



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JUNE 18, 2025
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, June 18, 2025 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

<https://www.facebook.com/ozarkstransportationorganization>

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of April 16, 2025 Meeting Minutes..... Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items..... Tab 2

(5 minutes/Parsons)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report

(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Legislative Reports

(5 minutes/Legislative Staff)

Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

G. MoDOT Report

(5 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

I. Federal Funds Status Update..... Tab 3

(2 minutes/Thomas)

Staff will provide an update on FY 2025 obligations.

II. New Business

A. *Destination 2045* Amendment Number 10..... Tab 4

(5 minutes/Longpine)

Several projects are requested to be added to the Constrained project list in the long range transportation plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
DESTINATION 2045 AMENDMENT 10 TO THE BOARD OF DIRECTORS**

B. Federal Functional Classification Change Request Tab 5

(5 minutes/Knaut)

Changes are requested to the Federal Functional Classification System.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM CHANGES TO THE BOARD OF
DIRECTORS**

C. FY 2025-2028 Administrative Modification 5..... Tab 6

(1 minute/Longpine)

Changes were made to the FY 2025-2028 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. Trail and Sidewalk Funding Recommendation..... Tab 7

(5 minutes/Knaut)

Eight trail and sidewalk projects are recommended for TAP/CRP funding.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND AWARD OF TAP
AND CRP FUNDED PROJECTS TO THE BOARD OF DIRECTORS**

E. Draft FY 2026-2030 Statewide Transportation Improvement Program Tab 8

(5 minutes/Miller)

MoDOT will provide an update on the Draft FY 2026-2030 STIP.

NO ACTION REQUESTED – INFORMATIONAL ONLY

F. FY 2026-2029 Transportation Improvement Program Tab 9

(10 minutes/Longpine)

Staff will present the draft FY 2026-2029 Transportation Improvement Program (TIP).

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM BY THE BOARD OF DIRECTORS**

G. 2027-2031 Draft STIP Project Prioritization Criteria Tab 10
(5 minutes/Fields)

The Technical Planning Committee is asked to review the criteria used for prioritizing projects ahead of the 2027-2031 STIP project selection process.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO REVIEW THE PRIORITIZATION
CRITERIA AND PROPOSE ANY CHANGES FOR CONSIDERATION TO THE BOARD OF DIRECTORS**

H. FY 2027-2031 Draft STIP Prioritization Project List..... Tab 11
(5 minutes/Fields)

The Technical Planning Committee is asked to review the list of projects proposed for prioritization ahead of the 2027-2031 STIP project prioritization process.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO REVIEW THE STIP PRIORITIZATION
PROJECT LIST**

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information..... Tab 12

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, August 20, 2025 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact David Knaut at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-

735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org/our-resources/civil-rights or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM I.C.

Meeting Minutes

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the April 16, 2025 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee minutes for the April 16, 2025 meeting.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
APRIL 16, 2025**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Parsons began the meeting at approximately 1:30 p.m.

The following members were present:

Kimberly Ader (a), MoDOT	Tristan Losh, City of Battlefield
Sydney Allen, Greene County	Jeremy Parsons, City of Ozark (Chair)
Matt Crawford, City Utilities	Jeff Roussell, City of Nixa
Justin Crighton, City of Springfield	Beth Schaller, MoDOT
Brett Foster, City of Springfield	Ben Tegeler, Ozark Greenways
Karen Haynes, City of Republic	Mark Webb, Greene County
Adam Humphrey, Greene County	Todd Wiesehan, Christian County

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:

Keith Adams, Springfield Public Schools	Mark Schenkelberg, FAA
Eric Claussen, City of Springfield	Tim Schowe, City of Strafford
Gerri Doyle, FTA	Aishwarya Shrestha (non-voting), SMCOG
John Matthews, Missouri State University	Ben Vickers (non-voting), Springfield Chamber
Mike Ruesch, City of Willard	Jeremy Wegner, BNSF
David Schaumburg, Springfield-Branson Nat'l Airport	Daniel Weitkamp, FHWA

Others present were: Jered Taylor, Congressman Burlison's Office; Tucker Jobes and Michael Ussery, Senator Schmitt's Office; Kirsty Ketchum, Greene County; Tommy VanHorn, City of Battlefield; Derrick Estell, Toth & Associates; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Jeff Roussell made a motion to approve the Technical Planning Committee Meeting Agenda for April 16, 2025. Adam Humphrey seconded the motion. The motion passed.

C. Approval of February 19, 2025 Meeting Minutes

Mark Webb made a motion to approve the minutes from the February 19, 2025 meeting. Karen Haynes seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Parsons advised there were public comments included in the packet and asked for comments or questions.

E. Executive Director's Report

Sara Fields provided an update of upcoming legislative activity, projects, and ongoing work at the OTO.

F. Legislative Report

Jered Taylor with Congressman Burlison's Office and Tucker Jobes with Senator Schmitt's office gave a legislative report.

G. MoDOT Report

Beth Schaller and Kimberly Ader shared the MoDOT report.

H. Committee Reports and Grant Opportunities

David Knaut provided the Local Coordinating Board for Transit and Bicycle and Pedestrian Committee updates.

Debbie Parks shared grant informational news.

II. New Business

A. FY 2026 Unified Planning Work Program

Debbie Parks presented the FY 2026 Unified Planning Work Program.

Adam Humphrey made a motion to recommend the Board of Directors approve the FY 2026 Unified Planning Work Program. Jeff Roussell seconded the motion. The motion passed.

B. *Destination 2045* Amendment 9

Natasha Longpine reviewed the changes requested to the Major Thoroughfare Plan and the Master Trail Plan.

Updated Major Thoroughfare Plan

- Removal of proposed collector in Springfield and Greene County
A request to remove a proposed collector between Farm Roads 151 and 159, north of Norton Road in Greene County and the City of Springfield.
- Removal of Proposed FF Extension
Request or remove the FF Extension from Farm Road 194 to Route 14 as a result of the updated travel demand model.

Updated Official Trail Map

- New construction and planning of regional trails, along with public feedback from OTO's *Destination Safe Streets* plan and local jurisdiction planning, have highlighted the need to update the official trail map.

Todd Wiesehan made a motion to recommend the Board of Directors approve Amendment Nine to *Destination 2045* with the removal of the future proposed collector, from Farm Road 151 to Farm Road 159, contingent upon approval by the City of Springfield and Greene County. Jeff Roussell seconded the motion. The motion passed.

C. March 31, 2025 Federal Funds Balance Report and Status Update

Jen Thomas stated that halfway through the current federal fiscal year obligations are around 30% of the annual obligations. Once pending obligations are finalized the obligations will be near 40%.

Natasha Longpine shared the updated Federal Funds Balance Report.

This was informational only. No action was requested.

D. Public Participation Plan Annual Evaluation

David Knaut highlighted the annual evaluation for the Public Participation Plan.

This was informational only. No action was requested.

III. Other Business

A. Technical Planning Committee Member Announcements

Brett Foster shared that on April 17th from 10:00 am – 11:00 am on Commercial Street there will be a construction preview for the Jefferson Avenue Footbridge.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for the Committee review.

C. Articles for Technical Planning Committee Member Information

Chair Parsons noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

With no further business to come before the Committee, the meeting adjourned at 2:36 pm.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM I.D.

Public Comment

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between April 16, 2025 and June 11, 2025.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Transportation Concerns

City/County of concern: OTO MPO Area

Date received: 04/14/2025

Received through: Facebook

Contact Name: Carolyn [REDACTED]

Contact Email/Ph #: not available

Direct Message on Facebook

Apr 14, 2025, 6:50 AM

You guys need to remind the organizations in your network that right now the only way to get from Springfield to surrounding cities is by car. I know of at least two organizations and a few events that used to be accessible but now are not because they decided to abandon ship prematurely. I'm contemplating dropping my membership with two organizations because of this: there is no point wasting money or staying in contact with organizations that only allow drivers to participate in events because of location choice.

Apr 14, 2025, 8:35 AM

Good morning, Carolyn. Thank you for this information! Hope you have a wonderful week!



PUBLIC COMMENT



Area of concern: Sidewalks – Southern Hills Blvd

City/County of concern: Springfield/Greene County

Date received: 04/15/2025

Received through: Map-A-Concern (OTO website)

Contact Name: none provided

Contact Email/Ph #: N/A

Comment:

This section of Southern Hills Blvd badly needs sidewalk to serve residents. This road serves as the entrance to the subdivision for the eastern portion of the neighborhood. The road is walked by school children and families year around. Traffic speeds through here and there is a particular turn with bad visibility.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Crosswalks

City/County of concern: OTO MPO Area

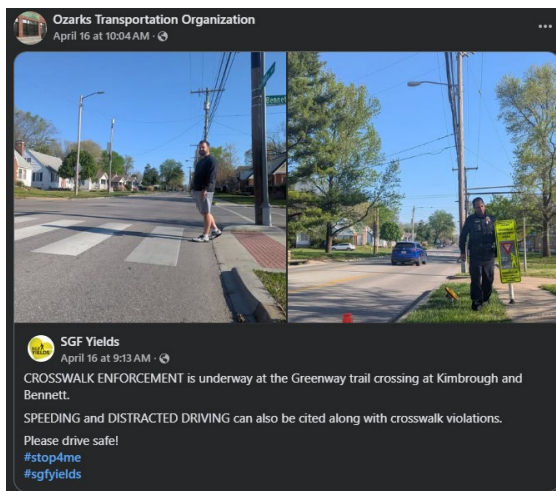
Date received: 04/16/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Shared Posting



Facebook Comments

Carolyn McGhee

I've had a couple of drivers call out to me to let me know they're stopped. They didn't used to do that at all and there was a good chance they'd either fake me out or cut me off. I do think we've made progress but stopping for people is still not "normal" yet. Maybe we also need to consider a no right on red if there is a pedestrian in the crosswalk policy too.



