\$0	\$0	\$2,527,000
Total Prior Costs		\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Programmed		\$4,000	\$10,000	\$69,000	\$2,817,000	\$0	\$0	\$2,900,000

RP2601-26 - RT ZZ INTERSECTION IMPROVEMENTS AT HINES STREET

Review of scoping and design for intersection improvements on Wilson's Creek Boulevard at Hines Street in Republic. Scoping and design by Republic.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$35,000
MoDOT ID:	JSU0351
Federal ID:	-
Project From:	Hines St at Rte. ZZ
Project To:	-
Project Considerations:	Advance Construction, Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG.

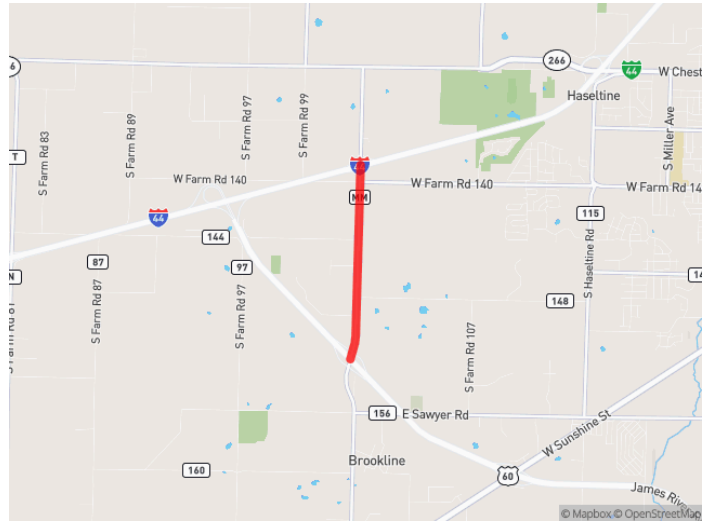


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$2,000	\$1,000	\$1,000	\$1,000	\$0	\$7,000
Engineering	MoDOT-AC	\$8,000	\$8,000	\$4,000	\$4,000	\$4,000	\$0	\$28,000
Total Engineering		\$10,000	\$10,000	\$5,000	\$5,000	\$5,000	\$0	\$35,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$10,000	\$5,000	\$5,000	\$5,000	\$0	\$35,000

RP2603-26A2 - SAETY IMPROVEMENTS ON ROUTE MM

Safety improvements from I-44 to Rte. 360 in Republic.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$1,509,000
MoDOT ID:	SU0370
Federal ID:	-
Project From:	From I-44
Project To:	To Route 360 in Republic
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

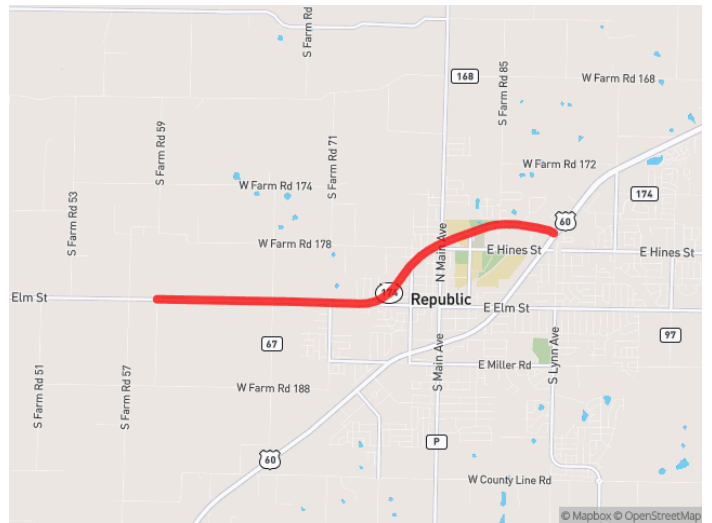


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$5,000	\$20,900	\$0	\$0	\$0	\$0	\$25,900
Engineering	SAFETY (FHWA)	\$45,000	\$188,100	\$0	\$0	\$0	\$0	\$233,100
Total Engineering		\$50,000	\$209,000	\$0	\$0	\$0	\$0	\$259,000
Construction	MoDOT	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Construction	SAFETY (FHWA)	\$0	\$1,125,000	\$0	\$0	\$0	\$0	\$1,125,000
Total Construction		\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000
Total Prior Costs		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total Programmed		\$50,000	\$1,459,000	\$0	\$0	\$0	\$0	\$1,509,000

RP2701-27 - ROUTE 174 PAVEMENT IMPROVEMENTS FROM FARM ROAD 59 TO ROUTE 60

Scoping for pavement improvements on Route 174 from Farm Road 59 to Rte. 60 in Republic.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$8,000
MoDOT ID:	JSR0524
Federal ID:	-
Project From:	Farm Road 59
Project To:	Rte. 60 in Republic
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$400	\$400	\$400	\$400	\$0	\$1,600
Engineering	STBG (FHWA)	\$0	\$1,600	\$1,600	\$1,600	\$1,600	\$0	\$6,400
Total Engineering		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000
Total Programmed		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000

RP2702-27 - SCOPING FOR RAILROAD CROSSING IMPROVEMENTS ON RTE MM

Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic. Project involves bridge A5907.

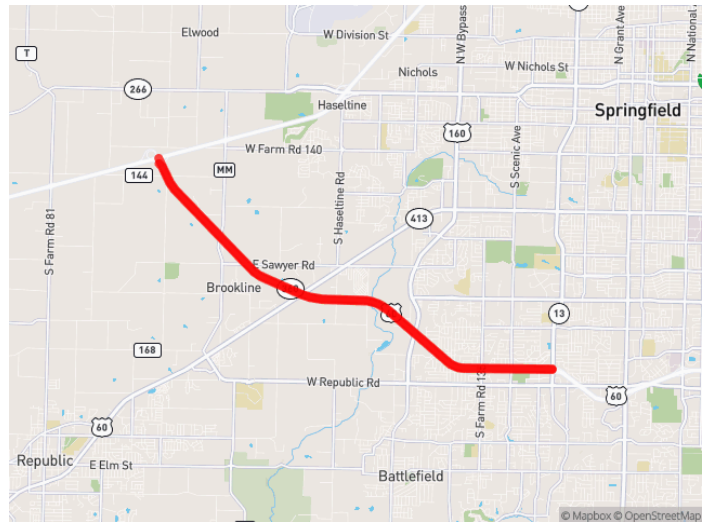
Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Republic
Status:	Programmed
Total Cost:	\$700,000
MoDOT ID:	J8S0836
Federal ID:	-
Project From:	Rte. 360
Project To:	Rte. M in Republic
Project Considerations:	Advance Construction
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$40,000	\$40,000	\$40,000	\$20,000	\$0	\$140,000
Engineering	MoDOT-AC	\$0	\$160,000	\$160,000	\$160,000	\$80,000	\$0	\$560,000
Total Engineering		\$0	\$200,000	\$200,000	\$200,000	\$100,000	\$0	\$700,000
Total Programmed		\$0	\$200,000	\$200,000	\$200,000	\$100,000	\$0	\$700,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$762,000
MoDOT ID:	J8P3032
Federal ID:	0602095
Project From:	Rte. 13
Project To:	Rte. 13
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

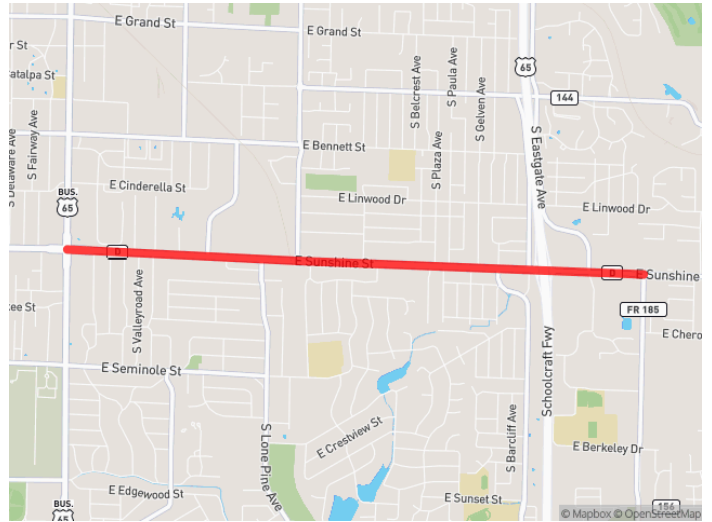


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$114,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$154,000
Engineering	NHPP (FHWA)	\$448,000	\$40,000	\$40,000	\$40,000	\$40,000	\$0	\$608,000
Total Engineering		\$562,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$762,000
Total Prior Costs		\$562,000	\$0	\$0	\$0	\$0	\$0	\$562,000
Total Programmed		\$562,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$762,000

SP1413-24AM6 - SUNSHINE STREET ADA IMPROVEMENTS

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. \$626,000 Transportation Alternatives and \$156,500 in Springfield funds.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Bicycle and Pedestrian
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$5,262,500
MoDOT ID:	J8S3153
Federal ID:	0652084, S603067
Project From:	Glenstone Avenue (Bus. 65)
Project To:	Blackman Road
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

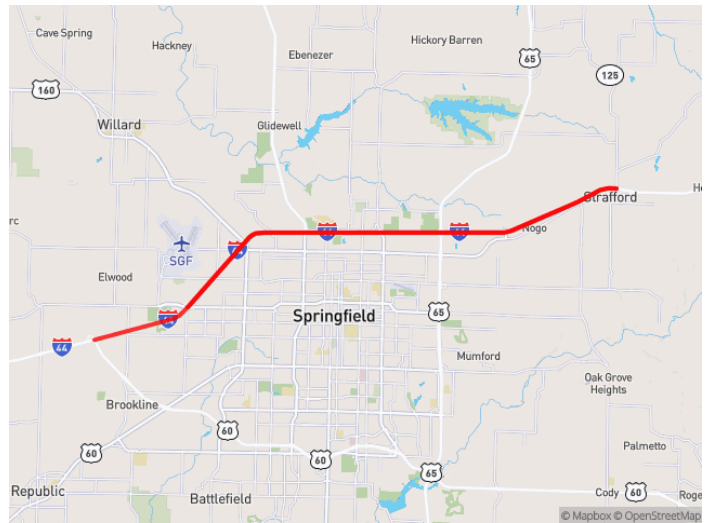


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$275,600	\$79,200	\$0	\$0	\$0	\$0	\$354,800
Engineering	MoDOT-AC	\$1,070,400	\$316,800	\$0	\$0	\$0	\$0	\$1,387,200
Engineering	STBG (FHWA)	\$32,000	\$0	\$0	\$0	\$0	\$0	\$32,000
Total Engineering		\$1,378,000	\$396,000	\$0	\$0	\$0	\$0	\$1,774,000
ROW	MoDOT	\$10,600	\$0	\$0	\$0	\$0	\$0	\$10,600
ROW	MoDOT-AC	\$42,400	\$0	\$0	\$0	\$0	\$0	\$42,400
Total ROW		\$53,000	\$0	\$0	\$0	\$0	\$0	\$53,000
Construction	Local	\$0	\$156,500	\$0	\$0	\$0	\$0	\$156,500
Construction	MoDOT	\$0	\$530,600	\$0	\$0	\$0	\$0	\$530,600
Construction	MoDOT-AC	\$0	\$2,122,400	\$0	\$0	\$0	\$0	\$2,122,400
Construction	TAP (FHWA)	\$0	\$626,000	\$0	\$0	\$0	\$0	\$626,000
Total Construction		\$0	\$3,435,500	\$0	\$0	\$0	\$0	\$3,435,500
Total Prior Costs		\$1,431,000	\$0	\$0	\$0	\$0	\$0	\$1,431,000
Total Programmed		\$1,431,000	\$3,831,500	\$0	\$0	\$0	\$0	\$5,262,500

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$950,000
MoDOT ID:	J8I3044
Federal ID:	0442305
Project From:	Rte. 360
Project To:	Rte. 125
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

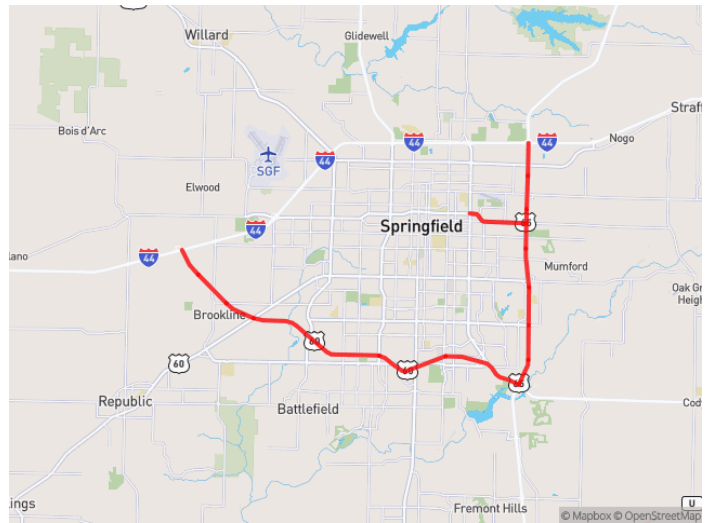


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	I/M (FHWA)	\$785,000	\$0	\$0	\$0	\$0	\$0	\$785,000
Engineering	MoDOT	\$105,000	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$117,000
Engineering	NHPP (FHWA)	\$0	\$12,000	\$12,000	\$12,000	\$12,000	\$0	\$48,000
Total Engineering		\$890,000	\$15,000	\$15,000	\$15,000	\$15,000	\$0	\$950,000
Total Prior Costs		\$890,000	\$0	\$0	\$0	\$0	\$0	\$890,000
Total Programmed		\$890,000	\$15,000	\$15,000	\$15,000	\$15,000	\$0	\$950,000

SP1709 - SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS

Scoping for potential interstate designation on Rtes. 60, 65, and 360 in the Springfield region.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$136,000
MoDoT ID:	J8P3103
Federal ID:	-
Project From:	on Rtes 60, 65, and 360
Project To:	in the Springfield region.
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

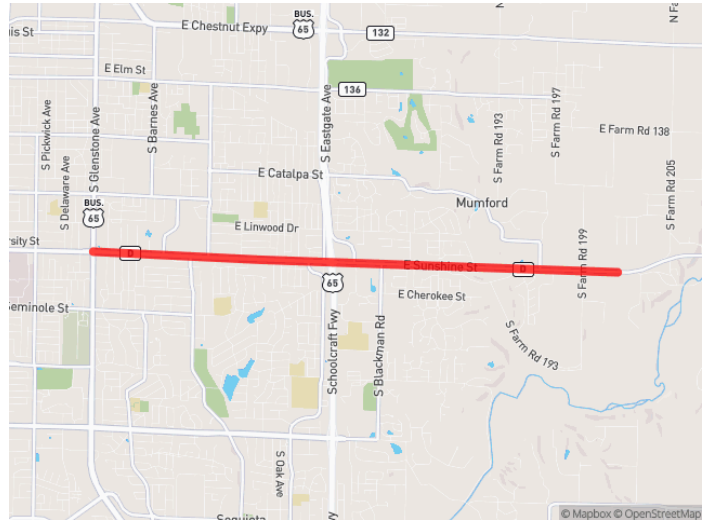


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$24,000	\$800	\$800	\$800	\$800	\$0	\$27,200
Engineering	NHPP (FHWA)	\$96,000	\$3,200	\$3,200	\$3,200	\$3,200	\$0	\$108,800
Total Engineering		\$120,000	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$136,000
Total Prior Costs		\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total Programmed		\$120,000	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$136,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$3,896,000
MoDOT ID:	J8S3133
Federal ID:	S604067
Project From:	Glenstone Ave.
Project To:	Farm Road 199
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

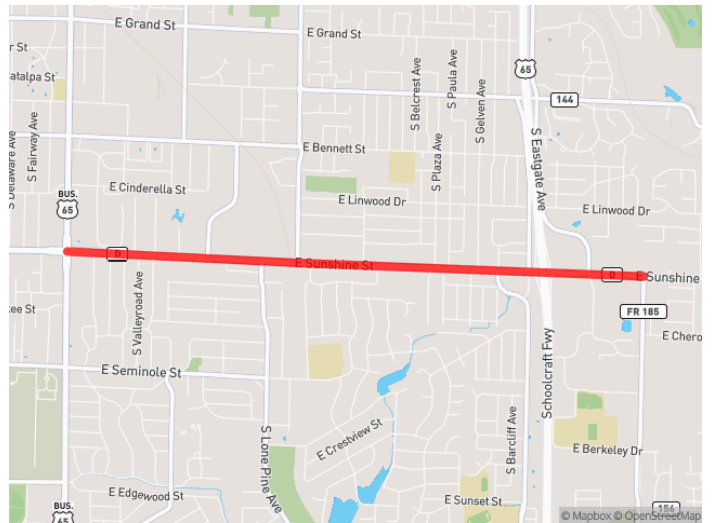


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$216,000	\$76,000	\$0	\$0	\$0	\$0	\$292,000
Engineering	NHPP (FHWA)	\$864,000	\$304,000	\$0	\$0	\$0	\$0	\$1,168,000
Total Engineering		\$1,080,000	\$380,000	\$0	\$0	\$0	\$0	\$1,460,000
ROW	MoDOT	\$50,600	\$0	\$0	\$0	\$0	\$0	\$50,600
ROW	NHPP (FHWA)	\$202,400	\$0	\$0	\$0	\$0	\$0	\$202,400
Total ROW		\$253,000	\$0	\$0	\$0	\$0	\$0	\$253,000
Construction	MoDOT	\$0	\$436,600	\$0	\$0	\$0	\$0	\$436,600
Construction	NHPP (FHWA)	\$0	\$1,746,400	\$0	\$0	\$0	\$0	\$1,746,400
Total Construction		\$0	\$2,183,000	\$0	\$0	\$0	\$0	\$2,183,000
Total Prior Costs		\$1,333,000	\$0	\$0	\$0	\$0	\$0	\$1,333,000
Total Programmed		\$1,333,000	\$2,563,000	\$0	\$0	\$0	\$0	\$3,896,000

SP1906-19 - ROUTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,083,000
MoDOT ID:	J850745
Federal ID:	S602071
Project From:	Glenstone Avenue
Project To:	Blackman Road
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

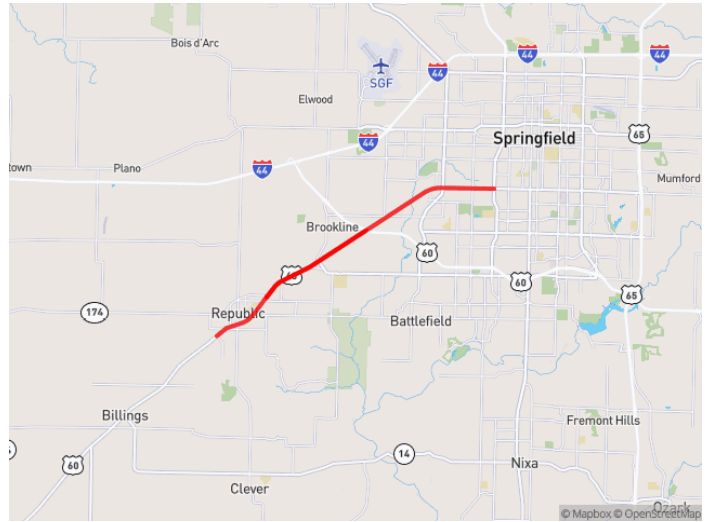


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$14,600	\$42,400	\$0	\$0	\$0	\$0	\$57,000
Engineering	NHPP (FHWA)	\$58,400	\$169,600	\$0	\$0	\$0	\$0	\$228,000
Total Engineering		\$73,000	\$212,000	\$0	\$0	\$0	\$0	\$285,000
Construction	MoDOT	\$0	\$359,600	\$0	\$0	\$0	\$0	\$359,600
Construction	NHPP (FHWA)	\$0	\$1,438,400	\$0	\$0	\$0	\$0	\$1,438,400
Total Construction		\$0	\$1,798,000	\$0	\$0	\$0	\$0	\$1,798,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$73,000	\$0	\$0	\$0	\$0	\$0	\$73,000
Total Programmed		\$73,000	\$2,010,000	\$0	\$0	\$0	\$0	\$2,083,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,452,000
MoDOT ID:	J8S3159
Federal ID:	4131008
Project From:	Kansas Expressway (Rte. 13)
Project To:	Kansas Avenue
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