PUBLIC COMMENT



Area of concern: Battlefield between Kansas Expressway and Kansas Avenue

City/County of concern: Springfield/Greene County

Date received: 04/18/2025

Received through: Map-A-Concern (OTO website)

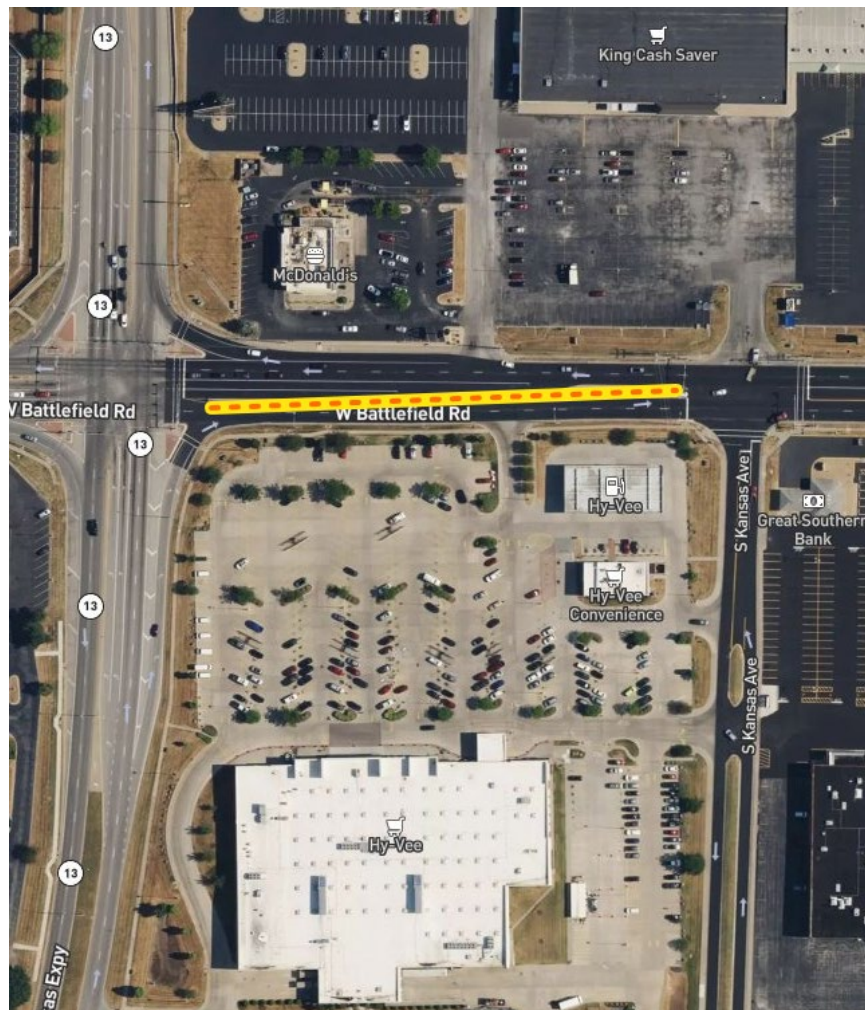
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

There needs to be a fence and this raised medium keep Pedestrian from crossing it see several people not taking a stoplight to cross

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Transportation Concerns for Legally Blind

City/County of concern: OTO MPO Area

Date received: 04/19/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments

Carolyn McGhee

IF we continue the way we've been going it will not be the barrier to society it is now. Part of it is infrastructure, part of it is perception. As long as a drivers license is the default ID used for everything everyone with visual acuity of 20/50 or less will be left out of everything. You're not considered legally blind and eligible for poverty pay until you get below 20/200. If we get to a point where not driving is just as acceptable of a way to get to work or other places as driving and a non drivers ID is just as valid as a drivers license and it is possible to get around without a drivers license, a lot more people will be able to participate fully in community life. Many legally blind people can ride bikes though because of car emphasis haven't realized the potential and totally blind people can walk or take transit. Transportation access does not and should not be the community barrier we have turned it into.



PUBLIC COMMENT



Area of concern: Work Zones

City/County of concern: OTO MPO Area

Date received: 04/22/2025

Received through: Facebook

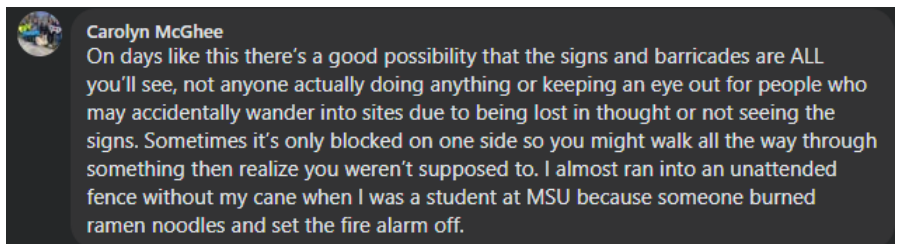
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Shared Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: Grant Avenue Parkway

City/County of concern: Springfield/Greene

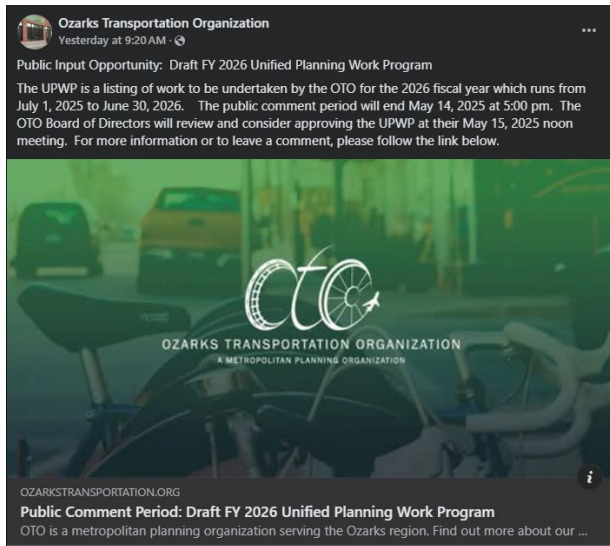
Date received: 04/28/2025

Received through: Facebook

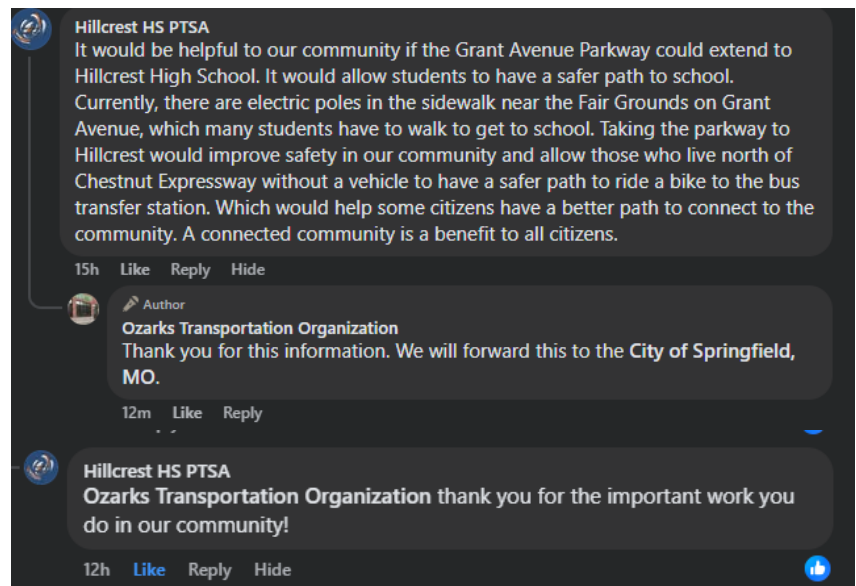
Contact Name: Hillcrest HS PTSA

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Christian County

Date received: 04/29/2025

Received through: Email

Contact Name: Kristin [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Just wanting to comment with my support for the removal of the proposed FF Extension. Thank you to the OTO staff for your analysis and decision concerning this.

OTO Response:

Thank you for reaching out. This will be shared with our Technical Planning Committee and Board of Directors.

Have a wonderful day!



PUBLIC COMMENT



Area of concern: CC Highway and Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 04/30/2025

Received through: Email

Contact Name: Ann [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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. Alot 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.

Thank you for your consideration. I will look forward to hearing a traffic solution is in the works.

Ann Kunkel [REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Christian County

Date received: 05/07/2025

Received through: Email

Contact Name: Trish [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I am in support of the removal of the FF extension including the Tracker road extension as stated in Amendment 9. The residential and business growth seems to be west of the James River and therefore the need for a major thoroughfare lies west of the James River.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out!

Have a wonderful day!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Christian County

Date received: 05/07/2025

Received through: Email

Contact Name: Christi [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hi, can OTO please confirm that this project is no longer in the plans? The proposal was seriously flawed, and your website says "after a well-attended meeting, it has come to our attention that there is some additional information that we should consider." When will your website reflect that this project will be scrapped? or when will it be officially scrapped as it should be? Thanks, Christi [REDACTED]

OTO Response:

We have scheduled a public meeting for June 26, 2025. The website has not been updated yet. Mailings and notices will be sent closer to the meeting date. Consideration of comments received from the public meeting will determine the next steps.

Thank you for reaching out!



PUBLIC COMMENT



Area of concern: Crosswalk – Boonville and Mill Street

City/County of concern: Springfield/Greene County

Date received: 06/15/2025

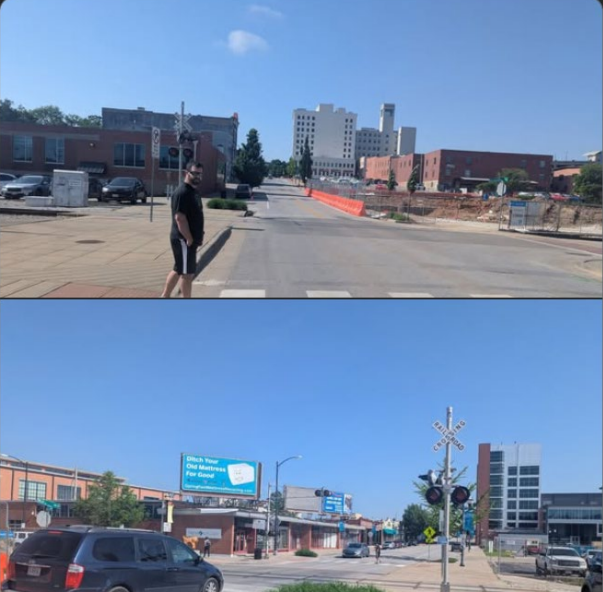
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Shared Posting

 **Ozarks Transportation Organization**
May 14 at 10:06 AM · 🌐



 **SGF Yields**
May 14 at 10:04 AM · 🌐

Yield Checks are now underway at the intersection of Boonville Avenue and Mill Street. Enforcement at this downtown location has been requested by students who found that many drivers won't yield at this busy crosswalk. Let's give crosswalks 100%!

Facebook Comments

 **Carolyn McGhee**
Glad they're highlighting that, it's a bit tricky because there's no stop signs on Booneville through there. Chestnut may be the only one between there and the square that has any traffic control for Booneville vs cross streets.

3w [Like](#) [Reply](#) [Hide](#) 



PUBLIC COMMENT



Area of concern: MoDOT LRTP & SFRP Update

City/County of concern: Statewide

Date received: 05/21/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Shared Posting

Ozarks Transportation Organization
May 21 at 12:10 PM · 🌐

LRTP **SFRP**
Long Range Transportation Plan
State Freight & Rail Plan

Join Us
Virtual Public Meeting
June 2 – June 30, 2025

Únete a nosotros
Reunión virtual de información pública
2 de junio – 30 de junio de 2025

Drive the Future.
Share Your Voice.
modot.org/lrtp-sfrp

Conduce el futuro.
Comparte tu voz.
modot.org/lrtp-sfrp

Missouri Department of Transportation
May 21 at 9:03 AM · 🌐

JOIN US! MoDOT is hosting a Virtual Public Meeting for the LRTP and SFRP update from June 2, 2025, to June 30, 2025. Please share your transportation priorities to help determine the goals for the state's 25-year transportation vision. Your input will help shape the future of transportation in Missouri. Visit <https://www.modot.org/lrtp-sfrp> to get involved! Let's plan together!

¡ÚNETE! El Departamento de Transporte de Missouri (MoDOT) está organizando una Reunión Pública Virtual para la actualización del LRTP y el SFRP del 2 de junio de 2025 al 30 de junio de 2025. Comparte tus prioridades en transporte para ayudar a definir los objetivos de la visión de transporte a 25 años del estado. Tus comentarios contribuirán a definir el futuro del transporte en Missouri. Visita <https://www.modot.org/lrtp-sfrp> para participar. ¡Planifiquemos juntos!

#Missouri2050 #MoDOT #LRTP #SFRP

Facebook Comments



Carolyn McGhee

Having the infrastructure is only part of it. Public acceptance of transportation methods for getting to work and other public places also needs to be considered as well as acceptable forms of state ID required for voting, nondriving jobs, etc. Drive thru public places are exclusive and useless in cases where people are utilizing transit, walking, or biking. I hope over time as we work on this transportation will cease to be the community barrier it is now and that eventually even those who can't drive we will have the freedom to choose whether to live in a city or small town.

2w Like Reply Hide



Author

Ozarks Transportation Organization

Carolyn McGhee Thank you, Carolyn. This is from MoDOT, please share this information with them, as well.

2w Like Reply Commented on by Ozarks Transportation Edited



Carolyn McGhee

Ozarks Transportation Organization did that too.

2w Like Reply Hide



Author

Ozarks Transportation Organization

Thank you! 😊



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail

City/County of concern: Springfield/Greene County

Date received: 05/22/2025

Received through: Map-A-Concern (OTO website)

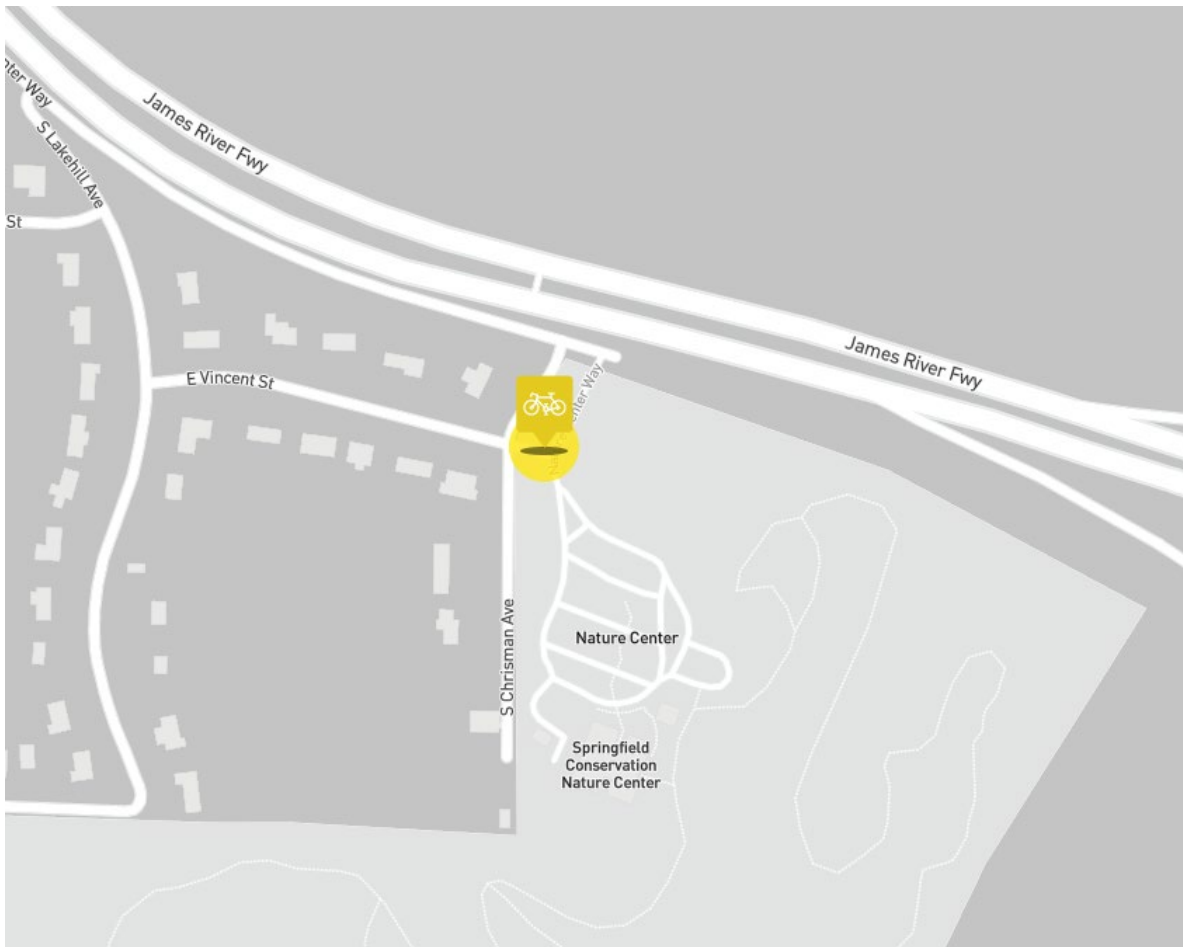
Contact Name: Wade T

Contact Email/Ph #: N/A

Comment:

Nice to see make a connection to Chadwick flyer trail

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Proposed Primary Arterial Realigning B to AB

City/County of concern: Greene County

Date received: 06/02/2025

Received through: Phone Call

Contact Name:

Contact Email/Ph #:

Comment:

Potential developer called concerned about the current alignment shown for this roadway and how it interacts with Elwood and the BNSF railroad at AB. The caller is looking at the possibility of developing land between Elwood and the BNSF Railroad, which would be impacted by this or possibly an adjusted alignment of the proposed railway.