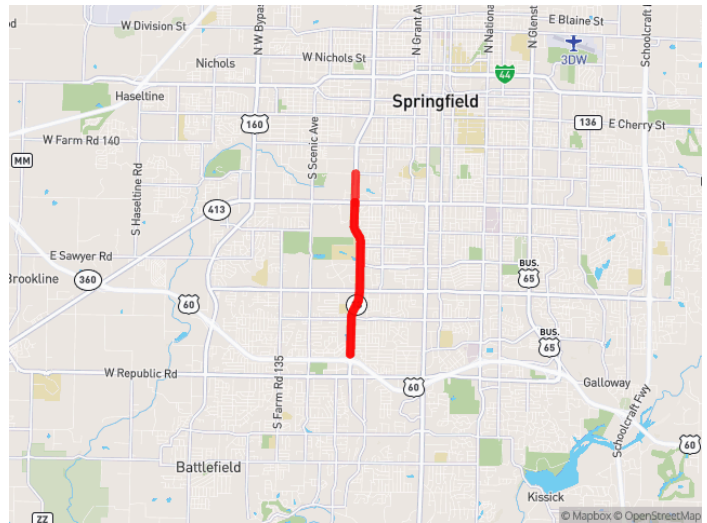


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$160,400	\$60,000	\$40,000	\$20,000	\$10,000	\$0	\$290,400
Engineering	NHPP (FHWA)	\$641,600	\$240,000	\$160,000	\$80,000	\$40,000	\$0	\$1,161,600
Total Engineering		\$802,000	\$300,000	\$200,000	\$100,000	\$50,000	\$0	\$1,452,000
Total Prior Costs		\$802,000	\$0	\$0	\$0	\$0	\$0	\$802,000
Total Programmed		\$802,000	\$300,000	\$200,000	\$100,000	\$50,000	\$0	\$1,452,000

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

Scoping for capital improvements on Kansas Expressway (Rte. 13) from Sunshine Street (Rte. 413) to Battlefield Road in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,000,000
MoDOT ID:	J8S3195
Federal ID:	0132094
Project From:	Sunshine Street (Rte. 413)
Project To:	Battlefield Road
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

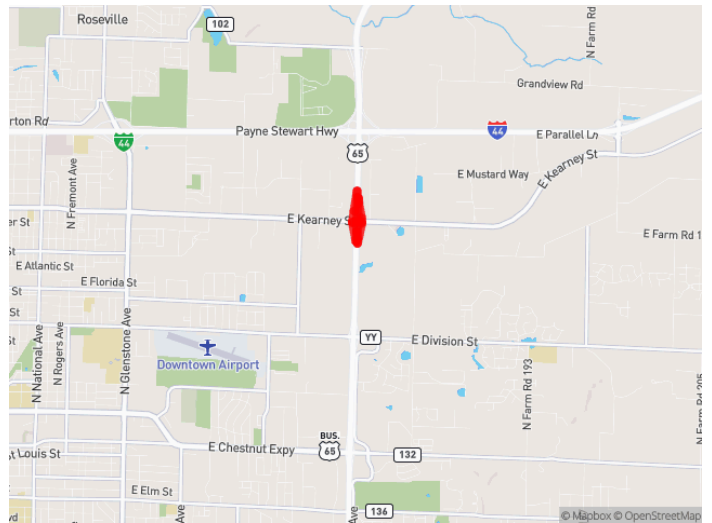


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$140,000	\$30,000	\$30,000	\$0	\$0	\$0	\$200,000
Engineering	NHPP (FHWA)	\$560,000	\$120,000	\$120,000	\$0	\$0	\$0	\$800,000
Total Engineering		\$700,000	\$150,000	\$150,000	\$0	\$0	\$0	\$1,000,000
Total Prior Costs		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
Total Programmed		\$700,000	\$150,000	\$150,000	\$0	\$0	\$0	\$1,000,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$53,696,000
MoDOT ID:	J8P3220
Federal ID:	0652121
Project From:	Kearney Street
Project To:	-
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

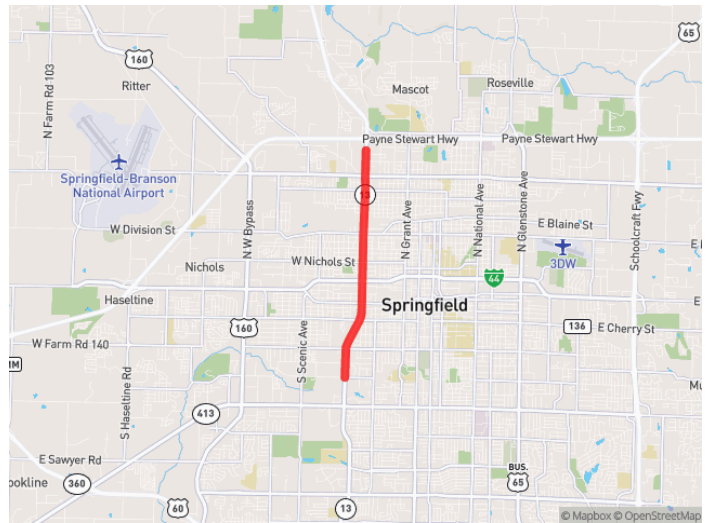


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$296,000	\$286,000	\$244,200	\$244,200	\$1,022,400	\$0	\$2,092,800
Engineering	NHPP (FHWA)	\$1,184,000	\$1,144,000	\$976,800	\$976,800	\$4,089,600	\$0	\$8,371,200
Total Engineering		\$1,480,000	\$1,430,000	\$1,221,000	\$1,221,000	\$5,112,000	\$0	\$10,464,000
ROW	MoDOT	\$0	\$0	\$0	\$1,387,800	\$0	\$0	\$1,387,800
ROW	NHPP (FHWA)	\$0	\$0	\$0	\$5,551,200	\$0	\$0	\$5,551,200
Total ROW		\$0	\$0	\$0	\$6,939,000	\$0	\$0	\$6,939,000
Construction	MoDOT	\$0	\$0	\$0	\$0	\$7,258,600	\$0	\$7,258,600
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$29,034,400	\$0	\$29,034,400
Total Construction		\$0	\$0	\$0	\$0	\$36,293,000	\$0	\$36,293,000
Total Prior Costs		\$1,480,000	\$0	\$0	\$0	\$0	\$0	\$1,480,000
Total Programmed		\$1,480,000	\$1,430,000	\$1,221,000	\$8,160,000	\$41,405,000	\$0	\$53,696,000

SP2217-22A1 - KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$600,000
MoDOT ID:	J8S3253
Federal ID:	0132095
Project From:	south of Evergreen Street
Project To:	Grand Street
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

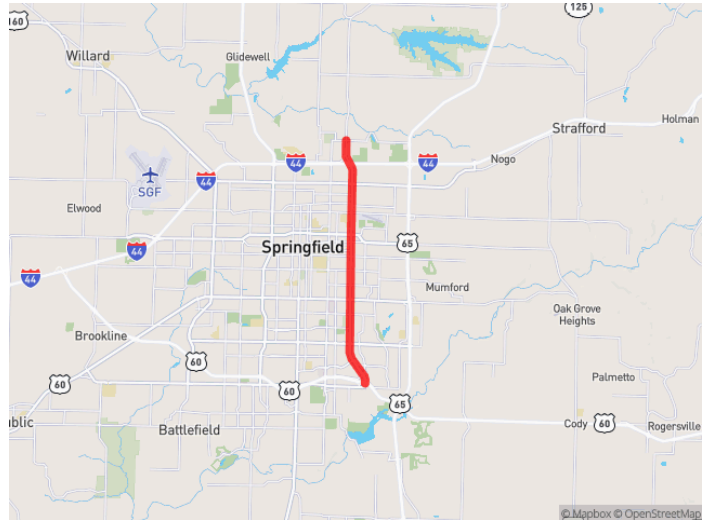


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$80,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$120,000
Engineering	NHPP (FHWA)	\$320,000	\$40,000	\$40,000	\$40,000	\$40,000	\$0	\$480,000
Total Engineering		\$400,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$600,000
Total Prior Costs		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Total Programmed		\$400,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$600,000

SP2218-22A3 - GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$4,212,000
MoDOT ID:	JSU0003
Federal ID:	0652117
Project From:	Valley Water Mill Road
Project To:	James River Freeway (Rte. 60)
Project Considerations:	Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues.

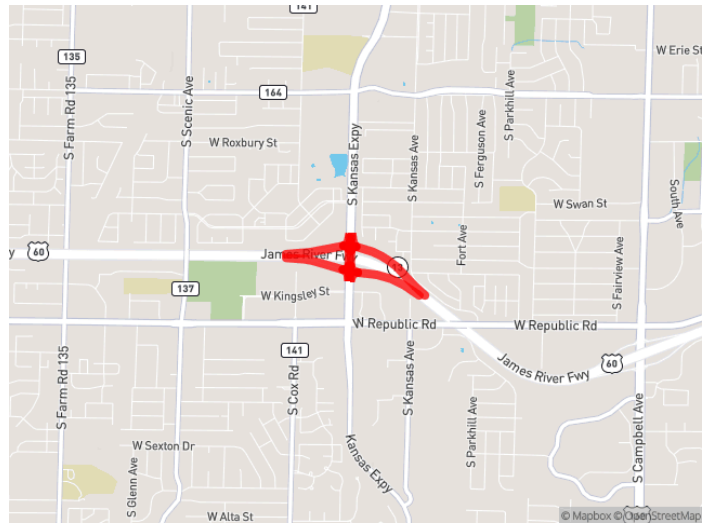


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$196,200	\$200	\$500	\$47,000	\$0	\$0	\$243,900
Engineering	MoDOT-AC	\$777,600	\$0	\$0	\$0	\$0	\$0	\$777,600
Engineering	NHPP (FHWA)	\$3,200	\$0	\$0	\$0	\$0	\$0	\$3,200
Engineering	SAFETY (FHWA)	\$9,000	\$1,800	\$4,500	\$423,000	\$0	\$0	\$438,300
Total Engineering		\$986,000	\$2,000	\$5,000	\$470,000	\$0	\$0	\$1,463,000
ROW	MoDOT	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000
ROW	SAFETY (FHWA)	\$0	\$0	\$180,000	\$0	\$0	\$0	\$180,000
Total ROW		\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Construction	MoDOT	\$0	\$0	\$0	\$254,900	\$0	\$0	\$254,900
Construction	SAFETY (FHWA)	\$0	\$0	\$0	\$2,294,100	\$0	\$0	\$2,294,100
Total Construction		\$0	\$0	\$0	\$2,549,000	\$0	\$0	\$2,549,000
Total Prior Costs		\$986,000	\$0	\$0	\$0	\$0	\$0	\$986,000
Total Programmed		\$986,000	\$2,000	\$205,000	\$3,019,000	\$0	\$0	\$4,212,000

SP2219-22A3 - JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$190,000
MoDOT ID:	JSU0005
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

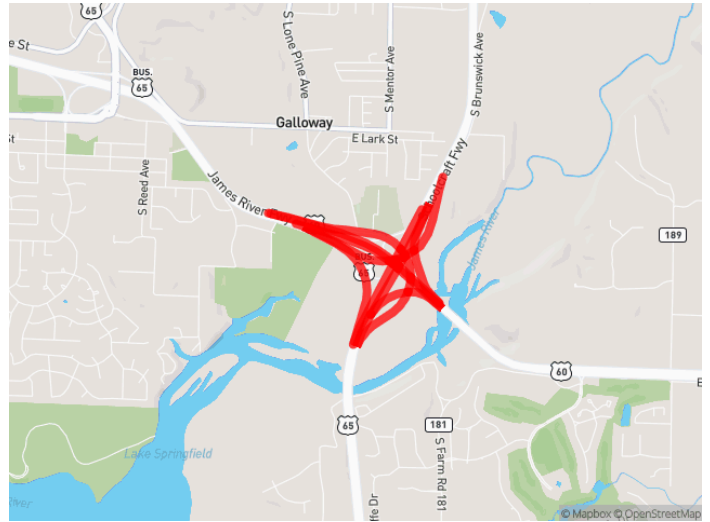


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$34,000	\$2,000	\$2,000	\$0	\$0	\$0	\$38,000
Engineering	NHPP (FHWA)	\$136,000	\$8,000	\$8,000	\$0	\$0	\$0	\$152,000
Total Engineering		\$170,000	\$10,000	\$10,000	\$0	\$0	\$0	\$190,000
Total Prior Costs		\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
Total Programmed		\$170,000	\$10,000	\$10,000	\$0	\$0	\$0	\$190,000

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

Traffic operational study from Battlefield Road to Christian County line, including Rte. 60 interchange, and on Rte. 60 from Bus. 65 (Glenstone Avenue) in Springfield to Rte. 125 in Rogersville. Study by Ozarks Transportation Organization

Plan Revision:	27Draft
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
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

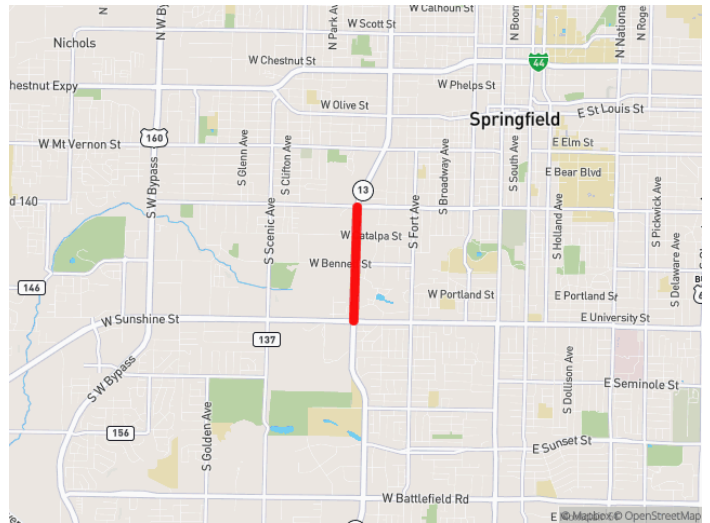


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$38,000	\$4,000	\$4,000	\$0	\$0	\$0	\$46,000
Engineering	NHPP (FHWA)	\$152,000	\$16,000	\$16,000	\$0	\$0	\$0	\$184,000
Total Engineering		\$190,000	\$20,000	\$20,000	\$0	\$0	\$0	\$230,000
Total Prior Costs		\$190,000	\$0	\$0	\$0	\$0	\$0	\$190,000
Total Programmed		\$190,000	\$20,000	\$20,000	\$0	\$0	\$0	\$230,000

SP2302-23 - KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$9,060,000
MoDoT ID:	JSU0093
Federal ID:	0132096
Project From:	Grand Street
Project To:	Sunshine Street (Rte. 413)
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

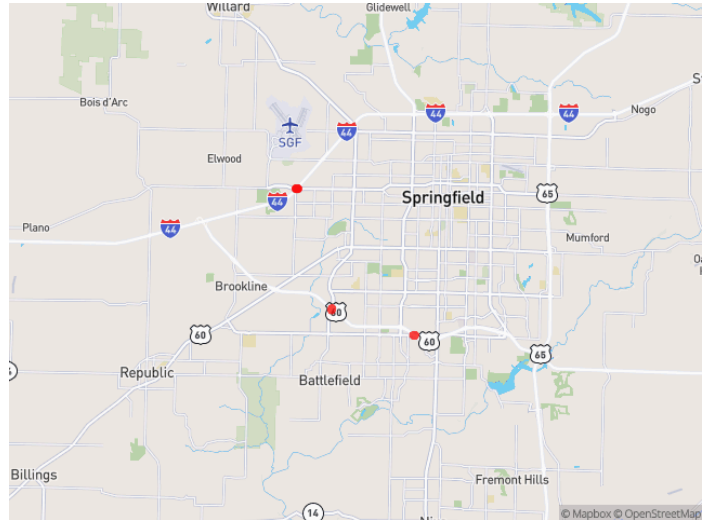


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$156,000	\$400	\$239,000	\$0	\$0	\$0	\$395,400
Engineering	NHPP (FHWA)	\$624,000	\$1,600	\$956,000	\$0	\$0	\$0	\$1,581,600
Total Engineering		\$780,000	\$2,000	\$1,195,000	\$0	\$0	\$0	\$1,977,000
ROW	MoDOT	\$0	\$3,000	\$0	\$0	\$0	\$0	\$3,000
ROW	NHPP (FHWA)	\$0	\$12,000	\$0	\$0	\$0	\$0	\$12,000
Total ROW		\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Construction	MoDOT	\$0	\$0	\$1,414,000	\$0	\$0	\$0	\$1,414,000
Construction	NHPP (FHWA)	\$0	\$0	\$5,654,000	\$0	\$0	\$0	\$5,654,000
Total Construction		\$0	\$0	\$7,068,000	\$0	\$0	\$0	\$7,068,000
Total Prior Costs		\$780,000	\$0	\$0	\$0	\$0	\$0	\$780,000
Total Programmed		\$780,000	\$17,000	\$8,263,000	\$0	\$0	\$0	\$9,060,000

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

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.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,378,000
MoDOT ID:	JSU0051
Federal ID:	1601080
Project From:	over James River Freeway, over I-44
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

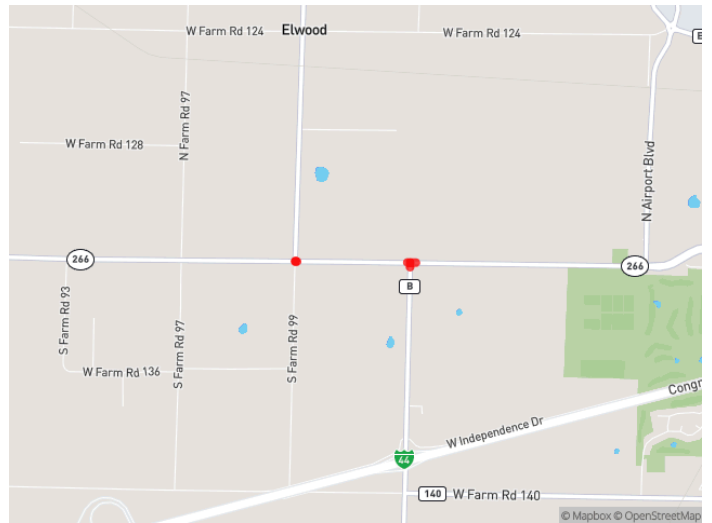


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$16,800	\$76,800	\$0	\$0	\$0	\$0	\$93,600
Engineering	NHPP (FHWA)	\$67,200	\$307,200	\$0	\$0	\$0	\$0	\$374,400
Total Engineering		\$84,000	\$384,000	\$0	\$0	\$0	\$0	\$468,000
Construction	MoDOT	\$0	\$382,000	\$0	\$0	\$0	\$0	\$382,000
Construction	NHPP (FHWA)	\$0	\$1,528,000	\$0	\$0	\$0	\$0	\$1,528,000
Total Construction		\$0	\$1,910,000	\$0	\$0	\$0	\$0	\$1,910,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$84,000	\$0	\$0	\$0	\$0	\$0	\$84,000
Total Programmed		\$84,000	\$2,294,000	\$0	\$0	\$0	\$0	\$2,378,000

SP2306-23 - ROUNDABOUTS ON ROUTE 266

Add roundabouts on Route 266 at Route AB and at Route B west of Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$4,862,000
MoDOT ID:	JSU0080
Federal ID:	2661018
Project From:	at Rte. Ab, at Rte. B west of Springfield
Project To:	-
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

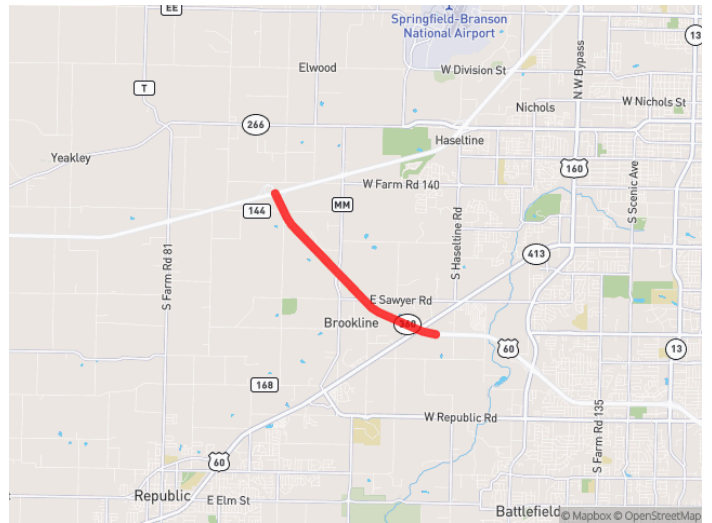


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$115,800	\$106,200	\$0	\$0	\$0	\$0	\$222,000
Engineering	MoDOT-AC	\$463,200	\$424,800	\$0	\$0	\$0	\$0	\$888,000
Total Engineering		\$579,000	\$531,000	\$0	\$0	\$0	\$0	\$1,110,000
ROW	MoDOT	\$20,200	\$0	\$0	\$0	\$0	\$0	\$20,200
ROW	MoDOT-AC	\$80,800	\$0	\$0	\$0	\$0	\$0	\$80,800
Total ROW		\$101,000	\$0	\$0	\$0	\$0	\$0	\$101,000
Construction	MoDOT	\$0	\$730,200	\$0	\$0	\$0	\$0	\$730,200
Construction	MoDOT-AC	\$0	\$2,920,800	\$0	\$0	\$0	\$0	\$2,920,800
Total Construction		\$0	\$3,651,000	\$0	\$0	\$0	\$0	\$3,651,000
Total Prior Costs		\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000
Total Programmed		\$680,000	\$4,182,000	\$0	\$0	\$0	\$0	\$4,862,000

SP2309-23 - JAMES RIVER FREEWAY PAVEMENT RESURFACING

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$831,000
MoDOT ID:	JSU0014
Federal ID:	3601007
Project From:	I-44
Project To:	Rte. 60
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