OTO Response:

Staff explained that this is not an engineered alignment and that further design work would need to be done to accommodate the new roadway.



PUBLIC COMMENT



Area of concern: Sunshine Corridor

City/County of concern: Springfield/Greene County

Date received: 06/03/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Shared Posting

Ozarks Transportation Organization
June 2 at 1:26 PM · 🌐


CITY OF SPRINGFIELD
SUNSHINE CORRIDOR STUDY

YOU'RE INVITED!
TO THE
SUNSHINE CORRIDOR STUDY
PUBLIC OPEN HOUSE #1


TUESDAY, JUNE 3
FROM 6-8 P.M.
JEFFERSON AVE.
BAPTIST CHURCH
316 E. SUNSHINE ST.

 City of Springfield, MO
May 22 at 11:10 AM · 🌐

The City is embarking on a comprehensive study of approximately 3.1 miles of Sunshine Street, from Glenstone Avenue to Kansas Expressway. The goal is to enhance the corridor as a vibrant, safe, and attractive space by prioritizing community engagement, safety, revitalization and quality of place while balancing the diverse needs of the community.

Join us on June 3 at Jefferson Avenue Baptist Church to learn more about the Sunshine Street Corridor Study and share your initial feedback.

A brief staff presentation will begin at 6:30 p.m., followed by opportunities for questions, feedback, and discussion at several topic stations. This is a family-friendly event with activities for kids.

Can't make it? Visit <https://www.springfieldmo.gov/sunshine> to sign up for project updates and stay informed after the meeting.

Facebook Comments

 Carolyn McGhee
I know the section between Campbell on past Fort is questionable, some spots the only option is to jump parking lots which isn't an option if you're using a walker or wheelchair. Not sure how things will work out given the speed limits and traffic levels but only time will tell.

2d Like Reply Send message Hide Edited



PUBLIC COMMENT



Area of concern: FF Extension and Nicolas/Cox Road

City/County of concern: Nixa/Christian County

Date received: 06/06/2025

Received through: Email

Contact Name: Jason [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 06/07/2025

Received through: Email

Contact Name: Travis [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I just learned of this proposal. My family and I just built a home at [REDACTED]. We bought this land in April 2021 (10.62 Acres). We built here because we are both public servants in Christian County and love it here and love serving our community. It would be heartbreaking to have a freeway come through these beautiful private properties in this area that people have built their family homes on to simply capture what I can only imagine would be the very few vehicles each day coming from Battlefield to Nixa. It seems like the sacrifice for Nixa families that have built very nice homes here as well as the natural beauty of the land, would not be surpassed by the benefit. Thank you.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: City Utilities Night Shelters Support

City/County of concern: Springfield/Greene County

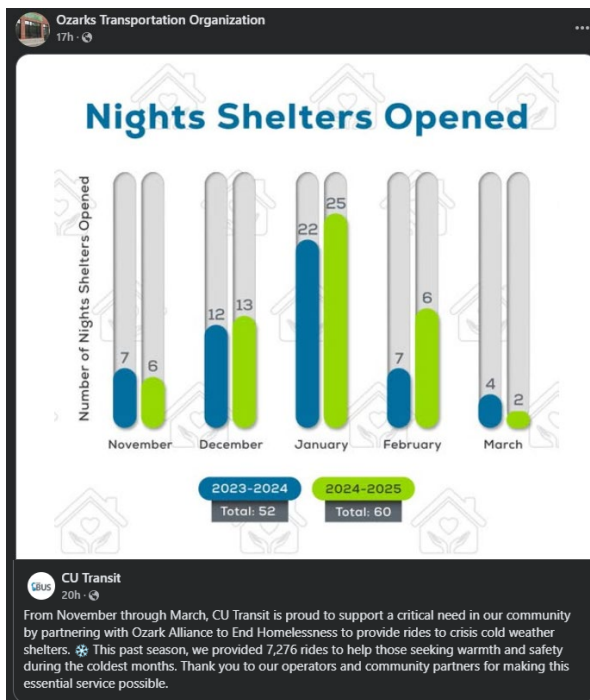
Date received: 06/09/2025

Received through: Facebook

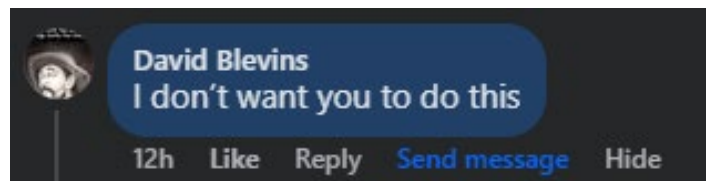
Contact Name: David Blevins

Contact Email/Ph #: not available

OTO's Shared Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: Roy Blunt Aviation Training Center Ribbon Cutting

City/County of concern: OTO Area

Date received: 06/11/2025

Received through: Facebook

Contact Name: Carolyn McGee

Contact Email/Ph #: not available

OTO's Shared Posting

Ozarks Transportation Organization
21h · 🌐



Ozarks Tech
ROY BLUNT AVIATION TRAINING CENTER

Ozarks Technical Community College
June 2 at 3:00 PM · 🌐

✂️ You're invited!

Join us for the Roy Blunt Aviation Training Center Ribbon Cutting Ceremony at Ozarks Tech!

📅 Wednesday, June 11
🕒 1 p.m.
📍 4960 W. Kearney St., Springfield, MO

Be among the first to tour our state-of-the-art facility, including an 11,000-square-foot hangar and labs designed for hands-on learning in our new Airframe & Powerplant (A&P) program starting Fall 2025.

✂️ Free and open to the public.

Facebook Comments

Carolyn McGhee

That's cool but will people still be told to leave town after graduation or will they be allowed to stay? Why are we investing in colleges if the degrees don't help the students contribute back to the economy? The term brain drain has been thrown around some lately...change starts here. Best I can tell the education to employment pipeline is completely fractured here and at least MSU makes it seem like it's just the nationwide trend lately. We've seen the effects though: it may not be long before we chase out everyone who was involved with the company retentive plan. Those we bring in won't understand it, won't know our history, and won't see the point in keeping anything. We need to fix this ASSP.

20h Like Reply [Send message](#) Hide

Additional Public Comments



PUBLIC COMMENT



Area of concern: Fremont and Powell Street - Bradford Park Neighborhood

City/County of concern: Springfield/Greene

Date received: 06/16/2025

Received through: Email

Contact Name: Dellene [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I am [REDACTED] of the Bradford Park neighborhood; it is brought to my attention that a few neighbors on the corner of Powell Street and Fremont are concerned about noise and that a wider Fremont will be noisier. I do not see big (as the neighbor calls them 18 wheelers) trucks on Fremont, but I don't 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 grateful for their support.
dellene [REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors, as well as the City of Springfield.



PUBLIC COMMENT



Area of concern: Plainview in front of Cherokee Middle School

City/County of concern: Greene County

Date received: 06/16/2025

Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #: N/A

Comment:

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 imploding west bound travel on Plainview to the 160 intersection.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: 160 and Plainview

City/County of concern: Springfield/Greene County

Date received: 06/16/2025

Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #: N/A

Comment:

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.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Walnut Lawn – Farm Road 164 - Sidewalks

City/County of concern: Springfield/Greene County

Date received: 06/16/2025

Received through: Email

Contact Name: Wesley [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors, as well as the City of Springfield.



PUBLIC COMMENT



Area of concern: Highway 125 & Hwy 60 and J Hwy/Sunshine and J Hwy/FR 164

City/County of concern: Greene County

Date received: 06/16/2025

Received through: Email

Contact Name: Beverly [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

State Highway 125 north of Highway 60 beginning at the north end of the improvement paving for the new dogbone is in bad shape. Washboarded all the way passed the Logan Rogersville Middle School.

Also a pothole at J Highway & Sunshine needs repair AGAIN.

A pothole at the curve of J Highway where it intersects with Farm Road 164 needs filling again.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Kansas Expressway and the VA Clinic

City/County of concern: Springfield/Greene County

Date received: 06/17/2025

Received through: Map-A-Concern (OTO website)

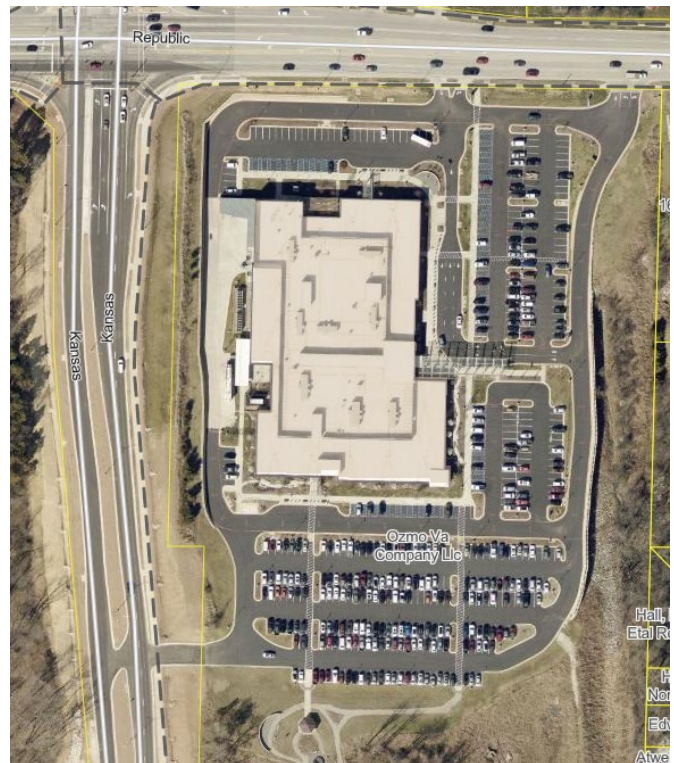
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

This is so confusing turning into the VA hospital

Map



OTO Response: Unable to respond through the Map-A-Concern feature

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM I.I.

Federal Funds Obligation Status – June 2025

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

THE OTO AREA MUST OBLIGATE ANOTHER \$7.3 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another \$7.3 million by September 30, 2025.

Staff has developed a status report which documents Federal Fiscal Year obligations to date, as well as the amount that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

Federal Funds Balance Report

FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,329,029.30)
Balance as of 6/11/2025	All Funds	8,686,124.80
Pending Obligations/Deobligations		(935,698.00)
Pending Balance		7,750,426.80
Percent Obligated	All Funds	31.14%

List of FY 2025 Obligations/Deobligations

9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
5901824 TMC Signal Replacements	STBG-U	(1,074,771.00)
5901832 EV Chargers	CRP	592,800.00
S603067 E. Sunshine SW	STBG-U	125,200.00
S603067 E. Sunshine SW	TAP	178,689.86
5901834 South Creek ESC	CRP	(4,346.55)
5901836 Fassnight ESC	CRP	(36,421.83)
5901827 Jordan Creek Smith Park	TAP	(79,725.61)
9901878 Finley River Trail West	CRP	(1,701.69)
5901837 Bennett ESC	CRP	(2,159.20)
5936804 Ward Branch ESC	CRP	(41,799.00)
0442344 I-44 Kansas to Glenstone	STBG-U	351,773.21
S604064 Strafford 125 West SW	STBG-U	(29,227.04)
9901867 Lost Hill Park Bridge ENG	TAP	(24,720.00)
0442344 I-44 Kansas to Glenstone	TAP	9,947.46
5901829 Mt. Vernon/Miller Sidewalks	TAP	(628,387.79)
9901858 Route OO East Sidewalks	TAP	(175,223.35)
5901819 Walnut St. Bridge	STBG-U	231,572.08
5901839 South Crk at Glenstone	CRP	(66,603.82)
S605063 N. Main Street	STBG-U	485,679.59
5901826 LeCompte Trail	TAP	(383,160.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(786.06)
5900852 ADA Improvements	STBG-U	609,928.80
Amount subtracted from balance		(3,329,029.30)

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,329,029.30)
100% Goal Obligations Remaining	All Funds	7,361,665.82

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(3,329,029.30)
120% Goal Obligations Remaining	All Funds	9,248,258.30

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING (DE)OBLIGATIONS			
5905813 FY 2026 TMC Staff	Springfield	(504,000.00)	(504,000.00)
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(772,019.00)
9901883 WC Trail and FF Phase 2	Battlefield	(163,679.00)	(935,698.00)
PLANNED CRITICAL OBLIGATIONS			
S602092 MM Shared Use Path/Underpass	Republic	(346,867.00)	(1,282,565.00)
9901881 US 160 Trail Underpass	Willard	(98,179.00)	(1,380,744.00)
9901884 Route 66 Trail Phase 3	Strafford	(215,271.00)	(1,596,015.00)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(1,822,180.00)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	155,892.00	(1,666,288.00)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(2,268,422.00)
9901838 N. Old Orchard	Strafford	(481,362.00)	(2,749,784.00)
9901864 Finley River Trail Extension	Ozark	(456,582.00)	(3,206,366.00)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(5,228,705.00)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(6,163,989.00)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(6,808,259.00)
EN2502 South Creek at Glenstone	Springfield	(290,915.00)	(7,099,174.00)
OK2601 21st & 22nd St. ENG	Ozark	(48,000.00)	(7,147,174.00)
EN2608 Bennett-Nat to Glenstone	Springfield	(348,871.00)	(7,496,045.00)
SP2605 Springfield Intersection Engineering	Springfield	(400,000.00)	(7,896,045.00)
5901827 Jordan Creek Smith Park	Springfield	25,236.01	(7,870,808.99)
<i>Total Critical Obligations</i>			(7,870,808.99)

MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	7,361,665.82
Critical Obligations	All Funds	(7,870,808.99)
Obligations over MoDOT Mandated Minimum		(509,143.17)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	9,248,258.30
Critical Obligations	All Funds	(7,870,808.99)
Obligations under MoDOT Mandated Goal		1,377,449.31

At-Risk Projects

Projects Programmed for FY 2025 Anticipated to be Delayed to FY 2026

Name	Responsible Agency	Programmed	TOTAL
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(411,207.14)
9901867 Lost Hill Park Bridge CON	Greene Parks	(82,280.00)	(1,678,295.00)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(1,685,662.00)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(1,951,006.00)
5901832 EV Chargers - Greene	Greene	(51,840.00)	(2,320,262.00)
Total FY 2025 At-Risk Projects			(2,320,262.00)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.A.

***Destination 2045* Amendment Number 10**

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Updated Projects

Four projects in the draft FY 2026-2029 Transportation Improvement Program are not on the Constrained Project List in *Destination 2045*.

- A101 – Nicholas and Tracker Intersection Improvements in Christian County (New)
- A102 – North 21st and 22nd Intersection and Roadway Improvements in Ozark (New)
- A103 – Weaver Road Improvements between FF and Cloverdale (New)
- A104 – Hughes Road Improvements (New)
- 83 – Hughes Road Extension (moved from the Unconstrained List)
- 207 – FF and Weaver Road Intersection (moved from the Unconstrained List)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the Board of Directors approve Amendment Ten to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Ten to *Destination 2045* with the following changes...”

Constrained Project List for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

97: Non-Transit Constrained Project List

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2022	\$147,155,534
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2023	\$78,619,210
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2024	\$52,907,261
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2025	\$38,395,001
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2023	\$430,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2024	\$800,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2025	\$1,500,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2026	\$2,100,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2027	\$2,163,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2028	\$2,227,890
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2029	\$2,294,727
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2030	\$2,363,569
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2031	\$2,434,476
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2032-2037	\$16,219,601
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2038-2045	\$26,624,524
10	N/A	MoDOT Signal Replacement Program	Annual Program	2026	\$4,502,035
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2025	\$2,458,636
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2026	\$2,532,395
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2027	\$2,608,367
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2028	\$2,686,618
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2029	\$2,767,216
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2030	\$2,850,233

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2031	\$2,935,740
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2032-2037	\$19,730,208
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2038-2045	\$32,947,211
12	N/A	MoDOT Safety Improvement Program	Annual Program	2025	\$1,966,909
12	N/A	MoDOT Safety Improvement Program	Annual Program	2026	\$2,025,916
12	N/A	MoDOT Safety Improvement Program	Annual Program	2027	\$2,086,693
12	N/A	MoDOT Safety Improvement Program	Annual Program	2028	\$2,149,294
12	N/A	MoDOT Safety Improvement Program	Annual Program	2029	\$2,213,773
12	N/A	MoDOT Safety Improvement Program	Annual Program	2030	\$2,280,186
12	N/A	MoDOT Safety Improvement Program	Annual Program	2031	\$2,348,592
12	N/A	MoDOT Safety Improvement Program	Annual Program	2032-2037	\$15,647,404
12	N/A	MoDOT Safety Improvement Program	Annual Program	2038-2045	\$25,685,260
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2025	\$8,741,816
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2026	\$9,004,070
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2027	\$9,274,193
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2028	\$9,552,418
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2029	\$9,838,991
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	\$10,134,161
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	\$10,438,185
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2032-2037	\$72,005,677

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2038-2045	\$126,566,059
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2025	\$811,896
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2026	\$836,253
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2027	\$861,341
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2028	\$887,181
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2029	\$913,796
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2030	\$941,210
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2031	\$969,446
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2032-2037	\$6,572,273
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2038-2045	\$11,164,411
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2025	\$546,364
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2026	\$562,754
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2027	\$579,637
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2028	\$597,026
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2029	\$614,937
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2030	\$633,385
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2031	\$652,387
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2032-2037	\$4,346,501
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2038-2045	\$7,134,794

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2025	\$1,803,000
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2026	\$2,082,600
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2027	\$1,912,802
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2028	\$1,970,186
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2029	\$2,029,292
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2030	\$2,090,171
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2031	\$2,152,876
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2032-2037	\$14,343,453
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2038-2045	\$23,544,822
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2026	\$9,860,043
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2027	\$10,155,844
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2028	\$10,460,520
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2029	\$10,774,335
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2030	\$11,097,565
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2031	\$11,430,492
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2032-2037	\$76,155,222