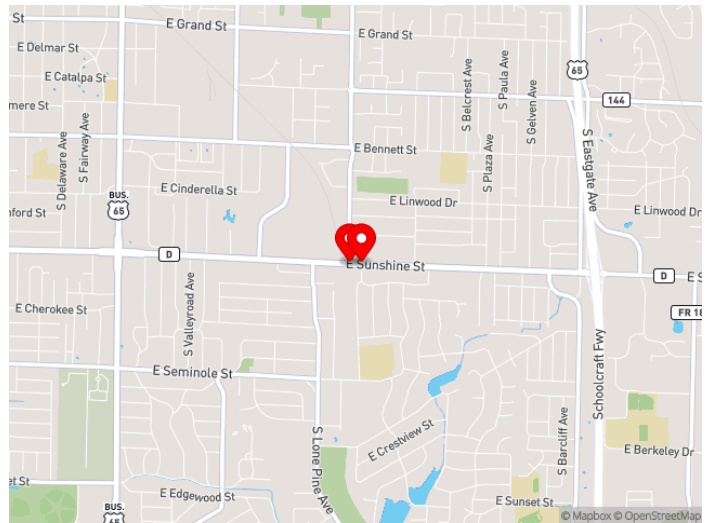


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$200	\$200	\$200	\$800	\$35,400	\$40,800
Engineering	NHPP (FHWA)	\$16,000	\$800	\$800	\$800	\$200	\$141,600	\$160,200
Total Engineering		\$20,000	\$1,000	\$1,000	\$1,000	\$1,000	\$177,000	\$201,000
Construction	MoDOT	\$0	\$0	\$0	\$0	\$0	\$126,000	\$126,000
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$504,000	\$504,000
Total Construction		\$0	\$0	\$0	\$0	\$0	\$630,000	\$630,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$807,000	\$807,000
Total Programmed		\$20,000	\$1,000	\$1,000	\$1,000	\$1,000	\$807,000	\$831,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Other
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$101,000
MoDOT ID:	JSU0148
Federal ID:	S605043
Project From:	at Oak Grove Avenue
Project To:	and at Ventura Avenue.
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

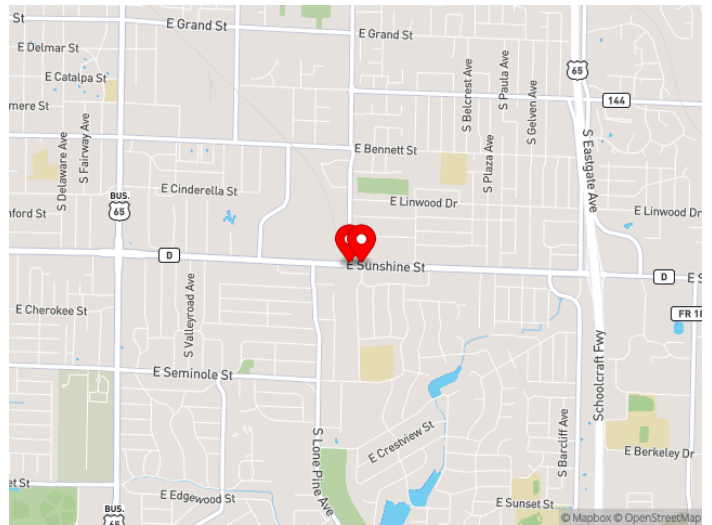


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$6,000	\$2,000	\$2,000	\$2,000	\$6,000	\$0	\$18,000
Engineering	NHPP (FHWA)	\$24,000	\$8,000	\$8,000	\$8,000	\$24,000	\$0	\$72,000
Total Engineering		\$30,000	\$10,000	\$10,000	\$10,000	\$30,000	\$0	\$90,000
ROW	MoDOT	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
ROW	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$8,800	\$0	\$8,800
Total ROW		\$0	\$0	\$0	\$0	\$11,000	\$0	\$11,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
Total Programmed		\$30,000	\$10,000	\$10,000	\$10,000	\$41,000	\$0	\$101,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$195,000
MoDOT ID:	JSU0167
Federal ID:	S605051
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan, Regional Trail Plan Priority
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

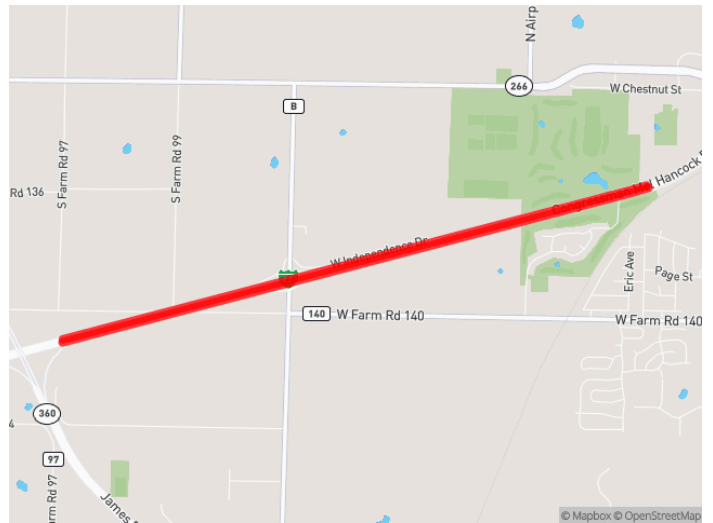


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$18,000	\$6,000	\$6,000	\$6,000	\$3,000	\$0	\$39,000
Engineering	NHPP (FHWA)	\$72,000	\$24,000	\$24,000	\$24,000	\$12,000	\$0	\$156,000
Total Engineering		\$90,000	\$30,000	\$30,000	\$30,000	\$15,000	\$0	\$195,000
Total Prior Costs		\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Total Programmed		\$90,000	\$30,000	\$30,000	\$30,000	\$15,000	\$0	\$195,000

SP2504-25 - SCOPING I-44 PAVEMENT IMPROVEMENTS

Pavement improvement from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,630,000
MoDoT ID:	JSU0253
Federal ID:	-
Project From:	0.2 mile east of Rte. 360
Project To:	0.6 mile west of Rte. 266 in Springfield
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

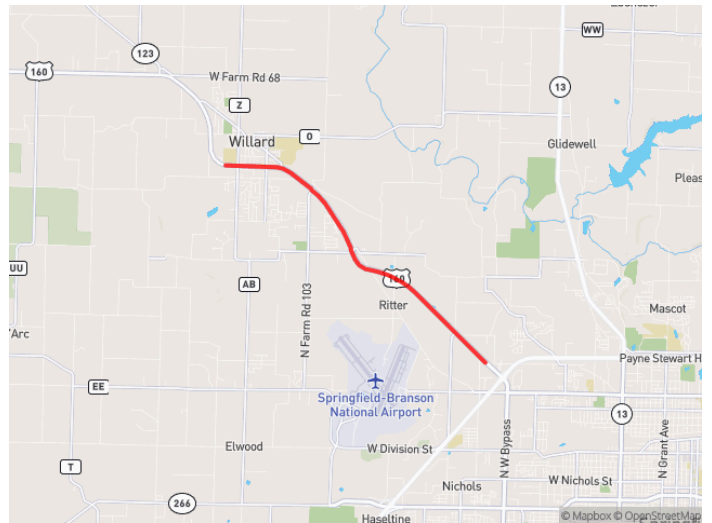


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$13,400	\$54,200	\$0	\$0	\$0	\$69,600
Engineering	NHPP (FHWA)	\$8,000	\$53,600	\$216,800	\$0	\$0	\$0	\$278,400
Total Engineering		\$10,000	\$67,000	\$271,000	\$0	\$0	\$0	\$348,000
Construction	MoDOT	\$0	\$0	\$456,400	\$0	\$0	\$0	\$456,400
Construction	NHPP (FHWA)	\$0	\$0	\$1,825,600	\$0	\$0	\$0	\$1,825,600
Total Construction		\$0	\$0	\$2,282,000	\$0	\$0	\$0	\$2,282,000
-	MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	NHPP (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$67,000	\$2,553,000	\$0	\$0	\$0	\$2,630,000

SP2506-25 - US 160 PAVEMENT IMPROVEMENTS FROM RT AB TO I-44

Pavement improvement from 0.3 mile west of Rte. AB to 0.4 mile west of I-44.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,764,000
MoDOT ID:	JSU0289
Federal ID:	-
Project From:	0.3 mile west of Rte. AB
Project To:	0.4 mile west of I-44
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

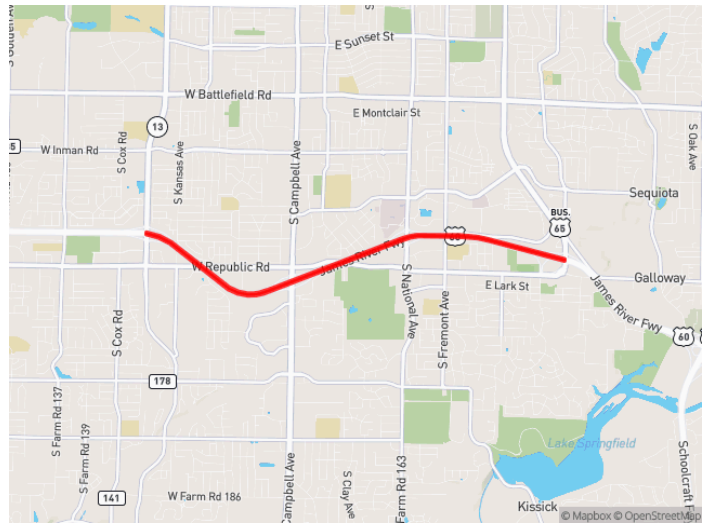


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$800	\$2,000	\$25,000	\$54,200	\$0	\$0	\$82,000
Engineering	NHPP (FHWA)	\$3,200	\$8,000	\$100,000	\$216,800	\$0	\$0	\$328,000
Total Engineering		\$4,000	\$10,000	\$125,000	\$271,000	\$0	\$0	\$410,000
Construction	MoDOT	\$0	\$0	\$0	\$470,800	\$0	\$0	\$470,800
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$1,883,200
Total Construction		\$0	\$0	\$0	\$2,354,000	\$0	\$0	\$2,354,000
Total Prior Costs		\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Programmed		\$4,000	\$10,000	\$125,000	\$2,625,000	\$0	\$0	\$2,764,000

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

Pavement improvements on James River Freeway from Rte. 13 (Kansas Expressway) to 1.4 miles east of Bus. 65 (Glenstone Avenue) in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$3,273,000
MoDOT ID:	JSU0294
Federal ID:	-
Project From:	Rte. 13 (Kansas Expressway)
Project To:	Rte. 65 in Springfield
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

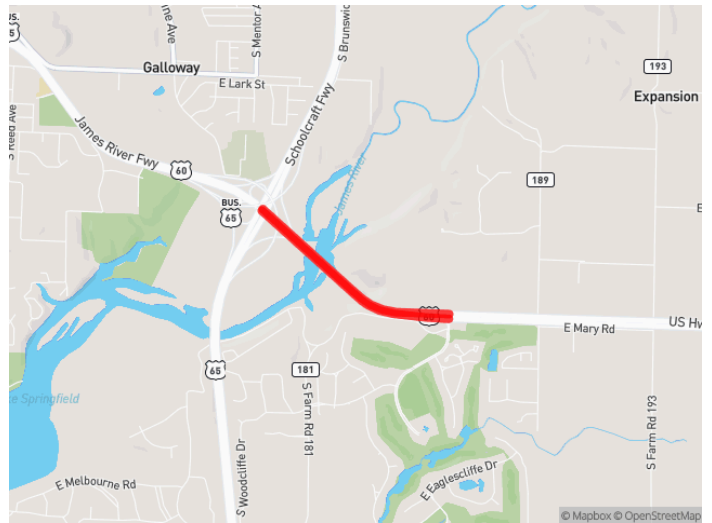


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$4,000	\$2,000	\$19,200	\$83,200	\$0	\$0	\$108,400
Engineering	NHPP (FHWA)	\$16,000	\$8,000	\$76,800	\$332,800	\$0	\$0	\$433,600
Total Engineering		\$20,000	\$10,000	\$96,000	\$416,000	\$0	\$0	\$542,000
Construction	MoDOT	\$0	\$0	\$0	\$546,200	\$0	\$0	\$546,200
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$2,184,800	\$0	\$0	\$2,184,800
Total Construction		\$0	\$0	\$0	\$2,731,000	\$0	\$0	\$2,731,000
Total Prior Costs		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$20,000	\$10,000	\$96,000	\$3,147,000	\$0	\$0	\$3,273,000

SP2508-25 - US 60 PAVEMENT IMPROVEMENTS

Pavement improvement from Rte. 65 to west of Highland Springs Boulevard in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$731,000
MoDOT ID:	JSU0291
Federal ID:	-
Project From:	Rte. 65
Project To:	Highland Springs Boulevard in Springfield
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

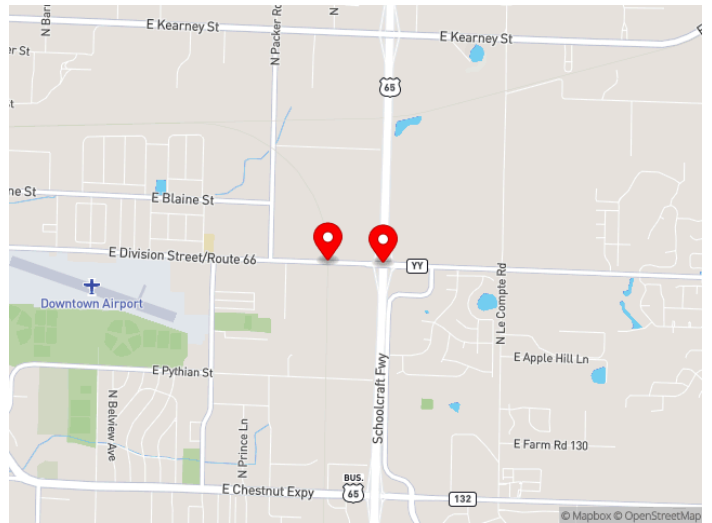


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$1,600	\$400	\$1,200	\$14,800	\$0	\$0	\$18,000
Engineering	NHPP (FHWA)	\$6,400	\$1,600	\$4,800	\$59,200	\$0	\$0	\$72,000
Total Engineering		\$8,000	\$2,000	\$6,000	\$74,000	\$0	\$0	\$90,000
Construction	MoDOT	\$0	\$0	\$0	\$128,200	\$0	\$0	\$128,200
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$512,800	\$0	\$0	\$512,800
Total Construction		\$0	\$0	\$0	\$641,000	\$0	\$0	\$641,000
Total Prior Costs		\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000
Total Programmed		\$8,000	\$2,000	\$6,000	\$715,000	\$0	\$0	\$731,000

SP2509-25 - SCOPING RTE YY INTERCHANGE IMPROVEMENTS

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,685,000
MoDOT ID:	JSU0209
Federal ID:	-
Project From:	at Rte. 65, over BNSF RR at Crossing 664-101V
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues. Off system components to be funded by City of Springfield, OTO and/or Multimodal Division.

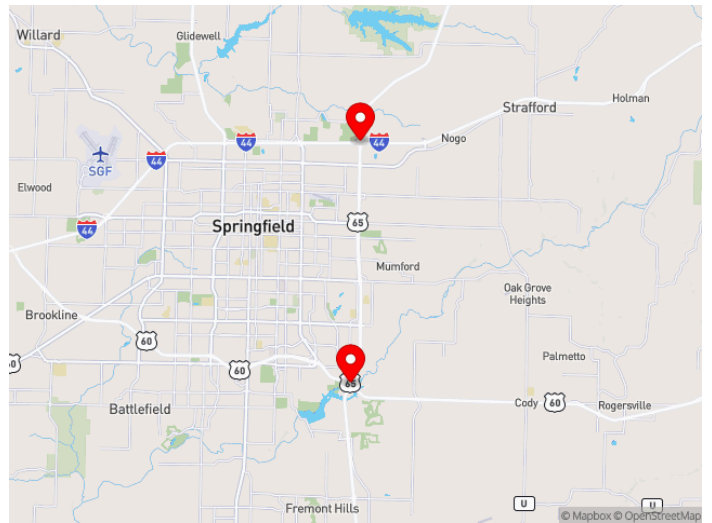


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$100,000	\$10,000	\$10,000	\$7,000	\$1,500	\$0	\$128,500
Engineering	Other	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Engineering	SAFETY (FHWA)	\$900,000	\$90,000	\$90,000	\$63,000	\$13,500	\$0	\$1,156,500
Engineering	STBG-U (FHWA)	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Total Engineering		\$1,400,000	\$100,000	\$100,000	\$70,000	\$15,000	\$0	\$1,685,000
Total Prior Costs		\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Total Programmed		\$1,400,000	\$100,000	\$100,000	\$70,000	\$15,000	\$0	\$1,685,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$6,000
MoDOT ID:	JSU0100
Federal ID:	-
Project From:	at Rte. 65
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

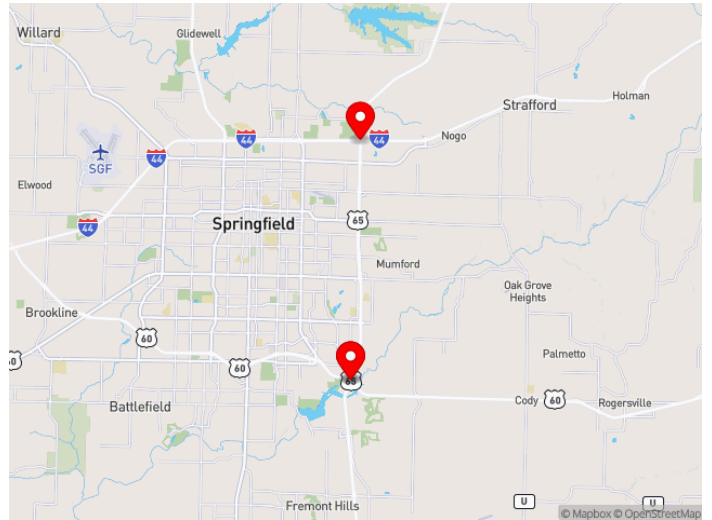


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$400	\$200	\$200	\$200	\$200	\$0	\$1,200
Engineering	NHPP (FHWA)	\$1,600	\$800	\$800	\$800	\$800	\$0	\$4,800
Total Engineering		\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$6,000
Total Prior Costs		\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total Programmed		\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$6,000

SP2511-25 - US 65 BRIDGE PAINTING

Bridge painting over Rte. 60 and on Rte. 65 over I-44 and bridge rehabilitation on eastbound Rte. 60 ramp over Rte. 65 in Springfield. Project involves bridges A7541, A7542, and A7024.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,941,000
MoDOT ID:	JSU0298
Federal ID:	0133100
Project From:	US 65, US 60
Project To:	US 60, US 65, I-44
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

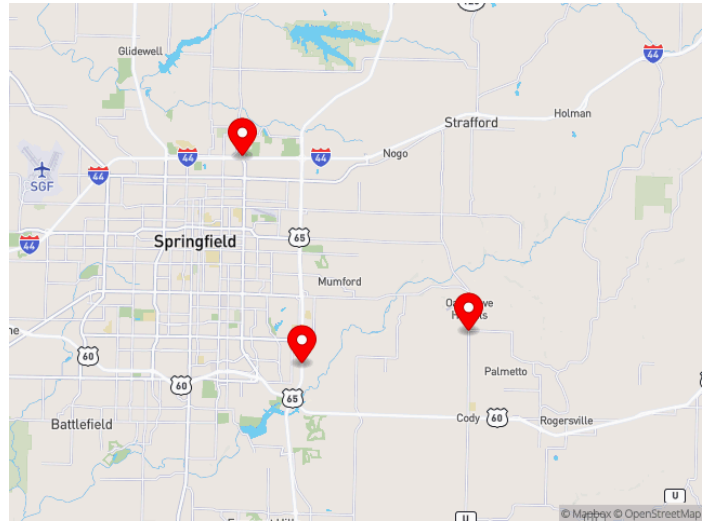


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$800	\$400	\$18,000	\$55,000	\$0	\$0	\$74,200
Engineering	NHPP (FHWA)	\$3,200	\$1,600	\$72,000	\$220,000	\$0	\$0	\$296,800
Total Engineering		\$4,000	\$2,000	\$90,000	\$275,000	\$0	\$0	\$371,000
Construction	MoDOT	\$0	\$0	\$0	\$314,000	\$0	\$0	\$314,000
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$1,256,000	\$0	\$0	\$1,256,000
Total Construction		\$0	\$0	\$0	\$1,570,000	\$0	\$0	\$1,570,000
Total Prior Costs		\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total Programmed		\$4,000	\$2,000	\$90,000	\$1,845,000	\$0	\$0	\$1,941,000

SP2512-25 - REHABILITATION OF VARIOUS BRIDGES

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$938,000
MoDOT ID:	JSU0169
Federal ID:	S605064
Project From:	over Rte. 65, over I-44, over BNSF Railway
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