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	\$125,009,026
48	N/A	MoDOT Scoping	Annual Program	2025	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2026	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2027	\$51,500
48	N/A	MoDOT Scoping	Annual Program	2028	\$53,045
48	N/A	MoDOT Scoping	Annual Program	2029	\$54,636
48	N/A	MoDOT Scoping	Annual Program	2030	\$56,275
48	N/A	MoDOT Scoping	Annual Program	2031	\$57,964
48	N/A	MoDOT Scoping	Annual Program	2032-2037	\$399,851
48	N/A	MoDOT Scoping	Annual Program	2038-2045	\$702,827
49	N/A	MoDOT Rail	Annual Program	2026	\$200,000
49	N/A	MoDOT Rail	Annual Program	2027	\$206,000
49	N/A	MoDOT Rail	Annual Program	2028	\$212,180
49	N/A	MoDOT Rail	Annual Program	2029	\$218,545
49	N/A	MoDOT Rail	Annual Program	2030	\$225,102
49	N/A	MoDOT Rail	Annual Program	2031	\$231,855
49	N/A	MoDOT Rail	Annual Program	2032-2037	\$1,544,724
49	N/A	MoDOT Rail	Annual Program	2038-2045	\$2,535,669
A31	N/A	Various EV Chargers	EV Charger Program for about 60 Charging Ports	2024	\$937,500
57	3rd/Oak	Ozark 3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	\$2,604,581
247	Azalea	Battlefield Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	\$875,500
1	Chestnut	MoDOT Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	\$5,064,462
212	Chestnut	MoDOT Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	\$3,559,229
2	Division	MoDOT Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	\$16,016,529
99	Division	Springfield Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	\$15,844,532
45	EW Arterial	Greene East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	\$26,249,311
114	Glenstone	MoDOT Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	\$950,078

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
83	Hughes	Willard Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	2030	550,000
A104	Hughes	Willard Hughes Rd – Hoffman Blvd to Farm Road 103	Roadway improvements from Hoffman Blvd to Farm Road 103	2030	4,639,410
183	I-244	MoDOT Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	\$1,229,874
4	I-44	MoDOT I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2026	\$42,140,000
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$57,850,000
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
121	I-44	MoDOT I-44 Capacity Improvements	Capacity Improvements from US 65 to Rte 125	2026	\$93,950,000
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, III, & IV	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2026	\$53,720,000
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
A101	Nicholas and Tracker	Christian Nicholas and Tracker	Intersection Improvements	2026	\$1,305,000
A102	North 21st/22nd	Ozark US 65 Western Outer Road Improvements through Ozark	Intersection and Roadway Improvements	2026	\$1,500,000
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	2025	\$6,556,362
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	2028	\$4,406,000
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	2025	\$3,278,181
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$,3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
A103	Weaver	Battlefield Weaver Road Improvements	Roadway improvements between FF and Cloverdale	2028	\$2,000,000
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
TOTAL COST					(\$2,044,735,816)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,178,714,911
Remaining Funding					\$182,533,554
*Prior year funding identified in FY 2022-2025 TIP					

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
74	10th	Ozark 10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	Battlefield New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	Springfield Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	Springfield Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
46	EW Arterial	Greene East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	Greene East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	Greene East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	Greene E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	Greene Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	Greene Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	Greene Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	Greene Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	MoDOT Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	Ozark Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000
73	Fremont	Ozark Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	MoDOT Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	Republic Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	Willard Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
116	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
117	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	MoDOT I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	MoDOT Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	Greene Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	Ozark McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	Ozark Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
210	Route P	MoDOT Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000
79	Route W	MoDOT Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
53	Weaver Road	Greene Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$634,197,070

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.B.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

The following information is a summary of the submitted application materials.

- 1) The City of Ozark has requested the following changes to the federal functional classification system. The application is included.

Roadway Name – N 22nd St/ N 21st St/ Longview Rd/ N 20th St

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Secondary Arterial

Reasoning – The described corridor is a series of roadways that creates the “western outer road” along US Highway 65. This frontage roadway currently runs between Missouri State Highway 14 and Missouri Route CC and serves as a vital collector of traffic facilitating movement between commercial, industrial and residential areas along the western portion of the City. In addition, the western outer road provides access to US Highway 65 for residents of Ozark, Christian County, and Nixa. When funding becomes available, the City is planning on developing the “Longview Interchange” which will provide additional access to Highway 65. This interchange will increase demand on the corridor. The roadways currently serve as major thoroughfares in the community, and it is believed that the classification should be revised to accommodate and prepare for the continued growth in the area.

- 2) The City of Strafford has requested the following changes to the federal functional classification system. The application is included.

Roadway Name – S Madison Ave/ N Farm Rd 231/ E Farm Rd 112

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Collector

Reasoning - The S Madison Corridor experienced residential development, which will continue into the future. This will increase traffic to and from MO 125. The corridor will be the direct access to the state highway system.

- 3) The City of Willard has requested the following changes to the federal functional classification system. The application is included.

Roadway Name – Hughes Road from Miller Rd to Hwy 160

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Collector/ Future Collector

Reasoning - The developments immediately north have seen increased traffic volumes and speed of traffic cutting through to reach 160. We have also seen an increase in traffic along Hunt Road which is increasing road wear. Providing this connection provides a more direct route to 160 that avoids neighborhoods and smaller roads not intended for the traffic flow.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the Functional Classification Change requests.”

OR

“Move to recommend that the Board of Directors approve the Functional Classification Change request with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 5/28/2025

Contact Information

Name: Cliff Spangler
Title: City Engineer
Agency: City of Ozark Public Works Department
Street Address: 207 E Brick Street
City/State/Zip: Ozark, Mo 65721
Email: cspangler@ozarkmissouri.org
Phone: 417-581-2407 x1204
Fax: 417-581-1708

Roadway Data

Roadway Name: North 22nd/ North 21st Street/ Longview Rd/ North 20th St
Termini of Roadway

2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

From:	W State Hwy CC / N 22 nd St/ N 21 st St/ Longview Rd
To:	N 21 st St/ Longview Rd/ N North 20 th St/ MO-14
Length (miles):	1.0 miles/ 0.5 miles/ 0.11 miles/ 1.79 miles
Number of Lanes:	2 lanes south of Air Park Rd and 2 lanes and 1 center turn lane north of Air Park Rd / 2/ 2 / 2 with left turn lane at MO-14
Lane Width:	16' south of Air Park Rd and 11' south of Air Park Rd/ 16'/ 12'/ 12'
Traffic Volume (AADT):	12,951/ 4,529/ N/A/ N/A

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

All roads are existing roadway.

Classification Change

Type of Area:	Industrial, Multi-Family Residential
Current Classification:	Local/ Local/ Local/ Local
Requested Classification:	Major Collector/ Major Collector/ Major Collector/ Major Collector

Justification

Explain why the roadway classification should be revised.

The described corridor is a series of roadways that creates the “western outer road” along US Highway 65. This frontage roadway currently runs between Missouri State Highway 14 and Missouri Route CC and serves as a vital collector of traffic facilitating movement between commercial, industrial and residential areas along the western portion of the City. In addition, the western outer road provides access to US Highway 65 for residents of Ozark, Christian County, and Nixa. When funding becomes available, the City is planning on developing the “Longview Interchange” which will provide additional access to Highway 65. This interchange will increase demand on the corridor even further. The roadways currently serve as major thoroughfares in the community, and it is believed that the classification should be revised to accommodate and prepare for the continued growth in the area.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Commercial buildings are currently being constructed in the Fremont Towne Centre commercial area. While no new residential developments are immediately planned for construction, there are several large areas of land west of the roadway that would directly connect to 22nd Street that have developer interest for residential construction. The design process has begun on a residential development on the south side of Longview Road. The property is located just 200' west of the intersection of Longview and North 21st Street and would certainly increase traffic volume on North 21st Street. While the developer has not yet submitted an official Traffic Impact Study, discussions with them have confirmed that the design currently includes a mix single-family and multi-family residential units on their combined 25 acres of property in the area. Additionally, the city has responded to multiple inquiries for commercial properties along North 21st Street.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

North 22nd St already provides direct access to the Fremont Towne Centre area, the Air Park industrial area. North 21st Street makes up the backbone of one of the City of Ozarks major industrial areas. The roadway directly serves several industrial companies including the Tracker Marine manufacturing plant and serves as a thoroughfare connecting residential areas to the south to the Fremont Towne Centre area along Missouri Highway CC. North 20th St provides direct access to commercial areas north of Missouri State Highway 14.