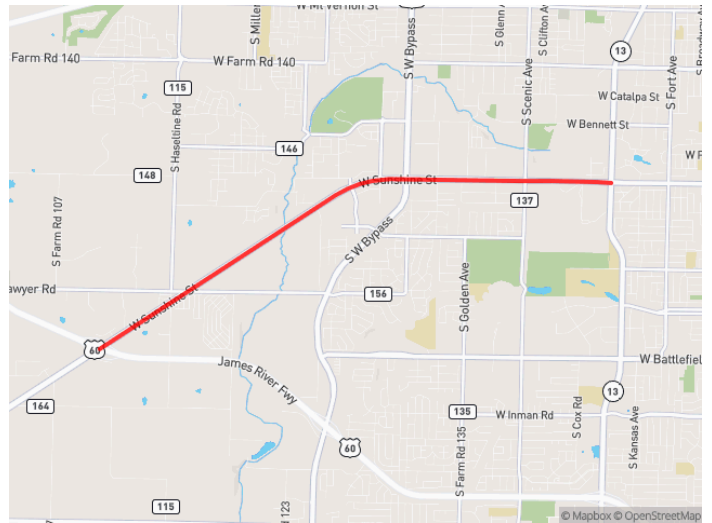


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$14,400	\$24,600	\$0	\$0	\$0	\$0	\$39,000
Engineering	NHPP (FHWA)	\$57,600	\$98,400	\$0	\$0	\$0	\$0	\$156,000
Total Engineering		\$72,000	\$123,000	\$0	\$0	\$0	\$0	\$195,000
Construction	MoDOT	\$0	\$148,600	\$0	\$0	\$0	\$0	\$148,600
Construction	NHPP (FHWA)	\$0	\$594,400	\$0	\$0	\$0	\$0	\$594,400
Total Construction		\$0	\$743,000	\$0	\$0	\$0	\$0	\$743,000
Total Prior Costs		\$72,000	\$0	\$0	\$0	\$0	\$0	\$72,000
Total Programmed		\$72,000	\$866,000	\$0	\$0	\$0	\$0	\$938,000

SP2513-25 - MO 413 PAVEMENT RESURFACING

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Pavement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$3,569,000
MoDOT ID:	JSU0292
Federal ID:	-
Project From:	on Sunshine Street from Rte. 360
Project To:	Rte. 13 (Kansas Expressway)
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

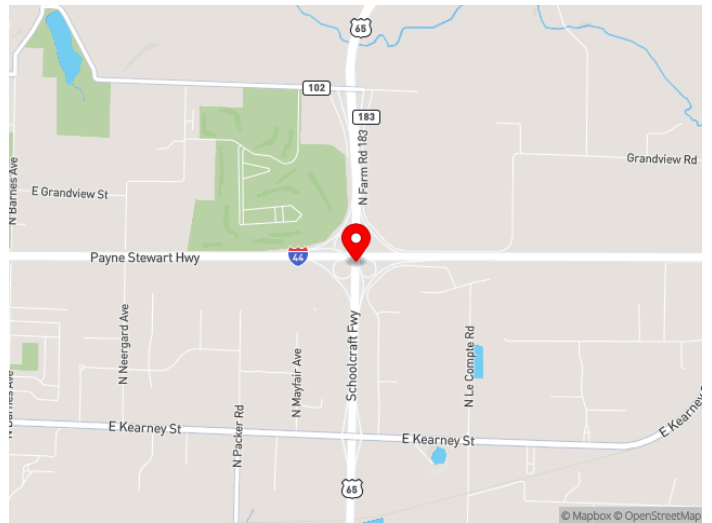


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$2,000	\$17,000	\$71,000	\$0	\$0	\$92,000
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$68,000	\$284,000	\$0	\$0	\$368,000
Total Engineering		\$10,000	\$10,000	\$85,000	\$355,000	\$0	\$0	\$460,000
Construction	MoDOT	\$0	\$0	\$0	\$621,800	\$0	\$0	\$621,800
Construction	NHPP (FHWA)	\$0	\$0	\$0	\$2,487,200	\$0	\$0	\$2,487,200
Total Construction		\$0	\$0	\$0	\$3,109,000	\$0	\$0	\$3,109,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$10,000	\$85,000	\$3,464,000	\$0	\$0	\$3,569,000

SP2514-25 - US 65 RAMP BRIDGE REHABILITATION

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$4,521,000
MoDOT ID:	JSU0297
Federal ID:	0602125
Project From:	over I-44 in Springfield
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$41,600	\$127,800	\$0	\$0	\$0	\$0	\$169,400
Engineering	NHPP (FHWA)	\$166,400	\$511,200	\$0	\$0	\$0	\$0	\$677,600
Total Engineering		\$208,000	\$639,000	\$0	\$0	\$0	\$0	\$847,000
Construction	MoDOT	\$0	\$734,800	\$0	\$0	\$0	\$0	\$734,800
Construction	NHPP (FHWA)	\$0	\$2,939,200	\$0	\$0	\$0	\$0	\$2,939,200
Total Construction		\$0	\$3,674,000	\$0	\$0	\$0	\$0	\$3,674,000
Total Prior Costs		\$208,000	\$0	\$0	\$0	\$0	\$0	\$208,000
Total Programmed		\$208,000	\$4,313,000	\$0	\$0	\$0	\$0	\$4,521,000

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

[illegible]

Federal Highway Eligible Projects

SP2602-25 - SCOPING FOR PAVEMENT IMPROVEMENTS

Scoping for pavement improvements over Rte. 60 (James River Freeway) in Springfield. Project involves bridge A7543.

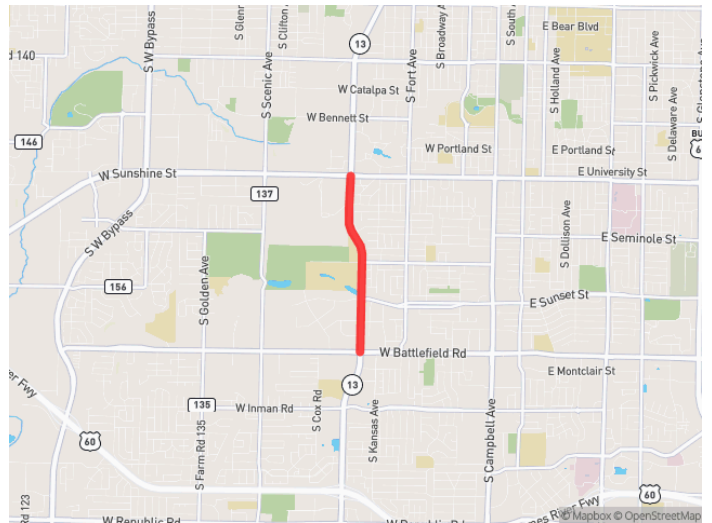
Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$40,000
MoDoT ID:	JSU0364
Federal ID:	-
Project From:	south of JRF
Project To:	north of JRF
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$8,000
Engineering	NHPP (FHWA)	\$8,000	\$8,000	\$8,000	\$8,000	\$0	\$0	\$32,000
Total Engineering		\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$40,000
Total Prior Costs		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total Programmed		\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$40,000

SP2607-26A2 - CORRIDOR IMPROVEMENTS ON HWY 13

Scoping for corridor improvements from Rte. 413 (Sunshine Street) to Battlefield Road in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	System Improvement
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$700,000
MoDOT ID:	SU0371
Federal ID:	-
Project From:	Route 413 (Sunshine Street)
Project To:	Battlefield Road in Springfield.
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

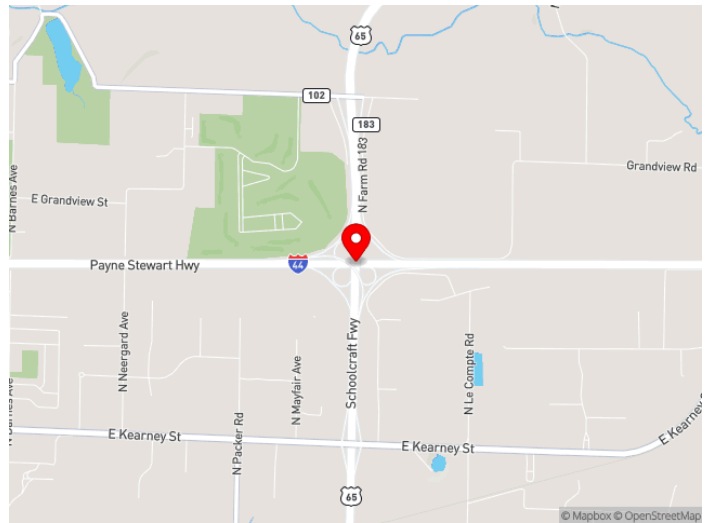


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$40,000	\$40,000	\$20,000	\$20,000	\$20,000	\$0	\$140,000
Engineering	NHPP (FHWA)	\$160,000	\$160,000	\$80,000	\$80,000	\$80,000	\$0	\$560,000
Total Engineering		\$200,000	\$200,000	\$100,000	\$100,000	\$100,000	\$0	\$700,000
Total Prior Costs		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Total Programmed		\$200,000	\$200,000	\$100,000	\$100,000	\$100,000	\$0	\$700,000

SP2615-26A4 - I-44 AND US 65 INTERCHANGE IMPROVEMENTS

Scoping for interchange improvement at I-44 and US 65 in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$500,000
MoDOT ID:	JSU0438
Federal ID:	-
Project From:	Rte 65
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$100,000
Engineering	NHPP (FHWA)	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$0	\$400,000
Total Engineering		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$500,000
Total Prior Costs		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total Programmed		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$500,000

SP2701-27 - SCOPING FOR BRIDGE IMPROVEMENT ON CHERRY OVER 65

Scoping for bridge improvement on Cherry over Rte. 65 in Springfield. Project involves bridge A1652.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$20,000
MoDoT ID:	JSU0412
Federal ID:	-
Project From:	Over Rte. 65
Project To:	in Springfield
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000
Engineering	NHPP (FHWA)	\$0	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Total Engineering		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$20,000
Total Programmed		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$20,000

SP2702-27 - PAVEMENT IMPROVEMENTS ON ROUTE 13 FROM RTE WW TO NORTON ROAD

Scoping for pavement improvements on Route 13 from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$20,000
MoDOT ID:	JSU0508
Federal ID:	-
Project From:	Rte. WW in Greene County
Project To:	0.1 mile north of Norton Road
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

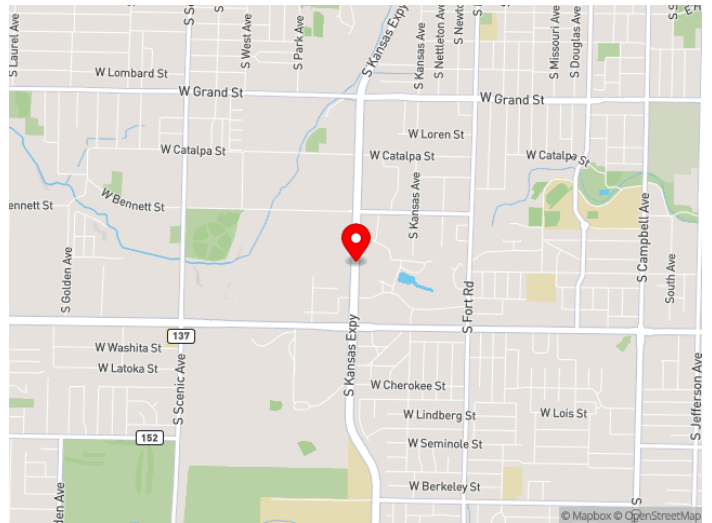


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$4,000
Engineering	NHPP (FHWA)	\$0	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Total Engineering		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$20,000
Total Programmed		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$20,000

SP2703-27 - ROUTE 13 FASSNIGHT CREEK BRIDGE REHABILITATION

Rehabilitate and widen Route 13 bridge over Fassnight Creek

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$1,461,000
MoDOT ID:	JSU0432
Federal ID:	-
Project From:	Over Fassnight Creek
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

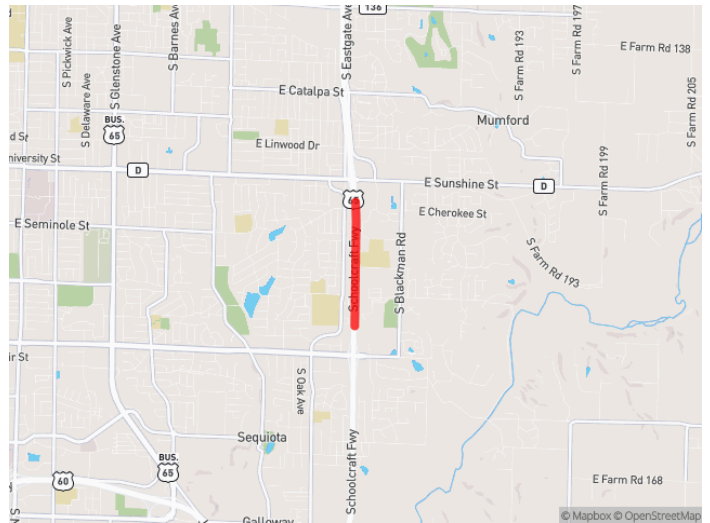


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$6,000	\$31,000	\$0	\$0	\$0	\$37,000
Engineering	NHPP (FHWA)	\$0	\$24,000	\$124,000	\$0	\$0	\$0	\$148,000
Total Engineering		\$0	\$30,000	\$155,000	\$0	\$0	\$0	\$185,000
ROW	MoDOT	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
ROW	NHPP (FHWA)	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000
Total ROW		\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Construction	MoDOT	\$0	\$0	\$254,200	\$0	\$0	\$0	\$254,200
Construction	NHPP (FHWA)	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$1,016,800
Total Construction		\$0	\$0	\$1,271,000	\$0	\$0	\$0	\$1,271,000
Total Programmed		\$0	\$35,000	\$1,426,000	\$0	\$0	\$0	\$1,461,000

SP2704-27 - SCOPING FOR PAVEMENT IMPROVEMENTS ON US 65

Scoping for pavement improvement on northbound auxiliary lane from 0.3 mile north of Battlefield Road to 0.5 mile south of Rte. D (Sunshine Street).

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$8,000
MoDOT ID:	JSU0509
Federal ID:	-
Project From:	Northbound auxiliary lane from 0.3 mile north of Battlefield Road
Project To:	0.5 mile south of Rte. D.
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

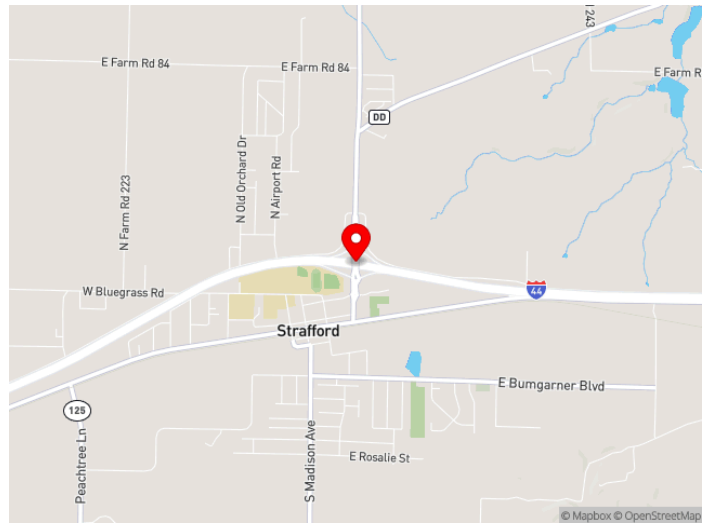


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$400	\$400	\$400	\$400	\$0	\$1,600
Engineering	NHPP (FHWA)	\$0	\$1,600	\$1,600	\$1,600	\$1,600	\$0	\$6,400
Total Engineering		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000
Total Programmed		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000

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

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

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Asset Management - Bridge
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Strafford
Status:	Programmed
Total Cost:	\$1,310,000
MoDOT ID:	JSU0174
Federal ID:	0132101
Project From:	-
Project To:	over I-44
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues

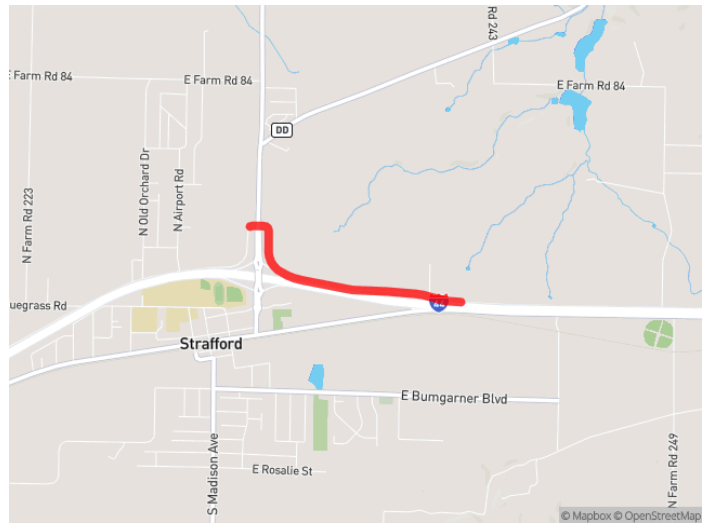


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$51,000	\$400	\$29,600	\$0	\$0	\$0	\$81,000
Engineering	NHPP (FHWA)	\$204,000	\$1,600	\$118,400	\$0	\$0	\$0	\$324,000
Total Engineering		\$255,000	\$2,000	\$148,000	\$0	\$0	\$0	\$405,000
Construction	MoDOT	\$0	\$0	\$181,000	\$0	\$0	\$0	\$181,000
Construction	NHPP (FHWA)	\$0	\$0	\$724,000	\$0	\$0	\$0	\$724,000
Total Construction		\$0	\$0	\$905,000	\$0	\$0	\$0	\$905,000
Total Prior Costs		\$255,000	\$0	\$0	\$0	\$0	\$0	\$255,000
Total Programmed		\$255,000	\$2,000	\$1,053,000	\$0	\$0	\$0	\$1,310,000

ST2402-24A1 - EVERGREEN ROAD IMPROVEMENTS

Scoping for improvements to Evergreen Street from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Strafford
Status:	Programmed
Total Cost:	\$65,000
MoDOT ID:	JSU0160
Federal ID:	-
Project From:	Rte. 125
Project To:	1.1 miles east of Rte. 125
Project Considerations:	Advance Construction
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

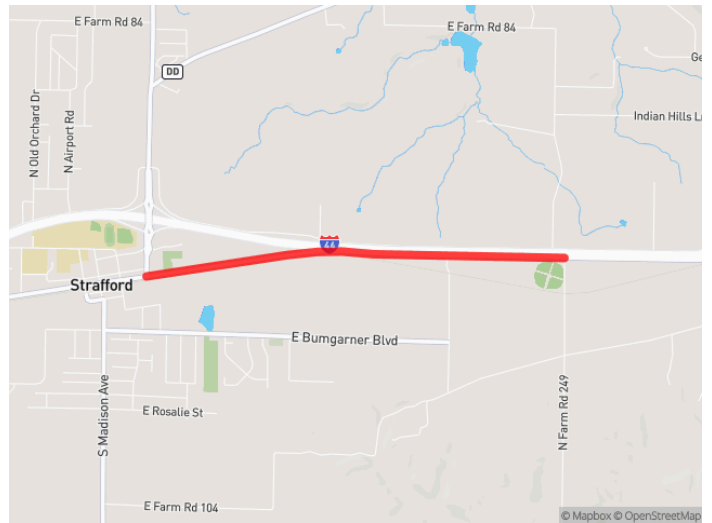


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$9,000	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$13,000
Engineering	MoDOT-AC	\$36,000	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$52,000
Total Engineering		\$45,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$65,000
Total Prior Costs		\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000
Total Programmed		\$45,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$65,000

ST2701-27 - SCOPING FOR PAVEMENT IMPROVEMENTS ON RTE OO

Scoping for pavement improvements on Route OO from 0.1 mile east of Rte. 125 in Strafford to 0.2 mile east of Farm Road 249.

Plan Revision:	27Draft
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Strafford
Status:	Programmed
Total Cost:	\$8,000
MoDOT ID:	JSU0512
Federal ID:	-
Project From:	0.1 mile east of Rte. 125 in Strafford
Project To:	to 0.2 mile east of Farm Road 249.
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$400	\$400	\$400	\$400	\$0	\$1,600
Engineering	NHPP (FHWA)	\$0	\$1,600	\$1,600	\$1,600	\$1,600	\$0	\$6,400
Total Engineering		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000
Total Programmed		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$8,000

PROJECTS

SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

CU – CITY UTILITIES

MO – MISSOURI DEPARTMENT OF TRANSPORTATION

OT – OZARKS TRANSPORTATION ORGANIZATION

PROVIDERS

CITY UTILITIES

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

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

MISSOURI STATE UNIVERSITY

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

HUMAN SERVICE TRANSPORTATION PROVIDERS

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

INTERCITY SURFACE TRANSPORTATION

The OTO region is currently served by two inter-city bus companies, Greyhound Lines, Inc., which serves 2,000 destinations in North America and Jefferson Lines, which has stops in seventeen states and eighteen stops in Missouri, including Springfield. There are 28 cities with Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Branson is also served by Greyhound. The Greyhound bus station in Springfield shares the City Utilities Transit Center. Greyhound's service to Kansas City and St. Louis provides a connection to Amtrak service. Jefferson Lines 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 2026. 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.”