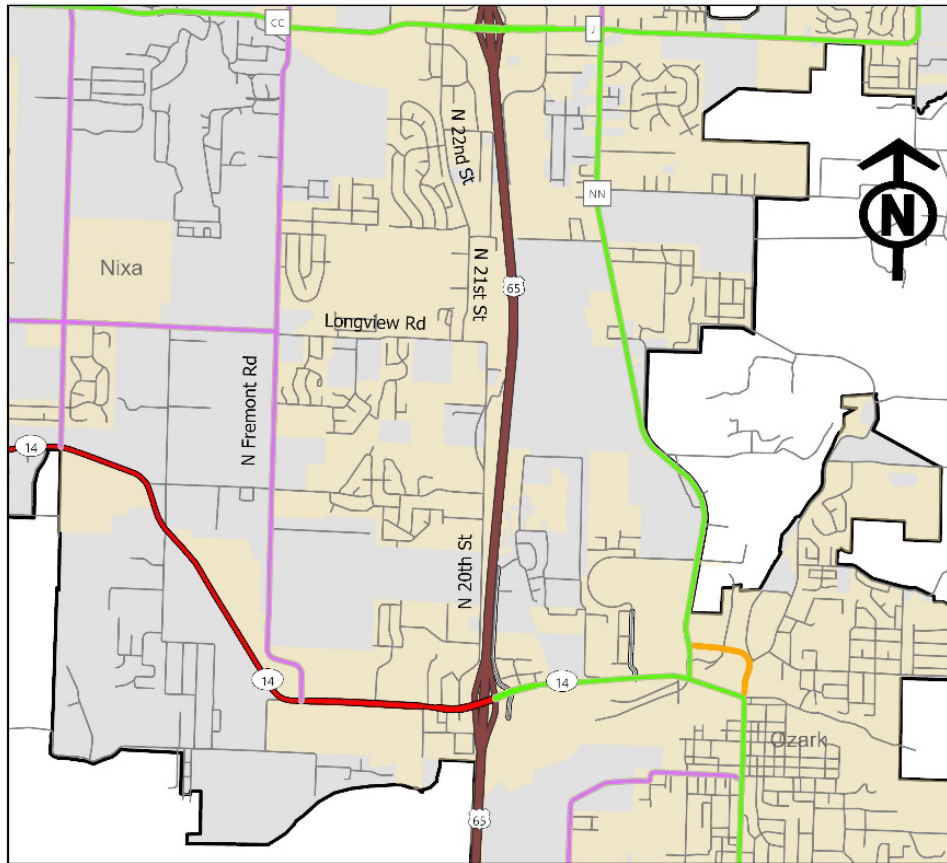
Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

The City believes that the current federal functional classifications are inconsistent with existing demand. Additionally, we see the demand for these roadways to change as the planned developments are constructed and with the eventual construction of the Longview Interchange.

Additional information you would like to include.

The City of Ozark Public Works Department through multiple community engagement events has found that one of the most requested items for improvement is the intersection of North 22nd Street and Missouri Highway CC. Specifically, the southern leg of this intersection is one of the busiest in Ozark and in its current state cannot accommodate traffic loads even at low traffic times. The City understands that some enhancements to this intersection will be made in the upcoming MoDOT project, however it is felt that these enhancements were not intended to adequately address the congestion outside of MoDOT Right-of-Way. The City of Ozark believes that reclassifying the federal functional class of North 22nd Street will help secure resources for enhancements and highlight the intersection and roadway's importance to the region.

Current Federal Functional Class

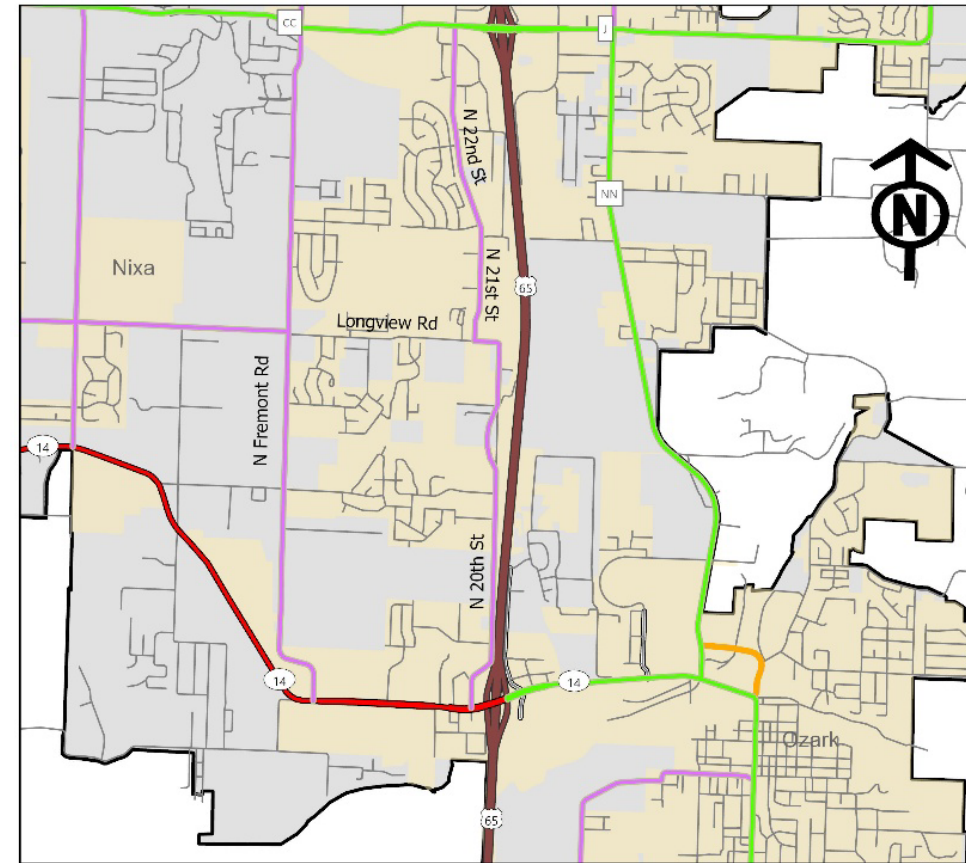


Legend

Functional Class

- Other Freeway and Expressway
- Major Collector
- Minor Arterial
- Other Principal Arterial
- Minor Collector
- Local
- City
- Urban Area

Proposed Federal Functional Class



Legend

Functional Class

- Other Freeway and Expressway
- Major Collector
- Minor Arterial
- Other Principal Arterial
- Minor Collector
- Local
- City
- Urban Area



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 4/10/2025

Contact Information

Name: Martha Smartt
Title: City Administrator
Agency: City of Strafford
Street Address: 126 South Washington Avenue
City/State/Zip: Strafford/ MO/ 65757
Email: ca@straffordmo.net
Phone: 417.736.2154
Fax: 417.736.2390

Roadway Data

Roadway Name:	S Madison Ave/ N Farm Rd 231/ E Farm Rd 112
Termini of Roadway	
From:	W Elm St/ S Madison Ave/ N Farm Rd 231
To:	N Fardm Rd 231/ E Farm Rd 112/ N MO 125
Length (miles):	0.3/ 0.73/ 1.2
Number of Lanes:	2 lanes
Lane Width:	10'
Traffic Volume (AADT):	unknown

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

All roadways are existing roadways.

Classification Change

Type of Area:	Residential and Agricultural
Current Classification:	Local/ Local/ Local
Requested Classification:	Minor Collector/ Minor Collector/ Minor Collector

Justification

Explain why the roadway classification should be revised.

The S Madison Corridor experienced residential development, which will continue into the future. This will increase traffic to and from MO 125. The corridor will be the direct access to the state highway system.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Yes, the S Madison Corridor will see residential development and potential change of land use along the corridor.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

South Madison Corridor provides a direct access point to the industrial park as well as to the Strafford downtown retail area.

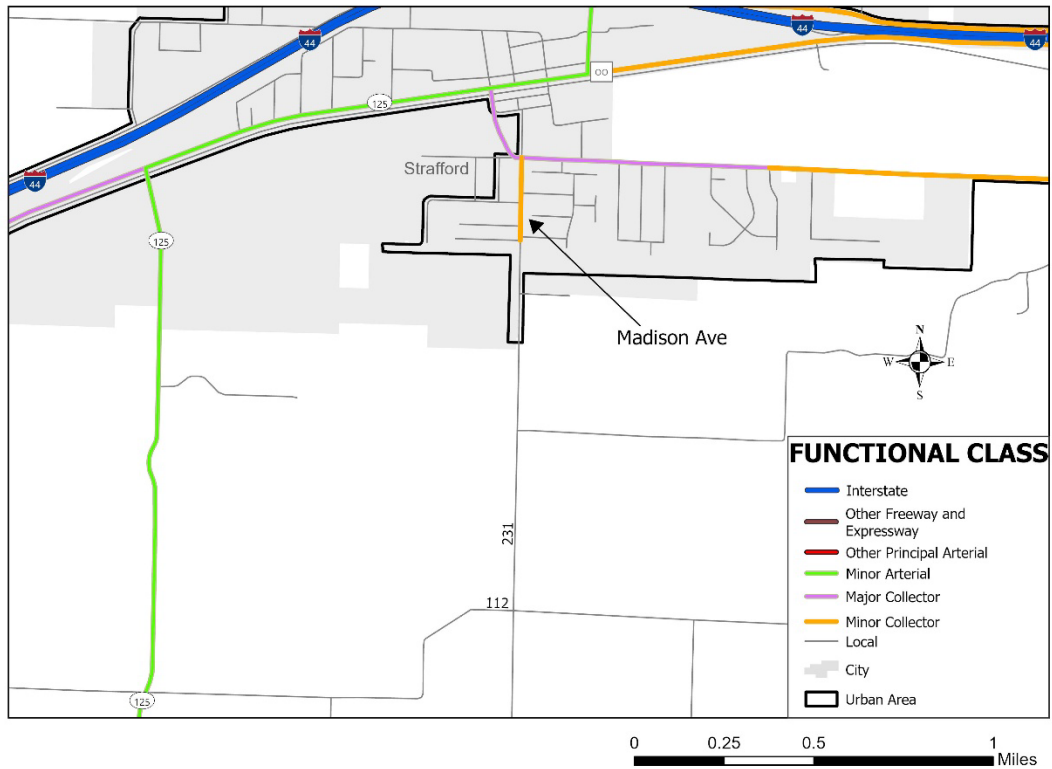
Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

The demand on the roadway will change.