CU2601-23 - FY 2026 OPERATING ASSISTANCE - FIXED ROUTE

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Operations
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$10,149,709
MoDOT ID:	-
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Operating (FTA)	\$0	\$2,166,044	\$0	\$0	\$0	\$0	\$2,166,044
Operations	Local	\$0	\$7,940,165	\$0	\$0	\$0	\$0	\$7,940,165
Operations	MoDOT	\$0	\$43,500	\$0	\$0	\$0	\$0	\$43,500
Total Operations		\$0	\$10,149,709	\$0	\$0	\$0	\$0	\$10,149,709
Total Programmed		\$0	\$10,149,709	\$0	\$0	\$0	\$0	\$10,149,709

CU2602-23 - FY 2026 PREVENTATIVE MAINTENANCE

Subsidy of preventive maintenance expenses for existing public transit service.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Maintenance
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,000,000
MoDoT ID:	-
Federal ID:	-
Project From:	N/A
Project To:	N/A
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Maintenance	5307-Preventative Maintenance (FTA)	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
Maintenance	Local	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Total Maintenance		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Total Programmed		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

CU2603-23 - FY 2026 TRANSIT PLANNING

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

Plan Revision:	27Draft
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:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	5307-Planning (FTA)	\$0	\$168,000	\$0	\$0	\$0	\$0	\$168,000
Planning	Local	\$0	\$42,000	\$0	\$0	\$0	\$0	\$42,000
Total Planning		\$0	\$210,000	\$0	\$0	\$0	\$0	\$210,000
Total Programmed		\$0	\$210,000	\$0	\$0	\$0	\$0	\$210,000

CU2605-24 - FY 2026 TRANSIT SAFETY AND SECURITY

This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Safety and Security
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$87,589
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5307-Safety (FTA)	\$0	\$30,031	\$0	\$0	\$0	\$0	\$30,031
Capital	5307-Security (FTA)	\$0	\$40,040	\$0	\$0	\$0	\$0	\$40,040
Capital	Local	\$0	\$17,518	\$0	\$0	\$0	\$0	\$17,518
Total Capital		\$0	\$87,589	\$0	\$0	\$0	\$0	\$87,589
Total Programmed		\$0	\$87,589	\$0	\$0	\$0	\$0	\$87,589

CU2606-24 - VARIOUS ADA ENHANCEMENT PROJECTS

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$609,716
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5310-Capital (FTA)	\$0	\$486,232	\$0	\$0	\$0	\$0	\$486,232
Capital	Local	\$0	\$123,484	\$0	\$0	\$0	\$0	\$123,484
Total Capital		\$0	\$609,716	\$0	\$0	\$0	\$0	\$609,716
Total Programmed		\$0	\$609,716	\$0	\$0	\$0	\$0	\$609,716

CU2607-26A5 - FY26 PURCHASE OF (1) FIXED ROUTE BUS

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$584,263
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Federal Funding Source: FY25 and FY 26 Section 5339 formula funds; FY25 MoDOT flexed funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5339 (FTA)	\$0	\$467,410	\$0	\$0	\$0	\$0	\$467,410
Capital	Local	\$0	\$116,853	\$0	\$0	\$0	\$0	\$116,853
Total Capital		\$0	\$584,263	\$0	\$0	\$0	\$0	\$584,263
Total Programmed		\$0	\$584,263	\$0	\$0	\$0	\$0	\$584,263

CU2701-24 - FY 2027 OPERATING ASSISTANCE - FIXED ROUTE

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Operations
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$12,222,805
MoDOT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Operating (FTA)	\$0	\$2,209,365	\$0	\$0	\$0	\$0	\$2,209,365
Operations	Local	\$0	\$9,969,940	\$0	\$0	\$0	\$0	\$9,969,940
Operations	MoDOT	\$0	\$43,500	\$0	\$0	\$0	\$0	\$43,500
Total Operations		\$0	\$12,222,805	\$0	\$0	\$0	\$0	\$12,222,805
Total Programmed		\$0	\$12,222,805	\$0	\$0	\$0	\$0	\$12,222,805

CU2702-24 - FY 2027 PREVENTATIVE MAINTENANCE

Subsidy of preventative maintenance expenses for existing public transit service.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Maintenance
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,040,000
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Maintenance	5307-Preventative Maintenance (FTA)	\$0	\$1,632,000	\$0	\$0	\$0	\$0	\$1,632,000
Maintenance	Local	\$0	\$408,000	\$0	\$0	\$0	\$0	\$408,000
Total Maintenance		\$0	\$2,040,000	\$0	\$0	\$0	\$0	\$2,040,000
Total Programmed		\$0	\$2,040,000	\$0	\$0	\$0	\$0	\$2,040,000

CU2703-24 - FY 2027 TRANSIT PLANNING

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Planning
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$214,200
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	5307-Planning (FTA)	\$0	\$171,360	\$0	\$0	\$0	\$0	\$171,360
Planning	Local	\$0	\$42,840	\$0	\$0	\$0	\$0	\$42,840
Total Planning		\$0	\$214,200	\$0	\$0	\$0	\$0	\$214,200
Total Programmed		\$0	\$214,200	\$0	\$0	\$0	\$0	\$214,200

CU2705-24 - FY 2027 TRANSIT SAFETY AND SECURITY

This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Safety and Security
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$89,340
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
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 and 1% on security projects per Section 5307 requirements.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5307-Safety (FTA)	\$0	\$30,631	\$0	\$0	\$0	\$0	\$30,631
Capital	5307-Security (FTA)	\$0	\$40,841	\$0	\$0	\$0	\$0	\$40,841
Capital	Local	\$0	\$17,868	\$0	\$0	\$0	\$0	\$17,868
Total Capital		\$0	\$89,340	\$0	\$0	\$0	\$0	\$89,340
Total Programmed		\$0	\$89,340	\$0	\$0	\$0	\$0	\$89,340

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

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$4,152,960
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Funding Source not identified; will look at FTA competitive grant program

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5339 (FTA)	\$0	\$3,322,368	\$0	\$0	\$0	\$0	\$3,322,368
Capital	Local	\$0	\$830,592	\$0	\$0	\$0	\$0	\$830,592
Total Capital		\$0	\$4,152,960	\$0	\$0	\$0	\$0	\$4,152,960
Total Programmed		\$0	\$4,152,960	\$0	\$0	\$0	\$0	\$4,152,960

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

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$584,263
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Federal Funding Source: FY26/27 Section 5337 discretionary funds, FY26/27 MoDOT flex funds; Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5339 (FTA)	\$0	\$467,410	\$0	\$0	\$0	\$0	\$467,410
Capital	Local	\$0	\$116,853	\$0	\$0	\$0	\$0	\$116,853
Total Capital		\$0	\$584,263	\$0	\$0	\$0	\$0	\$584,263
Total Programmed		\$0	\$584,263	\$0	\$0	\$0	\$0	\$584,263

CU2708-26 - VARIOUS ADA ENHANCEMENT PROJECTS

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$660,484
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Federal Funding Source: FTA Section 5310 FY 2027-2029 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers; FYI: Pending approval from the Local Coordinating Board for Transit

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5310-Capital (FTA)	\$0	\$172,653	\$176,106	\$179,628	\$0	\$0	\$528,387
Capital	Local	\$0	\$43,163	\$44,027	\$44,907	\$0	\$0	\$132,097
Total Capital		\$0	\$215,816	\$220,133	\$224,535	\$0	\$0	\$660,484
Total Programmed		\$0	\$215,816	\$220,133	\$224,535	\$0	\$0	\$660,484

CU2801-25 - FY2028 OPERATING ASSISTANCE - FIXED ROUTE

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Operations
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$12,811,383
MoDOT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Sources: CU Transit Advertising and Utility Ratepayers.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Operating (FTA)	\$0	\$0	\$2,253,552	\$0	\$0	\$0	\$2,253,552
Operations	Local	\$0	\$0	\$10,514,331	\$0	\$0	\$0	\$10,514,331
Operations	MoDOT	\$0	\$0	\$43,500	\$0	\$0	\$0	\$43,500
Total Operations		\$0	\$0	\$12,811,383	\$0	\$0	\$0	\$12,811,383
Total Programmed		\$0	\$0	\$12,811,383	\$0	\$0	\$0	\$12,811,383

CU2802-25 - FY2028 PREVENTATIVE MAINTENANCE

Subsidy of preventive maintenance expenses for existing public transit services.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Maintenance
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,080,800
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Sources: CU Farebox, Advertising and Utility Ratepayers.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Preventative Maintenance (FTA)	\$0	\$0	\$1,664,640	\$0	\$0	\$0	\$1,664,640
Operations	Local	\$0	\$0	\$416,160	\$0	\$0	\$0	\$416,160
Total Operations		\$0	\$0	\$2,080,800	\$0	\$0	\$0	\$2,080,800
Total Programmed		\$0	\$0	\$2,080,800	\$0	\$0	\$0	\$2,080,800

CU2803-25 - FY2028 TRANSIT PLANNING

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Planning
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$218,484
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	5307-Planning (FTA)	\$0	\$0	\$174,787	\$0	\$0	\$0	\$174,787
Planning	Local	\$0	\$0	\$43,697	\$0	\$0	\$0	\$43,697
Total Planning		\$0	\$0	\$218,484	\$0	\$0	\$0	\$218,484
Total Programmed		\$0	\$0	\$218,484	\$0	\$0	\$0	\$218,484

CU2805-25 - FY2028 TRANSIT SAFETY AND SECURITY

This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Safety and Security
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$91,126
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Safety (FTA)	\$0	\$0	\$31,243	\$0	\$0	\$0	\$31,243
Operations	5307-Security (FTA)	\$0	\$0	\$41,658	\$0	\$0	\$0	\$41,658
Operations	Local	\$0	\$0	\$18,225	\$0	\$0	\$0	\$18,225
Total Operations		\$0	\$0	\$91,126	\$0	\$0	\$0	\$91,126
Total Programmed		\$0	\$0	\$91,126	\$0	\$0	\$0	\$91,126

CU2901-26 - FY2029 OPERATING ASSISTANCE - FIXED ROUTE

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Operations
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$13,047,401
MoDOT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Sources: CU Transit Advertising and Utility Ratepayers.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Operating (FTA)	\$0	\$0	\$0	\$2,298,623	\$0	\$0	\$2,298,623
Operations	Local	\$0	\$0	\$0	\$10,705,278	\$0	\$0	\$10,705,278
Operations	MoDOT	\$0	\$0	\$0	\$43,500	\$0	\$0	\$43,500
Total Operations		\$0	\$0	\$0	\$13,047,401	\$0	\$0	\$13,047,401
Total Programmed		\$0	\$0	\$0	\$13,047,401	\$0	\$0	\$13,047,401

CU2902-26 - FY2029 PREVENTATIVE MAINTENANCE

Subsidy of preventive maintenance expenses for existing public transit services.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Maintenance
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,122,416
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Sources: CU Farebox, Advertising and Utility Ratepayers.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Preventative Maintenance (FTA)	\$0	\$0	\$0	\$1,697,933	\$0	\$0	\$1,697,933
Operations	Local	\$0	\$0	\$0	\$424,483	\$0	\$0	\$424,483
Total Operations		\$0	\$0	\$0	\$2,122,416	\$0	\$0	\$2,122,416
Total Programmed		\$0	\$0	\$0	\$2,122,416	\$0	\$0	\$2,122,416

CU2903-26 - FY2029 TRANSIT PLANNING

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Planning
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$222,854
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	5307-Planning (FTA)	\$0	\$0	\$0	\$178,283	\$0	\$0	\$178,283
Planning	Local	\$0	\$0	\$0	\$44,571	\$0	\$0	\$44,571
Total Planning		\$0	\$0	\$0	\$222,854	\$0	\$0	\$222,854
Total Programmed		\$0	\$0	\$0	\$222,854	\$0	\$0	\$222,854

CU2904-26 - FY2029 TRANSIT SAFETY AND SECURITY

This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Safety and Security
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$92,949
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Safety (FTA)	\$0	\$0	\$0	\$31,868	\$0	\$0	\$31,868
Operations	5307-Security (FTA)	\$0	\$0	\$0	\$42,491	\$0	\$0	\$42,491
Operations	Local	\$0	\$0	\$0	\$18,590	\$0	\$0	\$18,590
Total Operations		\$0	\$0	\$0	\$92,949	\$0	\$0	\$92,949
Total Programmed		\$0	\$0	\$0	\$92,949	\$0	\$0	\$92,949

CU3001-27 - FY 2030 OPERATING ASSISTANCE - FIXED ROUTE

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Operations
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$13,333,944
MoDOT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Sources: CU Transit Advertising and Utility Ratepayers.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Operating (FTA)	\$0	\$0	\$0	\$0	\$2,344,595	\$0	\$2,344,595
Operations	Local	\$0	\$0	\$0	\$0	\$10,945,849	\$0	\$10,945,849
Operations	MoDOT	\$0	\$0	\$0	\$0	\$43,500	\$0	\$43,500
Total Operations		\$0	\$0	\$0	\$0	\$13,333,944	\$0	\$13,333,944
Total Programmed		\$0	\$0	\$0	\$0	\$13,333,944	\$0	\$13,333,944

CU3002-27 - FY 2030 PREVENTATIVE MAINTENANCE

Subsidy of preventive maintenance expenses for existing public transit services.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Maintenance
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$2,164,865
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Sources: CU Farebox, Advertising and Utility Ratepayers.

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Preventative Maintenance (FTA)	\$0	\$0	\$0	\$0	\$1,731,892	\$0	\$1,731,892
Operations	Local	\$0	\$0	\$0	\$0	\$432,973	\$0	\$432,973
Total Operations		\$0	\$0	\$0	\$0	\$2,164,865	\$0	\$2,164,865
Total Programmed		\$0	\$0	\$0	\$0	\$2,164,865	\$0	\$2,164,865

CU3003-27 - FY 2030 TRANSIT PLANNING

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Planning
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$227,311
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	5307-Planning (FTA)	\$0	\$0	\$0	\$0	\$181,849	\$0	\$181,849
Planning	Local	\$0	\$0	\$0	\$0	\$45,462	\$0	\$45,462
Total Planning		\$0	\$0	\$0	\$0	\$227,311	\$0	\$227,311
Total Programmed		\$0	\$0	\$0	\$0	\$227,311	\$0	\$227,311

CU3004-27 - FY 2030 TRANSIT SAFETY AND SECURITY

This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Safety and Security
Lead Agency:	City Utilities
County:	Greene County
Municipality:	Springfield
Status:	Programmed
Total Cost:	\$94,808
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: CU Farebox, Advertising and Utility Ratepayers

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Operations	5307-Safety (FTA)	\$0	\$0	\$0	\$0	\$32,505	\$0	\$32,505
Operations	5307-Security (FTA)	\$0	\$0	\$0	\$0	\$43,341	\$0	\$43,341
Operations	Local	\$0	\$0	\$0	\$0	\$18,962	\$0	\$18,962
Total Operations		\$0	\$0	\$0	\$0	\$94,808	\$0	\$94,808
Total Programmed		\$0	\$0	\$0	\$0	\$94,808	\$0	\$94,808

OT2501-25 - 5310-OTO ADMIN 2025-2026

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$59,475
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: No Local Match Required

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Administration	5310-Admin (FTA)	\$0	\$59,475	\$0	\$0	\$0	\$0	\$59,475
Total Administration		\$0	\$59,475	\$0	\$0	\$0	\$0	\$59,475
Total Programmed		\$0	\$59,475	\$0	\$0	\$0	\$0	\$59,475

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

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$571,714
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5310-Capital (FTA)	\$0	\$470,665	\$0	\$0	\$0	\$0	\$470,665
Capital	Local	\$0	\$101,049	\$0	\$0	\$0	\$0	\$101,049
Total Capital		\$0	\$571,714	\$0	\$0	\$0	\$0	\$571,714
Total Programmed		\$0	\$571,714	\$0	\$0	\$0	\$0	\$571,714

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

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$898,550
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Capital	5310-Capital (FTA)	\$0	\$249,564	\$254,556	\$259,647	\$0	\$0	\$763,767
Capital	Local	\$0	\$44,041	\$44,922	\$45,820	\$0	\$0	\$134,783
Total Capital		\$0	\$293,605	\$299,478	\$305,467	\$0	\$0	\$898,550
Total Programmed		\$0	\$293,605	\$299,478	\$305,467	\$0	\$0	\$898,550

OT2702-26 - 5310-OTO ADMIN 2027-2029

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

Plan Revision:	27Draft
Section:	Transit
Project Type:	Transit Capital
Lead Agency:	Ozarks Transportation Organization
County:	Area Wide
Municipality:	Area Wide
Status:	Programmed
Total Cost:	\$96,513
MoDoT ID:	-
Federal ID:	-
Project From:	-
Project To:	-
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: No Local Match Required

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Administration	5310-Admin (FTA)	\$0	\$31,536	\$32,167	\$32,810	\$0	\$0	\$96,513
Total Administration		\$0	\$31,536	\$32,167	\$32,810	\$0	\$0	\$96,513
Total Programmed		\$0	\$31,536	\$32,167	\$32,810	\$0	\$0	\$96,513

FISCAL CONSTRAINT

SECTION G

EXPLANATION OF FISCAL CONSTRAINT

OPERATIONS AND MAINTENANCE

DEMONSTRATION OF FISCAL CONSTRAINT

FINANCIAL SUMMARIES

REVENUE

STATE AND FEDERAL SOURCES

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

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

MODOT

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

About 70 percent of every dollar MoDOT receives comes from fuel taxes. The federal motor fuel tax has not changed since 1993. The state motor fuel tax was increased from 22 cents to 29.5 cents per gallon on July 1, 2025. The Governor and General Assembly passed Senate Bill 262, which raises Missouri's motor fuel tax an additional 2.5 cents per year over five years and is estimated to generate an additional \$500 million in annual revenue.

In the past 10 years, MoDOT has invested in 4,211 projects, worth \$8.3 billion, at 3.5 percent under budget. MoDOT's 2027-2031 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$2.0 billion, with more than 50 percent aimed at meeting asset management goals.

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

Federal Fuel Tax

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants. Approximately 37 percent of Missouri's transportation revenue comes from the federal government.

State Fuel Tax

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 29.5-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon tax on aviation fuel, which must be spent on airport projects. These tax revenues provide approximately 25 percent of transportation revenues.

Motor Vehicle Fees

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

Vehicle and Driver Licensing Fees

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 8 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 \$2,386.7 million at the beginning of fiscal year 2027 to approximately \$789.7 million by the end of fiscal year 2031. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

State General Revenue Fund

The State General Revenue and Budget Stabilization Funds for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments, Improve I-70 Project, Improve I-70 Project debt service payments, Forward 44 Project, Forward 44 Project debt service payments, General Assembly Designated and Funded Initiatives and multimodal programs provide about 10 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 \$2 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 \$4 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 \$150 to \$190 million per year on preventive maintenance activities. Activities include striping, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, pipe culvert repair, bridge structural painting, bridge sealing, bridge deck repair, bridge flushing, intersection marking, sign replacement, highway lighting, slab lifting, and deep-pipe installations.

Eligible Operating Costs Program

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

Prioritization of Projects to Improve Freight Movement Program

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

Infrastructure for Rebuilding America (INFRA) Grant Program

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

BUILD and RAISE Discretionary Grant Programs

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

Bridge Investment Program

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

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

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

Safe Streets and Roads for All (SS4A) Grant Program

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

Other Discretionary Programs

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

FEDERAL— REGIONAL SUBALLOCATED

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

STBG-Urban

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

Bridge Formula Program

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

STBG-Set Aside (formerly TAP)

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

Carbon Reduction Program

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

LOCAL SOURCES

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

Sales Tax

The Cities of Battlefield, Nixa, Ozark, Republic, and Springfield all have voter-approved transportation sales taxes. Battlefield, Nixa, and Republic each have a 1/2-cent transportation sales tax and Springfield's tax is 1/8-cent. In 2022, the City of Ozark extended a 3/8 of one-cent transportation sales tax. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements and a 3/4-cent sales tax that, among other things, will fund priority capital improvement projects. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

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

Missouri Transportation Finance Corporation

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

Neighborhood Improvement District (or Community Improvement District)

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

Railroad and Public Utility Tax

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

Property Tax

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

TRANSIT SOURCES

Section 5307 Urbanized Area Formula Program

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

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

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

MO HealthNet

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

State Operating Funding

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

Farebox

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

Advertising

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

Utility Ratepayers

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

Human Service Providers

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

PROJECTED REVENUES

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

OPERATIONS AND MAINTENANCE

ROADWAYS

MODOT

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

Calculations are \$533,828,971/ 77,557** lane miles of roadway.

*Source: Fiscal Year 2026 Budget Approved

** Source: Official 2024 State System Mileage

This would make MoDOT's cost \$6,883 per lane mile.

Assumptions (dollars in thousands)

Maintenance Operations*	\$491,399,334
Fleet Investments*	\$42,430,637
Total	\$533,829,971

LOCAL JURISDICTIONS

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

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

Other Committed Funds: Other committed funds are non-federal funds composed of remaining CART funds from previous year distributions, local transportation taxes, grant funds, general revenues and special use initiative funds. These funds are used when total program commitments exceed the available CART funds. When a local sponsor wants to program a project, they commit to providing the non-federal local match in excess of the CART funds through these sources. The MoDOT cost per lane mile for operations and maintenance has been applied to the non-state federal-aid system for each jurisdiction. A 2.5 percent inflation factor was used for all of these costs.

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

TRANSIT

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

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

FISCAL CAPACITY

PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2027-2031 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.6 percent. Current costs are reflected in cost estimates.

ADVANCE CONSTRUCTION

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

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

Several projects sponsored by local public agencies are also listed in the FY 2027-2030 TIP as utilizing advance construction, identified by the Local-AC funding source. This will allow OTO flexibility in the timing of fund obligation while projects move forward.

TRANSIT 5310 PROGRAM OF PROJECTS

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT will administer the traditional projects for the OTO region through the use of FY 2024 funds, and OTO is set to assume administration and procurement for FY 2025 funding and beyond. The following pages outline the use of this funding from FY 2022 through FY 2026 as previously and currently programmed, as well as the future splits for funding in FY 2027 through 2029.

Traditional Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT Traditional Reserve MO1729	N/A	N/A	FY 2021- 2023	Obligated	\$637,403.00	\$159,329.00	\$796,732.00
MoDOT Traditional Reserve MO2305	N/A	N/A	FY 2024	Obligated	\$227,158.00	\$56,790.00	\$283,948.00
OTO Traditional Reserve OT2502	N/A	N/A	FY 2025-2026	Programmed	\$470,665.00	\$83,058.00	\$553,723.00
Total					\$1,335,226.00	\$299,177.00	\$1,634,403.00

Non-Traditional Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
City Utilities CU2205	Remove Barriers to Services	N/A	FY 2021-2023	Obligated	\$450,688.00	\$112,672.00	\$563,360.00
City Utilities CU2606	Remove Barriers to Services	N/A	FY 2024-2026	Programmed	\$486,232.00	\$12,484.00	\$609,716.00
Total					\$936,920.00	\$236,156.00	\$1,173,076.00

Administration Section 5310						
Program of Projects and Subrecipients	Project Description	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT MO1901	Admin	FY 2022-2023	Obligated	\$52,379.00	\$ -	\$52,379.00
MoDOT MO2304	Admin	FY 2024	Obligated	\$25,240.00	\$ -	\$25,240.00
OTO OT2501	Admin	FY 2025-2026	Programmed	\$59,475.00	\$ -	\$59,475.00
Total				\$137,094.00	N/A	\$137,094.00

FY 2021 remaining traditional 5310 capital amount available	\$165,994
Total FY 2022 - FY 2026 traditional 5310 capital amount available	\$1,169,232
FY 2021 traditional 5310 capital amount obligated	(\$165,994)
FY 2022 - FY 2026 traditional 5310 capital amount obligated	(\$698,567)
Balance Remaining in reserve for 5310 traditional projects	\$470,665
FY 2021 remaining other capital amount available	\$117,369
Total FY 2022 - 2026 other capital amount available	\$819,551
FY 2021 - 2026 other capital amount awarded	(\$936,920)
Balance remaining for other capital	\$0.00
Total FY 2022 - FY 2026 administration available	\$137,094
FY 2022 - FY 2026 administration awarded	(\$77,619)
Balance remaining for administration	\$59,475

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

	TOTAL	Traditional (55%) OT2701-26	Traditional Local Share (85%) OT2701-26	OTO Admin (10%) OT2702-26	Total CU* CU2708-26	CU Local Share (20%) CU2708-26
FY 2027	\$453,753	\$249,564	\$44,041	\$31,536	\$172,653	\$43,163
FY 2028	\$462,828	\$254,556	\$44,922	\$32,167	\$176,106	\$44,027
FY 2029	\$472,085	\$259,647	\$45,820	\$32,810	\$179,628	\$44,907
TOTAL	\$1,388,666	\$763,766	\$134,782	\$96,512	\$528,387	\$132,097

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

REVENUE

Revenue Source	Carryover	2027	2028	2029	2030	Total
MoDOT State/Federal	\$19,276,000	\$50,047,000	\$47,451,000	\$50,331,000	\$46,104,000	\$213,209,000
RAISE	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313
SS4A	\$14,752,000	\$0	\$0	\$0	\$0	\$14,752,000
Suballocated STBG-U	\$1,711,415	\$8,416,429	\$8,584,758	\$8,756,453	\$8,931,582	\$36,400,636
Suballocated TAP	\$52,965	\$1,703,775	\$1,737,851	\$1,772,608	\$1,808,060	\$7,075,259
Suballocated CRP	\$77,484	\$1,004,092	\$1,024,174	\$1,044,657	\$1,065,550	\$4,215,957
Aviation - FAA	\$0	\$868,500	\$26,545,000	\$8,051,000	\$9,159,000	\$44,623,500
FTA 5307	\$4,004,115	\$4,084,197	\$4,165,880	\$4,249,198	\$4,334,182	\$20,837,572
FTA 5310	\$1,016,372	\$453,753	\$462,829	\$472,085	\$481,528	\$2,886,567
FTA 5339	\$666,505	\$348,914	\$355,892	\$363,010	\$370,270	\$2,104,591
FTA 5339 Discretionary	\$0	\$3,322,368	\$0	\$0	\$0	\$3,322,368
MoDOT 5339 Flex	\$100,000	\$50,000	\$0	\$0	\$0	\$150,000
Transit MO HealthNet Contract	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$225,000
Transit State Operating Funding	\$153,415	\$153,415	\$153,415	\$153,415	\$153,415	\$767,075
CU Transit Utility Ratepayers	\$9,178,000	\$9,872,000	\$10,069,440	\$10,270,829	\$10,476,246	\$49,866,515
CU Transit Farebox, Ads, Rent	\$955,000	\$967,000	\$967,000	\$967,000	\$967,000	\$4,823,000
Human Service Agencies	\$83,058	\$44,041	\$44,922	\$45,820	\$46,737	\$264,578
TOTAL	\$76,893,642	\$81,380,484	\$101,607,161	\$86,522,075	\$83,942,570	\$430,345,931

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2027	2028	2029	2030	Total
CART All Jurisdictions (Projected)	\$19,014,156	\$19,014,156	\$19,014,156	\$19,014,156	\$76,056,622
O&M (637.16 miles * \$6,883/mile)	(\$4,385,572)	(\$4,495,211)	(\$4,607,591)	(\$4,722,781)	(\$18,211,155)
TIP Programmed Funds All Jurisdictions	(\$11,141,811)	(\$1,837,073)	(\$2,681,476)	(\$249,445)	(\$15,909,805)
Other Committed Funds All Jurisdictions	\$58,779,303	\$58,779,303	\$58,779,303	\$58,779,303	\$235,117,210
TOTAL	\$62,266,075	\$71,461,174	\$70,504,391	\$72,821,232	\$277,052,873

	Carryover	2027	2028	2029	2030	Total
System Operations Local	\$7,940,165	\$9,969,940	\$10,514,331	\$10,705,278	\$10,945,849	\$50,075,563
System Maintenance Local	\$400,000	\$408,000	\$416,160	\$424,483	\$432,973	\$2,081,616
Local Programmed O&M	--	(\$18,718,105)	(\$10,930,491)	(\$11,129,761)	(\$11,378,822)	(\$52,157,179)
Carryover	\$8,340,165	\$8,340,165	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FAA Sponsored Projects

	Federal Funding			
	AIP	Local	MoDOT	TOTAL
FY 2027				
Funds Anticipated	\$ 868,500	\$ 96,500	\$ -	\$ 965,000
Funds Programmed	(\$868,500)	(\$96,500)	\$ -	(\$965,000)
Balance FY 2027	\$0	\$0	\$0	\$0
FY 2028				
Funds Anticipated	\$ 26,545,000	\$ 65,205,000	\$ -	\$ 91,750,000
Funds Programmed	(\$26,545,000)	(\$65,205,000)	\$ -	(\$91,750,000)
Balance FY 2028	\$0	\$0	\$0	\$0
FY 2029				
Funds Anticipated	\$ 8,051,000	\$ 1,739,000	\$ 1,800,000	\$ 11,590,000
Funds Programmed	(\$8,051,000)	(\$1,739,000)	(\$1,800,000)	(\$11,590,000)
Balance FY 2029	\$0	\$0	\$0	\$0
FY 2030				
Funds Anticipated	\$ 9,159,000	\$ 4,851,000	\$ -	\$ 14,010,000
Funds Programmed	(\$9,159,000)	(\$4,851,000)	\$ -	(\$14,010,000)
Balance FY 2030	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2027)	Programmed (2028)	Programmed (2029)	Programmed (2030)
FEDERAL				
BRO (FHWA)	\$0	\$44,000	\$42,400	\$48,000
CRP (FHWA)	\$644,270	\$0	\$0	\$0
NHPP (FHWA)	\$12,335,200	\$25,398,400	\$31,951,200	\$36,301,800
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$1,913,300	\$4,477,400	\$4,223,600	\$41,300
SS4A (FHWA)	\$2,190,765	\$2,800,000	\$9,761,235	\$0
STBG (FHWA)	\$35,200	\$1,516,800	\$3,200	\$3,200
STBG-U (FHWA)	\$19,351,362	\$4,504,291	\$922,266	\$949,779
TAP (FHWA)	\$843,116	\$0	\$0	\$0
Federal Subtotal	\$62,135,526	\$38,740,891	\$46,903,901	\$37,344,079
STATE				
MoDOT	\$15,639,966	\$10,078,200	\$10,684,000	\$9,449,900
MoDOT-AC	\$26,219,203	\$5,967,200	\$3,440,000	\$300,800
MoDOT O&M	\$7,232,656	\$7,399,007	\$7,569,185	\$7,743,276
State Subtotal	\$49,091,825	\$23,444,407	\$21,693,185	\$17,493,976
LOCAL/OTHER				
Local	\$6,710,540	\$1,837,073	\$2,681,476	\$249,445
Local-AC	\$4,431,271	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Local/Other Subtotal	\$11,141,811	\$1,837,073	\$2,681,476	\$249,445
Total	\$122,369,162	\$64,022,371	\$71,278,562	\$55,087,500

	Prior Year	2027	2028	2029	2030	TOTAL
Available State and Federal Funding	\$19,276,000	\$50,047,000	\$47,451,000	\$50,331,000	\$46,104,000	\$213,209,000
Federal Discretionary Funding	\$39,574,313	\$0	\$0	\$0	\$0	\$39,574,313
Available Operations and Maintenance Funding	\$0	\$7,232,656	\$7,399,007	\$7,569,185	\$7,743,276	\$29,944,124
Funds from Other Sources (inc. Local)	\$0	\$11,141,811	\$1,837,073	\$2,681,476	\$249,445	\$15,909,805
Available Suballocated Funding	\$1,841,864	\$11,124,296	\$11,346,783	\$11,573,718	\$11,805,192	\$47,691,852
TOTAL AVAILABLE FUNDING	\$60,692,177	\$79,545,763	\$68,033,863	\$72,155,378	\$65,901,913	\$346,329,095
Carryover		\$60,692,177	\$17,868,778	\$21,880,270	\$22,757,086	--
Programmed State and Federal Funding		(\$122,369,162)	(\$64,022,371)	(\$71,278,562)	(\$55,087,500)	(\$312,757,595)
TOTAL REMAINING	\$60,692,177	\$17,868,778	\$21,880,270	\$22,757,086	\$33,571,499	\$33,571,499

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 4,004,115	\$ 1,016,372	\$ 766,505	\$ 10,261,058	\$ 153,415	\$ 16,201,465
FY 2027						
Funds Anticipated	\$ 4,084,197	\$ 453,753	\$ 3,721,282	\$ 10,928,041	\$ 153,415	\$19,340,688
Funds Programmed	(\$8,088,312)	(\$1,470,125)	(\$4,257,188)	(\$20,214,366)	(\$87,000)	(\$34,116,991)
Running Balance	\$0	\$0	\$230,599	\$974,733	\$219,830	\$1,425,162
FY 2028						
Funds Anticipated	\$ 4,165,880	\$ 462,829	\$ 355,892	\$ 11,126,362	\$ 153,415	\$16,264,378
Funds Programmed	(\$4,165,880)	(\$462,829)	\$0	(\$11,081,362)	(\$43,500)	(\$15,753,571)
Running Balance	\$0	\$0	\$586,491	\$1,019,733	\$329,745	\$1,935,969
FY 2029						
Funds Anticipated	\$ 4,249,198	\$ 472,085	\$ 363,010	\$ 11,328,649	\$ 153,415	\$16,566,357
Funds Programmed	(\$4,249,198)	(\$472,085)	\$0	(\$11,283,649)	(\$43,500)	(\$16,048,432)
Running Balance	\$0	\$0	\$949,501	\$1,064,733	\$439,660	\$2,453,894
FY 2030						
Funds Anticipated	\$ 4,334,182	\$ 481,528	\$ 370,270	\$ 11,534,983	\$ 153,415	\$16,874,378
Funds Programmed	(\$4,334,182)	\$0	\$0	(\$11,443,246)	(\$43,500)	(\$15,820,928)
Running Balance	\$0	\$481,528	\$1,319,771	\$1,156,470	\$549,575	\$3,507,344

APPENDIX 1

SECTION H

INFRASTRUCTURE INVESTMENT AND JOBS ACT
TIP REQUIREMENTS FOR TMAS IN ATTAINMENT
OTO TIP AND AMENDMENT APPROVAL PROCESS
CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION
FINANCIAL CAPACITY ANALYSIS CERTIFICATION
LIST OF ABBREVIATIONS

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

TITLE 23, CHAPTER I – FEDERAL AID HIGHWAYS

§134 METROPOLITAN TRANSPORTATION PLANNING

(h) - Scope of Planning Process

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

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

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

TIP REQUIREMENTS FOR TMAs IN ATTAINMENT

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

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

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

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

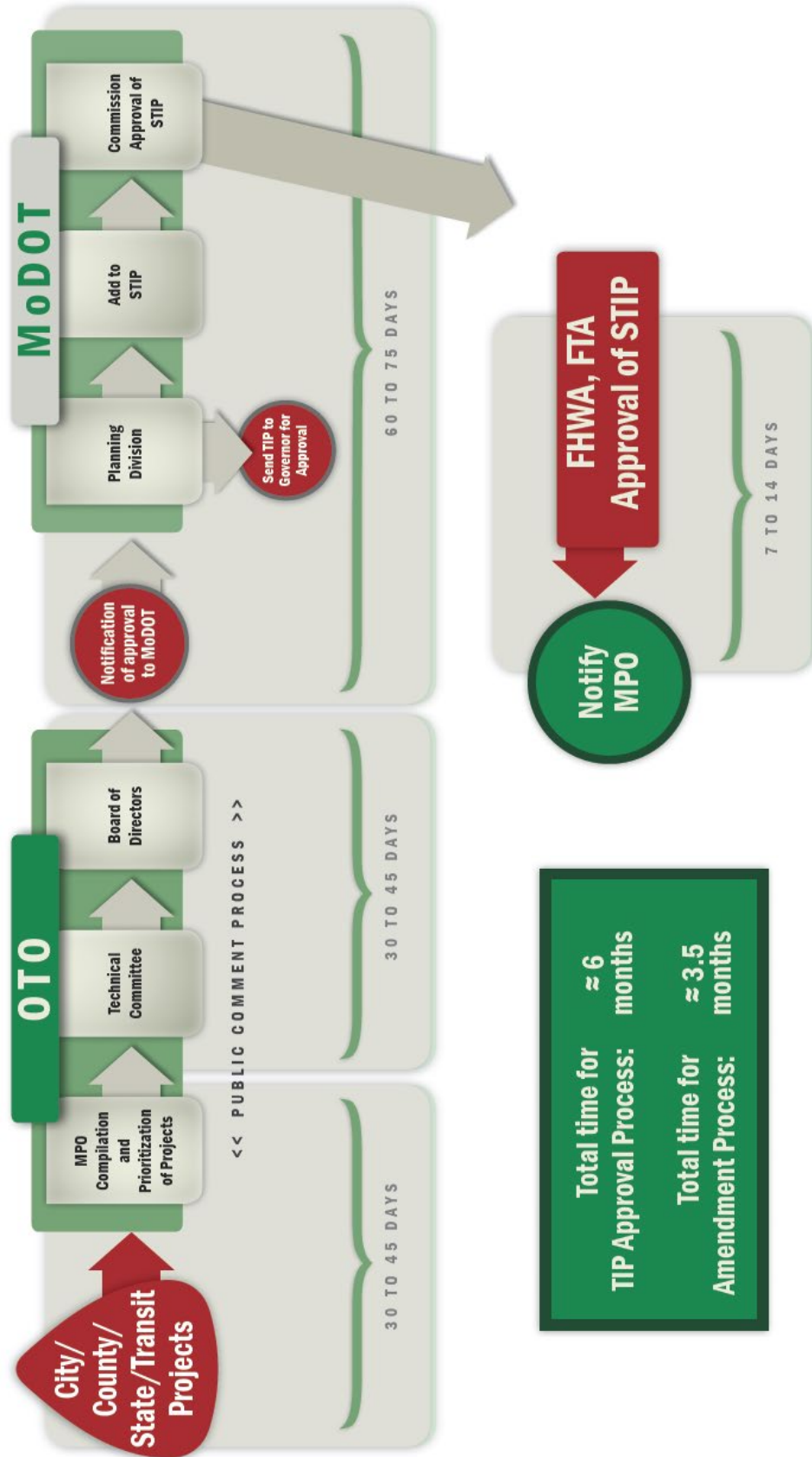
- (j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and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

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

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

Ozarks Transportation Organization

TIP AND AMENDMENT APPROVAL PROCESS



CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP revisions are classified as Formal Amendments and Administrative Modifications. When a proposed change meets more than one category, the highest applicable level of review shall apply. OTO staff may elevate any proposed revision to a Formal Amendment when the change has policy significance, affects regional priorities, raises public interest, or warrants committee and Board consideration.

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

Addition or deletion of any project (except as noted in the Administrative Modifications section). (Same)

1. Changes in a project's total programmed amount that exceed the applicable administrative modification thresholds and are not otherwise specifically allowed as an administrative modification.
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 termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP, except as allowed in Administrative Modification #19.
5. 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.
6. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds.

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. For existing LPA projects already included in the TIP with a total programmed project cost under \$1,000,000, changes in total programmed amount may be processed administratively, provided the project remains under \$1,000,000 after the change and no other formal amendment trigger applies.

2. For MoDOT projects and LPA projects with a total programmed project cost of \$1,000,000 or more, changes in a project's total programmed amount may be processed administratively if the change is 25% or less, up to a maximum programmed amount change of \$2,000,000, provided no other formal amendment trigger applies.
3. Adding a project that is 100% state, local, private, or other non-federal funding, provided it is not regionally significant, is included for informational purposes or coordination purposes, does not require federal action, and does not affect fiscal constraint or regional project selection. If OTO staff determines that the project may be of regional interest or may warrant public review, the project shall be processed as a Formal Amendment.
4. Adding emergency repair projects or emergency relief funding in response to a declared disaster, emergency event, sudden infrastructure failure, or urgent safety condition requiring immediate repair or restoration, provided the project is consistent with applicable federal and state eligibility requirements and does not create a new regionally significant capacity project. Examples may include emergency bridge repair, roadway washout repair, flood damage repair, slope failure repair, or other work necessary to restore essential transportation function or protect public safety.
5. Adding a project to the TIP which is split from a "parent project," provided the overall scope of work intended to be accomplished does not change. As part of the same administrative modification, funding may be distributed between the parent and split projects and may be revised within the applicable administrative modification thresholds.
6. Combining two or more projects already in the TIP, provided the overall scope of work intended to be accomplished does not change. As part of the same administrative modification, funding may be combined or redistributed between the projects and may be revised within the applicable administrative modification thresholds.
7. Minor changes to the scope of a project that do not substantially alter the project purpose, transportation function, environmental footprint, or public understanding of the project. Examples may include adding or modifying sidewalks, ADA improvements, crosswalks, bicycle accommodations, transit amenities, lighting, drainage, guardrail, retaining walls, signal equipment, ITS elements, access management features, or other design details developed through project scoping or engineering.
8. Minor changes to the termini of a non-capacity project, meaning a change that increases or decreases the total length of the project by no more than 1/4 mile, provided the change does not substantially alter the project purpose, affected corridor, or public understanding of the project.
9. Adding or deleting a project development phase of a project, such as environmental, PE/design, ROW, utilities, construction, or other phase, without major changes to the scope of the project, provided any associated funding change is within the applicable administrative modification thresholds and fiscal constraint is maintained.
10. Moving funds between development phases of a project, such as environmental, PE/design, ROW, utilities, construction, or other phase, without major changes to the scope of the project, provided any associated funding change is within the applicable administrative modification thresholds and fiscal constraint is maintained.
11. 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, except as described in Number 19.
12. Changes to funding sources between eligible federal funding categories or between state and local sources may be processed administratively, provided the project remains eligible for the revised funding source, the change does not increase federal funding beyond the applicable administrative modification thresholds, does not add federal funds to a previously non-federal project, and does not alter the project scope, termini, or regional priority.

13. 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).
14. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction.
15. Changing a project's lead agency when agreed upon by the two agencies affected.
16. Changes to an existing project's local, state, or other non-federal funds, including non-matching funds, regardless of amount, to reflect updated cost estimates, negotiated engineering service contracts, accepted bid awards, contract awards, or other project-development or delivery costs, provided the change does not increase federal funds or include a scope or termini change beyond what is otherwise allowed administratively. Documentation of the revised cost, award, contract, or local funding commitment must be provided before the change is processed administratively. OTO staff may elevate the change to a Formal Amendment if the cost increase indicates a substantial change in project scope, project intent, or regional priority.
17. Adding or revising funding or project components located outside the OTO Metropolitan Planning Area, regardless of amount, when the funding or components have been approved through another MPO TIP or the MoDOT STIP. Documentation or notification of the prior approval must be received before the change is processed administratively. The change may not substantially alter the scope, termini, funding, or regional priority of the portion of the project located within the OTO area.
18. Adding a project or funding to the TIP, regardless of amount, when OTO has previously approved a resolution, certification, letter of commitment, or other official action committing to add the project or funding to the TIP upon receipt of a federal discretionary grant or similar competitive funding award. Documentation of the award must be received before the change is processed administratively. The administrative modification must be consistent with the project scope, funding purpose, funding sources, funding amounts, and conditions described in the prior OTO action. No additional federal, state, local, or private funding may be added through this provision unless that funding was included in the prior OTO action or is otherwise allowed as an administrative modification.
19. Revising or reinstating a previously approved project or project phase that is no longer shown in the active published TIP for the limited purpose of processing an obligation, award, closeout, or other project-delivery funding action, provided the project or phase was included in a prior approved TIP, the project has proceeded toward delivery, the change does not substantially alter the approved scope or termini, and the funding change is otherwise allowed as an administrative modification.
20. Technical Corrections.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

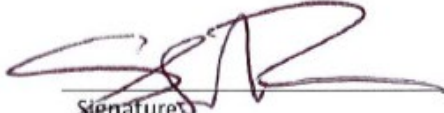
1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Signature
Travis Cossey
Chair
Ozarks Transportation Organization

July 16, 2026

Date



Signature
Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 16, 2026

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 2027-2030 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the Ozarks Transportation Organization and the City Utilities Transportation Department. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.



Signature

Travis Cossey
Chair
Ozarks Transportation Organization

July 16, 2026

Date

LIST OF ABBREVIATIONS

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

NHS	National Highway System
OTO	Ozarks Transportation Organization
Pub. L.	Public Law
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEC 5307	Federal Transit Section 5307 Formula Funds
SEC 5309	Federal Transit Section 5309 Discretionary Capital Program
SEC 5310	Federal Transit Section 5310 Elderly and Disabled Program
SEC 5339	Federal Transit Section 5339 Bus and Bus Facilities
SS4A	Safe Streets and Roads for All
STAP	Statewide Transportation Alternatives Program
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant
STBG-U	Surface Transportation Block Grant – Urbanized Area Suballocation
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
USC	United States Code
VMT	Vehicle Miles Traveled

APPENDIX 2

SECTION I

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

PUBLIC INPUT

PUBLIC COMMENT

INTRODUCTION

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

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

OTO BOARD AND COMMITTEE MEMBERS

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

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

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

TRANSPORTATION PROVIDERS

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

Springfield-Greene County Park Board

SWI Industrial Solutions

Vocational Rehabilitation

Springfield Yellow Cab Co.

The Arc of the Ozarks

CITIZENS GROUPS

Bissett Neighborhood Association

Heart of the Westside Neighborhood Association

Rountree Neighborhood Association

Bradford Park Neighborhood Association

Mark Twain Neighborhood Association

Seminole Holland Neighborhood Association

Brentwood Neighborhood Association

Meador Park Neighborhood Association

Spring Creek Property Owners Association

Delaware Neighborhood Association

Mid-Town Neighborhood Association

Tom Watkins Neighborhood Association

Doling Neighborhood Association

Oak Grove Neighborhood Association

University Heights Neighborhood Association

Fassnight Neighborhood Association

Phelps Grove Neighborhood Association

Weller Neighborhood Association

Galloway Village Neighborhood Association

Quail Creek Property Owners Association

West Central Neighborhood Alliance

Grant Beach Neighborhood Association

Ravenwood Homeowners Association

Westside Neighborhood Betterment Association

Greater Parkcrest Neighborhood Association

Robberson Neighborhood Association

Woodland Heights Neighborhood Association

NON-PROFIT GROUPS & OTHER

AIDS Project of the Ozarks

Catholic Charities of Southern Missouri Inc.

Convoy of Hope

Alzheimer's Association

Creskide at Elfindale

American Cancer Society

Cedarhurst Senior Living

Disabled American Veterans & Auxiliary

American Red Cross

Christian County Library District

Drew Lewis Foundation at the Fairbanks

BLC Transportation

Christian County Lions Club

Boys & Girls Clubs of Springfield Inc

Community Blood Center of the Ozarks

Federal Express

Breast Cancer Foundation of the Ozarks

Community Foundation of the Ozarks

Franciscan Villa

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

CHURCH GROUPS

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

EDUCATION

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

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

Study Alternative Center
Springfield School District

Summit Intermediate School
Nixa School District

Sunshine Elementary
Springfield School District

Sweeny Elementary School
Republic School District

Tiger Paw Early Childhood
Center
Ozark School District

Truman Elementary
Springfield School District

Wanda Gray Elementary
Springfield School District

Watkins Elementary
Springfield School District

Weaver Elementary
Springfield School District

Weller Elementary
Springfield School District

West Elementary School
Ozark School District

Westport Elementary School
Springfield School District

Westport Middle School
Springfield School District

Wilder Elementary
Springfield School District

Willard Central Elementary
Willard School District

Willard East Elementary School
Willard School District

Willard High School
Willard School District

Willard Intermediate North
Willard School District

Willard Intermediate South
Willard School District

Willard Middle School
Willard School District

Willard North Elementary
Willard School District

Willard Orchard Hills
Elementary
Willard School District

Willard South Elementary
Willard School District

Willard R-II School District
Willard

Williams Elementary
Springfield School District

Wilson's Creek Intermediate
Springfield School District

York Elementary
Springfield School District

PUBLIC INPUT RECEIVED

OTO receives input from the public throughout the year and shares this input with the Technical Planning Committee and Board of Directors at the next possible meeting after the input is received. Comments are also shared with relevant local agencies and MoDOT as received. This input is then compiled to share with the OTO member jurisdictions ahead of each TIP update. Public input OTO has received in 2025 and to-date in 2026 is linked here, with a summary of such comments:

[2025 Public Comment](#)

[2026 Public Comment through March 30, 2026](#)

2025

- At grade separations/bridges/loop - (MPO Area, MPO Area) > High priority projects should include grade separation at all intersections with four lane highways in Greene County. Bridges at low water crossings on state routes in Greene County and corridor preservation for an outer loop connecting Strafford, Ozark, Nixa, Republic, and Willard.
- Battlefield - between Kansas Exp & Kansas Ave (Springfield, Greene) > There needs to be a fence and this raised medium keep Pedestrian from crossing it see several people not taking a stoplight to cross
- Battlefield - between Kansas Exp & Nettleton (Springfield, Greene) > Better pedestrian crossing. There have been several times where people have been nearly hit from cars wanting to speed through the intersection or ignore the person crossing in the middle of intersection.
- Battlefield - Crosswalk - between Fort & Campbell (Springfield, Greene) > No crosswalk in the middle. Have to go to light to cross. See people cross in the middle.
- Bicycle Infrastructure - (Springfield, OTO MPO Area) > Please consider bicycle infrastructure as street development occurs in and around Springfield. It will encourage new riders and better protect those that ride now. The road congestion and health benefits are documented in those communities that have done so.
- Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Our neighborhood needs sidewalks. As a person that has trained over 100 miles in Brentwood, it's scary with the vehicles running 30+ MPH.
- Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Someone commented as follows: "Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Our neighborhood needs sidewalks. As a person that has trained over 100 miles in Brentwood, it's scary with the vehicles running 30+ MPH." It is true people can go fast in the neighborhood. On the other hand, in parts of the neighborhood that do have sidewalks I have wondered repeatedly why people are walking and jogging on the street and NOT USING THE SIDEWALK?! There's no one else in the way, yet I've seen a lot of people in Brentwood using the street instead when there is actually a sidewalk! I'm a fan of sidewalks where needed, busy streets, dangerous streets, school routes...not all neighborhoods. That should be a low priority for funding.
- Broadway - between Norton and Kearney (Springfield, Greene) > People use Broadway Ave as a cut-through to and from Hwy 13 and Kearney or they are trying to bypass the I-44 interchange. There is a lot of pedestrian activity on this street, but drivers frequently speed through because it's just a long straightaway.

- Bus Route Request - 2233 N East Avenue (Springfield, Greene) > Church requesting bus route until 6pm-7pm on Sundays for dinner after service that feeds many from the homeless community.
- Bus Stop N.Dysart Avenue - (Springfield, Greene) > Wondering why the nearest bus stop (from my home at N.Dysart Ave) is so distant and inconvenient.
- Campbell - Bike/Pedestrian Underpass (Springfield, Greene) > The walkway under Campbell is unusable and a general disaster. It was not built to account for the flow of Ward Creek under Campbell, resulting in the creek having completely flooded out the walkway and filled it with rocks and debris of all sorts. It seems reasonable to have at least something put in place to better divert the creek into the portion of the underpass built for it, especially since there is more walking path on the west side of Campbell that's going unused due to lack of access.
- Campbell - Republic Rd & JRF (Springfield, Greene) > This section of road is constantly congested. Cars are always getting stuck in cross-traffic from the exit off 60. People are dangerously trying to cross from the exit to the left-turn lane onto W.Republic. Extremely dangerous sort of "double" intersection.
- CC - 22nd Street (Ozark, Christian) > With the growing neighborhoods on 22nd, there is often more traffic turning left on 22nd than the turn lane on CC can hold. This causes backups through the light at CC and 65.
- CC - between Fremont & 25th St (Ozark, Christian) > Between the traffic signal at McDonalds and the traffic signal at the school, the single lane road struggles to accommodate the traffic - especially during school pickup times. Additionally, drivers do not like to let others merge, which forces some vehicles to stop in the road with blinker on, or turn off the road and make a u-turn.
- CC - Highway 65 (Ozark, Christian) > Vehicles block intersection at 65 when their light is green, but since traffic is slow to turn left at 22nd, the light at 65 often turns red with traffic being blocked - causing traffic backups and delays.
- CC - Old Castle Road (Nixa, Christian) > I live a block from CC Highway and Old Castle Road. With all of the residential area here, between 3:30 pm and 6 pm you can not turn left at this intersection. The traffic is steady for hours in both directions on CC Highway. If you need to go to the neighborhood on the north side of CC Highway, it is nearly impossible to cross CC Highway to get there. The morning traffic is equally as busy as afternoon. We really need a stop light, a round about or some solution to the heavy traffic at this intersection. A lot of school children live in these neighborhoods, so this is also a big problem for the school buses picking up kids and bringing them home. Please find funds to make this intersection safe again.
- CC - Old Castle Road (Nixa, Christian) > Please install a traffic light at the corner of Old Castle Road and Hwy CC. This is a dangerous intersection when trying to pull out on Old Castle Road. It will only get worse with the 250 plus apartments using that intersection, as well as 53 new homes soon to be built.
- CC - Old Castle Road (Nixa, Christian) > This intersection is going to need a stop light sooner than later. It is becoming increasingly difficult to pull out onto Hwy CC from Old Castle Rd safely. Old Castle is an arterial road that connects hundreds of houses to Hwy CC. Many residents use this intersection as part of their daily commutes. As nearly 300 new residences are being built in the area, this intersection will only get more problematic. Please consider adding a stop light to keep everyone safe.
- Chestnut Expressway - Crosswalks West of W.Bypass (Springfield, Greene) > Crosswalks. Crosswalks. Crosswalks. Four lane road with middle turn lane and people are crossing it all the time. Very dangerous. I drive this road every day going to and coming from work. It is insane the people in the turn lane (between high speed traffic) trying to get the rest of the way across the street. There are limited side walks but NO cross walks.

- Cox Road - between Battlefield & Butterfield (Springfield, Greene) > Ped/Bicycle Trail would be helpful for continuing to ungap the map. Chesterfield is a relatively low traffic neighborhood. Adding a safer intersection from Austin Ave/Cox Rd and Battlefield would help cyclists and pedestrians.
- "Division - Kansas Expressway (Springfield, Greene) > Hello, I contacted MoDOT about a suggested improvement for the traffic lights at Division and Kansas Expressway and was referred to OTO.
- I travel through that intersection during morning and evening rush hours and routinely have to sit through the light in the morning waiting to turn left from Division onto southbound KE while no or limited traffic moves through the intersection coming from the west. I believe traffic would move more efficiently though the intersection with the addition of flashing yellow lights for left turns.
- The MoDOT rep explained that the sight lines through the intersection do not allow for that and that additional right away would be needed to create the angled left turn lanes that we're seeing in some of the revamped intersections. They indicated that a project needing additional right away starts with you as the planning organization for the area. I'm writing to request that OTO consider looking at this intersection and placing it on the list of priorities"
- Eastgate - Catalpa (Springfield, Greene) > The caller stated the northbound and southbound lanes at the intersection of Eastgate and Catalpa, a 4-way stop, get stacked up. The caller thought a roundabout might be a good solution and believed there would be enough room for one.
- Farm Road 186/Steinert Rd - (, Greene) > Several residential streets connect FR 186/Steinert Road. Residents here would be able to take better advantage of the walkways going in alongside Kansas Phase II if they had sidewalk access along this road. It would create a loop with the sidewalks currently along Plainview Road to the north.
- Farm Road 188 - (, Greene) > The digital warning boards need to be changed or removed. They still say road closed Oct. 27-28.
- Fremont - Powell (Bradford Park neighborhood) (Springfield, Greene) > I am the president of the Bradford Park neighborhood; it was brought to my attention that a few neighbors on the corner of Powell St and Fremont are concerned about noise and that a wider Fremont will be noisier. I do not see semis on Fremont, but I do not live on Fremont. I would like to know if it is legal to drive such a truck on Fremont. I know most of the neighborhood would like to see a wider Fremont as the street is so busy. The neighborhood is in communication with the city, and we are grateful for their support.
- Fremont - between Independence & Primrose (Springfield, Greene) > I think it could be good to improve the northbound side of Fremont between Independence and Primrose. That intersection gets jammed up going that way.
- Glenstone - between Seminole & Sunset (Springfield, Greene) > There needs to be a middle turn lane on S. Glenstone between Seminole and Sunset for those turning east into neighborhoods.
- Golf Carts/Scooters - (Springfield, Greene) > I would like to see more attention given to the use of electric scooter or golf cart type vehicles in Springfield. This would reduce the pollution, reduce transportation cost for senior citizens and lessen some of the traffic congestion. This could be limited to less traveled side streets and some sidewalks.
- Grant Avenue Parkway - (Springfield, Greene) > It would be helpful to our community if the Grant Avenue Parkway could extend to Hillcrest High School. It would allow students to have a safer path to school. Currently, there are electric poles in the sidewalk near the Fair Grounds on Grant Avenue, which many students have to walk to get to school. Taking the parkway to Hillcrest would improve safety in our community and allow those who live north of Chestnut Expressway with a vehicle to have a safer path to ride a bike to the bus transfer station. Which would help some citizens have a better path to connect to the community. A connected community is a benefit to all citizens.

- Greenwood St East - between Marlan and Lone Pine (Springfield, Greene) > E Greenwood St between Marlan and Lone Pine is awful. Many people have commented on how bumpy and bad it is to drive on. The entry off Lone Pine onto Greenwood would be nice if it was a smoother transition. I go slow not wanting to scrape my bumper in and out, but people zoom on Lone Pine and again zoom up your derriere and probably get mad because they don't understand why people go slower turning in there.
- High Street - between Kansas Exp and Bolivar Rd (Springfield, Greene) > Sidewalk safety concerns: There is a section of West High between Bolivar Rd and N Kansas that lacks sidewalks on either side. This is a fairly populated residential neighborhood where cars tend to exceed the speed limit. The only place to walk is in the street so it can be quite risky for kids walking to and from school along with adults who need to walk to Walgreens, or other places of business on Kearney. Is there a reason why sidewalks have never been installed along this stretch of road.?
- Highway 125 - N of Hwy 60 and Hwy J/Sunshine/FR 164 (, Greene) > State Highway 125 north of Highway 60 beginning at the north end of the improvement paving for the new dogbone is in bad shape. Washboard all the way passed Logan Rogersville Middle School. Also, a pothole at J Highway and Sunshine needs repair AGAIN. A pothole at the curve of J Highway where it intersects with Farm Road 164 needs filling again.
- Highway 160 - (Nixa, Christian) > Traffic gets backed up going south on 160 due to lake traffic
- "Highway 160 - Nixa to Highlandville (Nixa, Christian) > Hwy 160 Nixa to Highlandville has become overwhelmed with traffic.
 1. Extend merge lane SB out of Nixa. Current merge lane is inadequate for traffic.
 2. Add flashing caution at Hwy 160 and Rosedale.
 3. Add right-hand turn-outs SB Hwy 160 at various streets to enhance traffic flow.
 4. Develop plan to make better intersection at Hwy 160 and Riverdale. Either a roundabout or stop-light with turn lanes.
 5. Add right hand turn lane SB at Meadowview similar to one already in place at Harris Blvd."
- Highway 160 - Farm Road 192 (, Christian) > I'm glad they put a much-needed turn lane in heading north off 160 onto W Farm Rd 192, but it's still insufficient. It's short and people zoom up your derriere. Also, what's with the highly unnatural painted curve once you do turn? Nobody follows that, it's weird.
- Highway 160 - Rosedale Road (Nixa, Christian) > They spoke with MoDOT and was told a study of this intersection was done. It was concluded that something should be done to reduce the hazards at this intersection. There have been numerous accidents, even deaths at this intersection. It is incredibly dangerous and only keeps getting more dangerous as traffic increases.
- Highway 160 - Rosedale Road (Nixa, Christian) > I have lived in this area since 2006. This intersection has been a safety issue for almost two decades. It is a heavily traveled area both on 160 and Rosedale. There have been countless accidents, including fatalities, at this intersection. Although the SB right turn lane on 160 onto Rosedale has helped, the accidents continue to happen. It has become a common occurrence for the guardrail to be damaged, requiring replacement. Traffic going EB on Rosedale has a visibility issue for oncoming 160 traffic both directions due to the incline at the intersection as well as seasonal tall grass/weeds that can block the view completely. Countless requests have been made for a traffic light to be put in for the safety of all drivers and to reduce the cost of replacement of the guardrail to no avail. A suggestion has been made for a roundabout but unfortunately with the speed on 160 and the visibility hindrance that would not solve the safety issue. A traffic light would reduce the guardrail expense and improve the safety for traffic.
- Highway 160 - Rosedale Road (Nixa, Christian) > I would like to see a signal placed at this intersection. The traffic has increased dramatically in the past year or so and it is difficult to access 160 coming from Rosedale Road. Please don't consider a roundabout at this intersection. They tried this on the freeways in

rural Phoenix area and it backed up traffic something terrible and they ended up removing them. That's an expensive experiment. At busy times I will take Gregg Rd to access 160 at a different intersection but once all the apartments being built on Gregg are occupied that road will be congested too. I heard that a signal wasn't feasible because of the high speed on the road but it seems to work farther south at Highlandville. Also, the speed could be slower coming off South Street through the Rosedale intersection. I understand transportation dollars are scarce but safety is important too. Adding the turn lane there has certainly helped and it is appreciated. Thank you for allowing me to express my concerns.

- Highway J - James River Road (Ozark, Christian) > Change to solid left turn signal onto W James River Road to a blinking yellow.
- Highway MM - Farm Road 140 (, Greene) > This intersection needs improvement. There are many houses being built near Hasettline & FR 140. This will only add to the congestion & increase the danger. I've been told that Republic & the state are working to widen MM from Amazon to FR140. FR140 to I-44 is not part of the plan. Is that correct? Again, improving this intersection needs to be a priority.
- Highway N - Farm Road 168 (, Greene) > When SB traffic on Hwy N wants to turn left to go east on FR168 there is a hilltop which prevents the SB traffic from being able to clearly see on coming traffic before turning left. Commentor proposes a traffic sign/signal that says "Traffic Approaching when Flashing" with yellow blinking lights when traffic is approaching.
- Independence - Weller (Springfield, Greene) > Right here would be a good place to put a crossing the road
- James River Freeway - Natures Way & Republic Rd (Springfield, Greene) > Having an underpass for bikes and pedestrians here where Republic Road used to connect (similar to the underpass existing under James River Expwy between National and Campbell) would be conducive in getting more walkers/bikers into the Galloway/Sequiota Park area without having to make their way all the way down to and through the Nature Center. Bikes can't use the Nature Center at all, so this would definitely be a plus for them.
- "James River Freeway - Kansas to Sunshine (Springfield, Greene) > Why don't you reach out to Eric Burleson and try to get federal funding for more james river freeway expansion money. They are currently working on a highway bill which might include I 44 and with Springfield areas growth it needs to happen??"
- Thank you!"
- Kansas Exp Sidewalk - between Walnut Lawn & Erie St (Springfield, Greene) > Would like to see the sidewalk connected between Walnut Lawn and Erie St.
- Kansas Expressway - (Springfield, Greene) > The right travel-lane becomes a right-turn only lane, rather than a right-turn lane merely being offered. The left-lane is the travel lane, but only between Hwy 60 and Republic Rd. This is confusing and would be impossible if the odd lanes drawn were obscured by snow or rain.
- "Kansas Expressway - near Republic Road (Springfield, Greene) > Had two comments:
- #1 - Some of the lines need to be moved or a little bit widened cuz traffic backs up with lots of traffic cuz I can't go left cuz they're trying to go straight for these new Kansas expressway looks like there's some room to keep the two right turning lines
- #2 - It needs to be widen or the lanes need to be changed a little bit cuz I've seen where traffic backs up people going trying to go straight. People want to turn left and they cannot because the cars are blocking them
- "
- Kansas Expressway - VA Clinic (Springfield, Greene) > This is so confusing turning into the VA hospital. (Commentor referencing the entry off of Kasas Exp, south of Republic Rd)
- "Light Rail System - (Springfield, Greene) > With the growth we see year over year in Springfield, and the number of universities within this city, I feel like Springfield would really benefit from a light rail system!

And since the city is already essentially a square, it would help our public transit system and propel us into the future!

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- I went to college at California State University, Sacramento, and the universities in the area had a decal on the University students identification cards showing they had paid their tuition. Within that tuition was included an annual fee for the light rail and bus system, so university students could ride as much as they needed. Of course, not all students utilized the public transit. And bus routes were based off the light rail system, so it ran incredibly efficiently. In the years I used public transportation there in Sacramento, CA, the light rail was only significantly late once."
- Luster Ave - Glenstone (Springfield, Greene) > There are two left-turn off Luster onto S Glenstone, but the rightmost left-turn lane deposits you onto an exit-lane onto 60 west. This then requires that most people try to merge with the travel lane...causing congestion.
- Massey Blvd - Aldersgate Drive (Nixa, Christian) > I also see kids walking up to tracker road too in the grass by Kenneth St
- Massey Blvd - Rosedale Road (Nixa, Christian) > This should be traffic circle? People turn left to go to Nixa. That is them going uphill. Trying to see traffic is clear. It's a bit of a blind spot because I was almost hit in the side when someone was pulling out and also a slow down traffic before getting to Nixa when it reduces to 45 mph.
- National - Walking Path - near JRF (Springfield, Greene) > The portion of the walking path coming out from under National Avenue and heading westward is susceptible to the accumulation of standing water and debris. Can something be done to clean up the area and fix the problems with water retention?
- Nicolas - Cox Road (Nixa, Christian) > The proposed FF expressway expansion is unnecessary and a waste of money and resources at this time. Meanwhile the Nicolas/Cox Rd is already a straight shot, but does not have any passing lanes and is only a 35 zone, slowing traffic. It's even closer to the growth areas in your own data maps.
- Norton Road - between Fort and Grant (Springfield, Greene) > Includes the intersections of Broadway and Grant. Traffic is severely impacted during large events at the fairgrounds. Not to mention there is a significant amount of pedestrian activity, especially during events, and a lot of high traffic speeds. The fairgrounds also draw in a huge number of out-of-town visitors, and the entire area could use a facelift. Springfield does not put it's best foot forward with the area around the fairgrounds. It could be much safer and much more appealing.
- Ozark St - South St / Old Bittersweet St (Nixa, Christian) > No sidewalks exist for any of this. Walking anywhere outside of these neighborhoods has to be on the road with automobile traffic, or more often than not in the ditch to not get hit by drivers.
- "Passenger Rail - (OTO MPO Area,) > The 2024 Federal Railroad Administration Long-Distance Service Study identified as its highest priority a possible rail passenger route including Springfield in a Dallas-New York City route. For long-range planning, any OTO studies/plans need to mention the possibility of that route.
- Service at or near the Springfield airport could conveniently support a future Springfield stop. Other possible stop cities and mentioned in the study include Oklahoma City, Tulsa, Springfield, St. Louis, Indianapolis, Columbus, Pittsburg, Philadelphia, and New York City. The route --with part of it through Springfield --could shift 70 million vehicle miles to rail and avoid 149 vehicle crashes, along the whole route, of course.
- OTO needs to include mention of that possible rail route in any of its long-range studies."
- Plainview Road - 160 (Springfield, Greene) > Two left turn lanes are needed at the Plainview/160 intersection. Following MoDOT changes to 160 south, Plainview is the last west bound Springfield road

that allows left (south bound) turns onto 160. As such, left turning traffic causes long lines of traffic on west bound Plainview during evening rush hour. These back ups impede west bound travel on Plainview.

- Plainview Road - Cherokee Middle School (, Greene) > During the SPS school year, traffic backups on Plainview in front of Cherokee MS cause dangerous congestion. Parents waiting to pick up children from school line up in the west bound lane of Plainview, blocking cross streets (Holland) and impeding west bound travel on Plainview to the 160 intersection.
- Plainview Road - Melbourne St (Springfield, Greene) > Need to be a left hand turn in and out because think for hard semi with trail to turn left
- Plainview Road - Melbourne St (Springfield, Greene) > Need better paint or wanted to make a left hand turn because if any vehicles turning at the signal at left going straight connecting to the Kansas Expressway has to stop cuz people taking left hand turn at the by the bank
- Roundabouts - (,) > I don't understand the thrill it seems to be to put roundabouts in at every conceivable intersection. Enough already!
- "Route 66 Trail - (Strafford, Greene) > I live in Strafford and I'm very excited for the prospect of this trail. I was just wondering what had happened since the information available on this site. Is there a date to start? I live on Pine Street and ran into a surveyor a few weeks ago who said he was there representing Ozark Greenways or something having to do with the greenway trail (I don't remember his exact wording), and I was hopeful that that meant that the project would be underway soon.
- Any information you could provide would be great. I am just curious and excited about this trail! Thank you."
- Scenic - Chesterfield Blvd (Springfield, Greene) > This intersection is dangerous for pedestrians as many drivers speed on this road.
- Scenic - from Republic Rd to the Botanical Gardens (Springfield, Greene) > Make Scenic Ave bicycle/pedestrian friendly with a mixed-use trail/greenway! Republic Rd to Chesterfield Blvd offers a very narrow sidewalk. After Chesterfield, a wide gap exists where a wider trail could live. At Scenic/Walnut Lawn, the sidewalk ends. After Battlefield, a mixed-use trail exists on the left side of the road when heading north. Adding a mixed-use trail would provide infrastructure for kids to get to Jeffries Elementary safely and connect neighborhoods to Nathaniel Greene Park.
- Sidewalks - Eaton Ave, Kingsley Ave, Patton Ave (Springfield, Greene) > This neighborhood was built in the early 1970s when it was out in the County, and before sidewalks were standard issue. In the intervening decades, the extension of Kickapoo Prairie Estates to the ENE and improvements to the north of this area have built sidewalks as part of their construction. This section of neighborhood has been forgotten in terms of completing sidewalk connections. It's within Spfd city limits now, so it would be nice for the city to come in and complete this circuit
- Speeding - Road Design (,) > A lot of the speeding our community is up against boils down to problematic road design. It's not just an issue of enforcement. When you design roads that invite speeding, people will speed. If y'all truly want to improve traffic safety then stop designing roads to be super wide and easy to speed on.
- Trans Ozark Trail - Missouri - Arkansas (,) > Trans Ozark Trail
- Walnut Lawn - FR 164 (Springfield, Greene) > No sidewalks on FR 164 aka Walnut Lawn. W of Golden. Lots of kids walking to school. Plus a lot of adults and bikes. Road is hilly so you can't always see what's over the hill. VERY dangerous.
- Walnut Lawn - between Culpepper & Kickapoo/Deerfield (Springfield, Greene) > Ungap this section of road for bike use. Use bollards to prevent car access?
- Ward Creek Branch Greenways - (Springfield, Greene) > There is ample space between Ward Creek and the residential property lines to the west to install a concrete ramp (or stairs), which would rise from the

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

2026

- "Galloway Trail - (Springfield, Greene) > Please fix the present trails, they are in poor repair.
- Additional comment: Someone marked the tree roots then never fixed twice."
- Chadwick Flyer Trail - near Jackson Street (Ozark, Christian) > It'd be nice if this was connected with all these restaurants, if I'm walking the trail or biking I can have a spot to go get a bite to eat, relax or drink if you need a sample, look at the swamp rabbit trail in North Carolina has done wonders for their the community
- Highway CC - Old Castle Road (Ozark, Christian) > It'd be nicer if it was a roundabout. Be more safer for people to walk
- Selmore Road District - (Outside of OTO boundaries,) > Asked if there were funds available for the Selmore Road District
- Bus Line Route 5 - (Springfield, Greene) > Springfield needs to alter their route-blue-5 at least twice a day to the YMCA on Republic Rd. so people can gain access to the YMCA especially people with disabilities.
- Highway CC - Kansas Expressway (, Christian) > Are they still planning to have Highway CC & Kansas Expressway (extension) intersect? ...
- Transportation Needs Input - OTO TIP 2026-2030 Survey - OTO MPO Area (,) > Some of the biggest issues seen at empower:abilities is that transit doesn't run often enough to be useful for work, appointments, or daily life; long wait times and difficult transfers turn short trips into hours-long ones, paratransit that requires advance scheduling and lacks flexibility, limited options beyond driving, especially for getting between communities, unsafe or inaccessible paths to bus stops, including missing sidewalks and crossings...
- Highway 125 / Route 66 - Washington Avenue (Strafford, Greene) > A very dangerous intersection in Strafford . No safe pedestrian crossing option and many children dodge traffic to cross to and from school . Please look into a safe pedestrian option and traffic light at this intersection

DRAFT PUBLIC COMMENT

[2026 Public Comment April through July](#)

- Battlefield - near Sanford Park (Springfield, Greene) > I've seen people trying to cross to get to the Sanford park to walk their dogs
- North Street - between Maplewood Hills & Jerico Street (Nixa, Christian) > This area desperately is desperately in need of a sidewalk. Also, the hill is very dangerous coming out of our neighborhood at old castle road and north st.
- Bike Boulevards - (Springfield, Greene) > I advocated for these at a city meeting in 2003. I used to commute 9 miles to work through Palo Alto on these. I was told that we don't have enough bicyclists to establish bike boulevards. Obviously, someone was not aware of what they were. Can we start putting these in? It takes paint, signs, small intersection traffic calming devices, and willpower. It is insane to not have these in a grid city. Waiting 20+ years for imaginative people to rise to the top is exhausting. Just do it!
- Bus Line addition on Bennett St - (Springfield, Greene) > I think a bus line going through Bennett Street would be very beneficial for Kraft factory workers, residents in Rosewood/Briarwood apartments, and the many others!

- Bus Stops - around OTC (Springfield, Greene) > More bus stops around the OTC campus would be very beneficial for students and facility!
- Battlefield Road-Railroad Crossing - near Lone Pine (Springfield, Greene) > This a abandon line has already been damaged and warning lights do not work yet for the last 5 years school busses are required to stop. I've seen multiple wrecks and one involving a school bus. This needs to be gone along time ago
- Battlefield Road - and Fremont (Springfield, Greene) > I've hit the curbs here several times times with my trailer not delineated correctly to hard to see the curbs
- Chadwick Flyer Trail - near Battlefield Rd & Lone Pine (Springfield, Greene) > How will the trail cross this road the last engineering I saw had three options which non were correct I submitted drawing of my proposed route but was never contacted back.
- Trail - Nature Center - (Springfield, Greene) > The trails of the nature center are not acceptable to bike traffic and should not be
- US 65 - US 60 (Springfield, Greene) > This exit is awful in placement and is very dangerous not enough space to merge from 20 miles per hour to 70 plus traffic coming off the hills if your behind a truck it's white knuckles time
- Light Rail / Streetcar - On Boonville from the Square to Commercial St. (Springfield, Greene) > Some sort of lightrail/streetcar system could promote connectivity and a better way of transport between Commercial Street and Downtown. It could in theory be expanded to connect the universities (Drury, MSU, etc.) and even to other prominent corners of the city (Eg. Medical Mile, Bass Pro, etc.)
- US 60/65 Study - (Springfield, Greene) > You may want to revise your crash numbers because the at grade crossovers were closed a good portion of 2023 and 2024 with the road construction and also 189 and Highland Springs closed during 65 expansion.
- Chestnut Expressway - Intersection under US 65 Bridge (Springfield, Greene) > WTF is this all about..??!
- N.Glenstone - from I-44 to Sasha Lane (Springfield, Greene) > this stretch of N. Glenstone needs to be widened. They are building a ton of houses and several HUGE apartment buildings along Valley Water Mill; this area is already congested; mark my words: in 12 months this area is going to be a nightmare if not widened.
- Kansas Exp DDI - over I-44 (Springfield, Greene) > WTF is this all about..??!
- US 65 - US 60 Interchange WB to SB (Springfield, Greene) > Very dangerous part of the 65/60 interchange. People getting off 60 (going westbound) to go southbound on 65 colliding with people continuing southbound on 65 and/or people looking to exit southbound 65 to go east bound on 60. That needs to be fixed!
- US 65 - from Kearney to I-44 NB (Springfield, Greene) > This area of the 65 going north where the on ramp from Kearney merges in the same place as cars going North on the 65 are trying to get into the right lane to take the I-44 on-ramp... all at the same time as the farthest left lane ends... WAY to much going on in this short distance, I drive through here every day, I've witnessed multiple accidents and countless close calls over the past 5 years.
- US 65 South - to US 60 E On Ramp (Springfield, Greene) > This on-ramp from the 65 going south to take the 60 going east is terrible., the curve is too sharp and not concentric, i see people almost go into the grass several times because the curve gets suddenly sharper, in addition, the acceleration lane is much too short when trying to merge with traffic.
- US 60 - (Springfield, Greene) > You should do something like Texas does with their frontage roads. Create two one-way roads. Leave middle where eventually you could put a interchange in when you get the money and a crate able this area to economic development
- US 60 - Bicycle Routes (Springfield, Greene) > Please consult Springbike Bicycle Club <https://www.springbike.org/> and consult Strava Heat maps for potential crossings of Highway 60 that deserve accommodation for cyclists. <https://www.strava.com/maps/globalheatmap?>

sport=RideLike&style=standard&terrain=false&labels=true&poi=true&cPhotos=true&3d=false&gColor=mobileblue&gOpacity=100#9.06/37.1236/-93.1370

- US 60 - at Farm Road 189 (Springfield, Greene) > As a resident of the Highland Springs community and an invested stakeholder in the safety and future growth of the U.S. 60 corridor, I am writing to submit a balanced, collaborative design solution for the ongoing U.S. 60 Corridor Planning and Environmental Linkages (PEL) study. I fully endorse MoDOT's directive to upgrade U.S. 60 to a limited-access, free-flowing freeway. Furthermore, I recognize that a continuous-flow Dogbone Interchange at Farm Road 189 is the structurally superior choice to handle high-volume regional traffic, eliminate dangerous right-angle "T-bone" conflict points, and safely unlock the immense future economic potential of the 600-acre development parcel situated directly to the north. However, an isolated, standalone dogbone at FR 189 that forces all eastbound incoming traffic to completely bypass our neighborhood and back-track through slow, localized roundabouts creates severe and unnecessary commuter penalties. Therefore, I formally request that MoDOT and project consultants Crawford, Murphy & Tilly (CMT) engineer and model a Northern Alignment Shift that pairs the FR 189 Dogbone with a localized Split-Diamond framework at Highland Springs Boulevard. This integrated compromise satisfies all state engineering safety mandates while preserving critical local access via the following civil mechanics: 1. Preserved Eastbound Inbound Convenience: Eastbound commuter traffic traveling from Springfield preserves its direct, non-stop entry into the corridor via a dedicated freeway off-ramp leading straight onto Highland Springs Boulevard. Residents, emergency first responders, and country club guests coming from the west are never forced to drive past the neighborhood to turn around. 2. Efficient Westbound Inbound Convenience: Westbound traffic arriving from Rogersville and points east exits the new freeway footprint at the Farm Road 189 Dogbone interchange. Drivers cross south over the freeway via the FR 189 overpass bridge, then transition smoothly onto the localized south access road to travel the final mile west straight to the Highland Springs gates. 3. Safe, Unified Outbound Routing: In a highly reasonable and proactive trade-off for overall corridor safety, all outbound traffic exiting Highland Springs Boulevard to travel west back into Springfield will utilize the low-speed south access road traveling east. Drivers will transition smoothly onto the FR 189 Dogbone overpass, using its continuous-flow teardrop roundabouts to loop cleanly onto Westbound U.S. 60 without creating gridlock bridge queues or requiring a secondary, costly overpass bridge directly over Highland Springs Boulevard. 4. The Northern Shift Advantage: Rather than widening the current corridor footprint symmetrically, the high-speed main lanes of the new U.S. 60 freeway should be constructed entirely on the open acreage to the north. The existing pavement of U.S. 60 can then be seamlessly repurposed into the low-speed local frontage road system. This eliminates the massive capital expenditure of acquiring high-value land on the south side, while protecting the mature tree lines, aesthetics, and property boundaries of an established community anchor. 5. An Uncontested Coalition for Regional Growth: This layout provides the 600 acres of northern property with a high-capacity, roundabout-controlled gateway capable of processing heavy retail, medical, or corporate logistics. By separating our direct residential inbound ramp from their heavy commercial intersection, both distinct properties thrive without competing for active lane capacity. From a construction economics perspective, a Northern Alignment Shift operates as an offline "greenfield" project. Contractors can build the new high-speed lanes on open dirt at maximum speed during daylight hours without interfering with active traffic. This removes the multimillion-dollar "Traffic Control" inflation premium from the state contractor bid and spares Springfield commuters years of lane shifts, orange cones, and construction bottlenecks. I urge MoDOT, the OTO, and CMT engineers to advance this integrated Northern Split-Diamond / FR 189 Dogbone compromise as a primary design solution. It represents a rare win-win scenario that fully balances regional transit safety with vital community and commercial preservation.
- Farm Road 192 - between FR 163 and US 65 (Springfield, Greene) > Needs a extend 192 the road and walking too

- Future Connection - between Longview Rd & US 65 (Ozark, Christian) > A connection is being made here where I'll take pressure off the other , two exchanges and allow for future use to build a bridge over 65 when they have the money
- Future Outer Road - between N 19th St & Lakeland Dr (Ozark, Christian) > Need to extend the road for a future on-ramp off-ramp connection. It would help out the area for development
- US 60 - at Farm Road 213 (, Greene) > 79 Separate Emails:

I am writing to report a dangerous intersection and request that it be evaluated for safety improvements. The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely. This intersection has already resulted in tragic loss of life. On December 30, 2024, Glenn Gilmore was killed there. More recently, on June 12, 2026, Jerry Michael also lost her life at this same crossing. These tragedies show that the current design does not provide an adequate margin of safety for drivers. I respectfully ask that this intersection be reviewed for closure. There are overpasses located nearby in both directions that could provide safer crossing alternatives while eliminating the risks associated with this highway crossing. I urge transportation officials to conduct a thorough safety study of this location and consider closing the crossover before additional lives are lost. Protecting Missouri's drivers should be the highest priority, and I believe proactive action at this intersection could prevent future fatalities. Thank you for your time and consideration. I appreciate your attention to this urgent safety matter.

- US 60 - at Farm Road 213 (, Greene) > After the loss of my Grandma, Jerry Michael, I felt like I couldn't understand how this could have happened to one of the most cautious drivers I know. I started looking into the intersection where she lost her life. She was not the first to die there. She will not be the last. She was crossing US-60 on FR 213 in Rogersville. There is a short line of sight, and people traveling on 60 are going at least 70 mph. The truck that hit her had no time to stop, and she had no time to see them. I reached out to MODOT to report that this intersection is unsafe for drivers. I thought we would never hear back. Imagine my surprise when I got a call today about my report. MODOT is surveying this chunk of US-60 this summer, and the man I spoke with had gone to the crash site. He encouraged me to reach out and make my concerns heard. So, to everyone who has reached out over the last few weeks and asked the question, 'Is there anything I can do?' the answer is finally yes. Below is the link to report a safety concern to the OTO, Ozark's Transportation Organization. I will attach my email below; you can copy and paste it or write your own. Please help us make something good happen out of this profound loss by contacting MODOT and the OTO about this intersection. OTO contact link: <https://www.ozarkstransportation.org/contact> Here is my email: "I am writing to report a dangerous intersection and request that it be evaluated for safety improvements. The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely. This intersection has already resulted in tragic loss of life. On December 30, 2024, Glenn Gilmore was killed there. More recently, on June 12, 2026, Jerry Michael also lost her life at this same crossing. These tragedies show that the current design does not provide an adequate margin of safety for drivers.

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consider closing the crossover before additional lives are lost. Protecting Missouri's drivers should be the highest priority, and I believe proactive action at this intersection could prevent future fatalities. Thank you for your time and consideration. I appreciate your attention to this urgent safety matter." This was my mother. Please consider closing this intersection. It is so extremely dangerous.

- US 60 - at Farm Road 213 (, Greene) > Please take the time to review this intersection at Hwy 60 and Farm rd 213. This intersection has resulted in 2 fatalities and needs adjustments or subject to closure. Thank you for your investigation into this matter.
- US 60 - at Farm Road 213 (, Greene) > A very dear friend was killed at this intersection of FR 213 that crosses 60. I've heard many people refer to this intersection as a death trap and to avoid if possible. please do something about this before someone else's life is taken! Thank you
- US 60 - at Farm Road 213 (, Greene) > RE: Wreck that killed Jerry Michael. Please do something to correct this area!!!!



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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