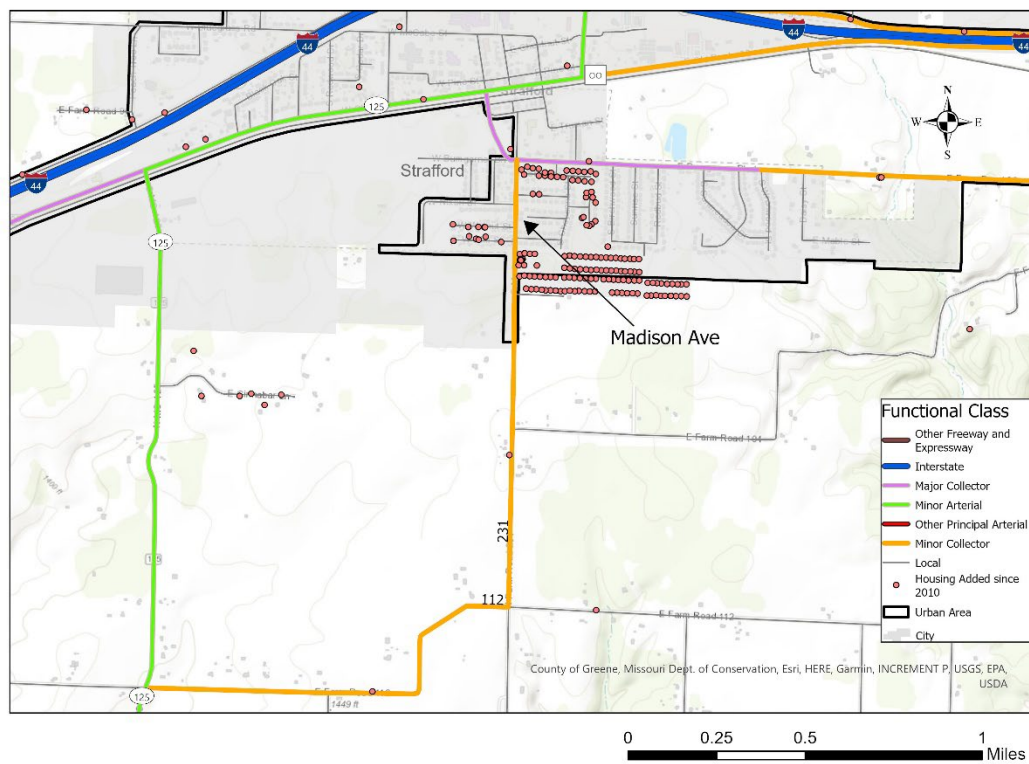
Additional information you would like to include.

[Click [here](#) and type additional information]

Current Federal Functional Class



Proposed Federal Functional Class





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Applications are due Friday, October 3, 2025, at 4:00pm.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in September/ October.
- 2. Technical Committee.** The request will be heard at the October Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in November. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 5/15/2025

Contact Information

Name: Wesley Young
Title: City Administrator
Agency: City of Willard
Street Address: 224 W Jackson
City/State/Zip: Willard MO 65781
Email: Ca@cityofwillard.org
Phone: 417-593-5823
Fax: 417-742-3080

Roadway Data

Roadway Name:	Hughes Road
Termini of Roadway	
From:	From the intersection of Hughes Rd and Miller Rd east to the termination of Granite Rd.
To:	The future road shall extend east from the termination of Granite Rd crossing South Hunt Road and extending east from South Hunt Road and connecting to the termination of Hughes Road to the east of Willard and then all the way across to Hwy 160.
Length (miles):	Approximately 1.26 miles, of which approximately 3900 feet shall be a future connection
Number of Lanes:	2
Lane Width:	Approximately 11 feet
Traffic Volume (AADT):	

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

The roadway is partially existing as denoted above the future connection shall begin where Granite Road currently terminates and extend across South Hunt Rd up until the existing termination point approximately 3900ft east at Hughes Road. Existing road connection brings Hughes to Hwy 160. Please see attached map, red line denotes future roadway pink dashed line proposed major collector to be added to existing major collector as currently designated.

The City of Willard is working on hiring an engineering consultant to prepare a conceptual design of the road, which will help to determine when the city could tackle this project. It is likely the city will consider having this roadway connected within the next 3-5 years.

Classification Change

Type of Area:	Residential
Current Classification:	Local
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

The developments immediately north have seen increased traffic volumes and speed of traffic cutting through to reach 160. We have also seen an increase in traffic along Hunt Road which is increasing road wear. Providing this connection provides a more direct route to 160 that avoids neighborhoods and smaller roads not intended for the traffic flow.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Additional development is anticipated in the area as additional sewer capacity is made available. We are also seeing in-fill development and development immediately to the south of this road.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes: this roadway, once fully connected, will connect the grocery store and police department to the east and provide easier transit to and from Hwy 160 for the residences currently transiting subdivisions.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Both; Current and future development will add to an already under classified and over utilized roadway.

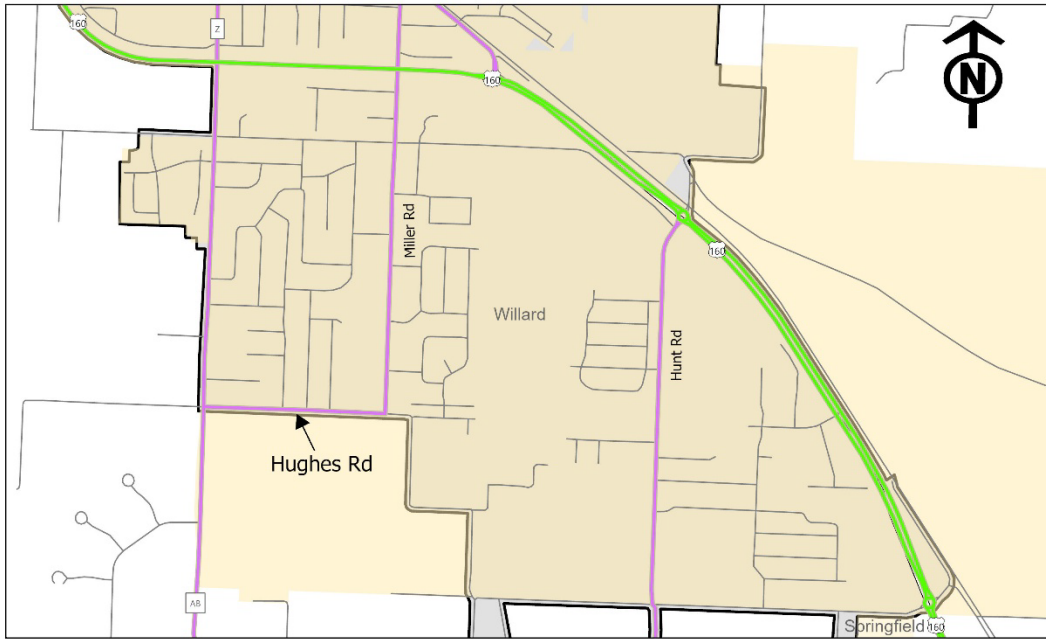
Additional information you would like to include.

[Click [here](#) and type additional information]



2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

Current Federal Functional Class



Legend

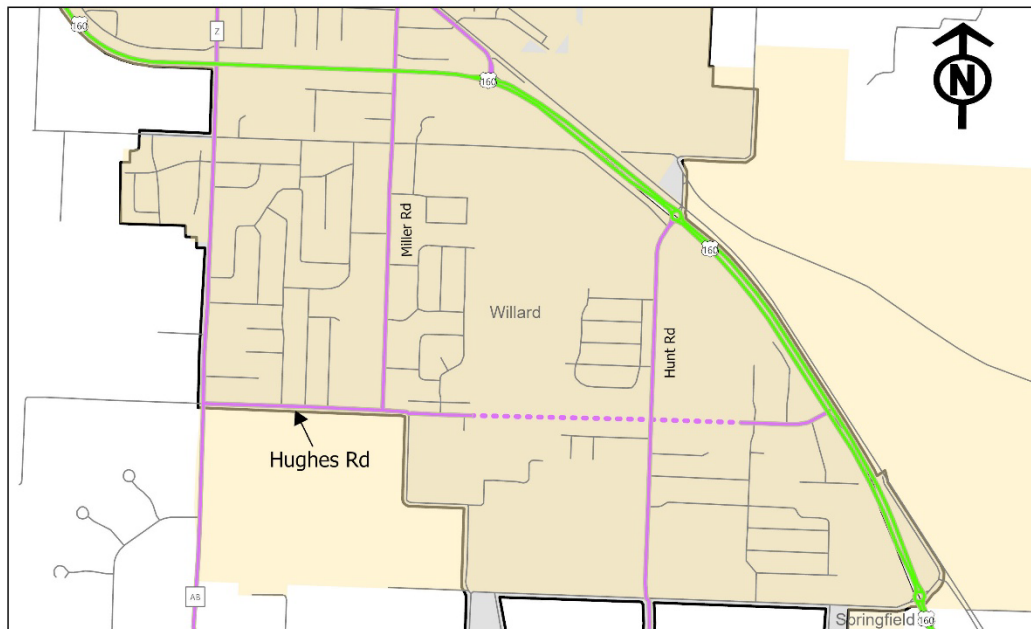
Functional Class
Major Collector

Minor Arterial
Local

City
Urban Area

0 0.5 1 Miles

Proposed Federal Functional Class



Legend

Functional Class
Major Collector

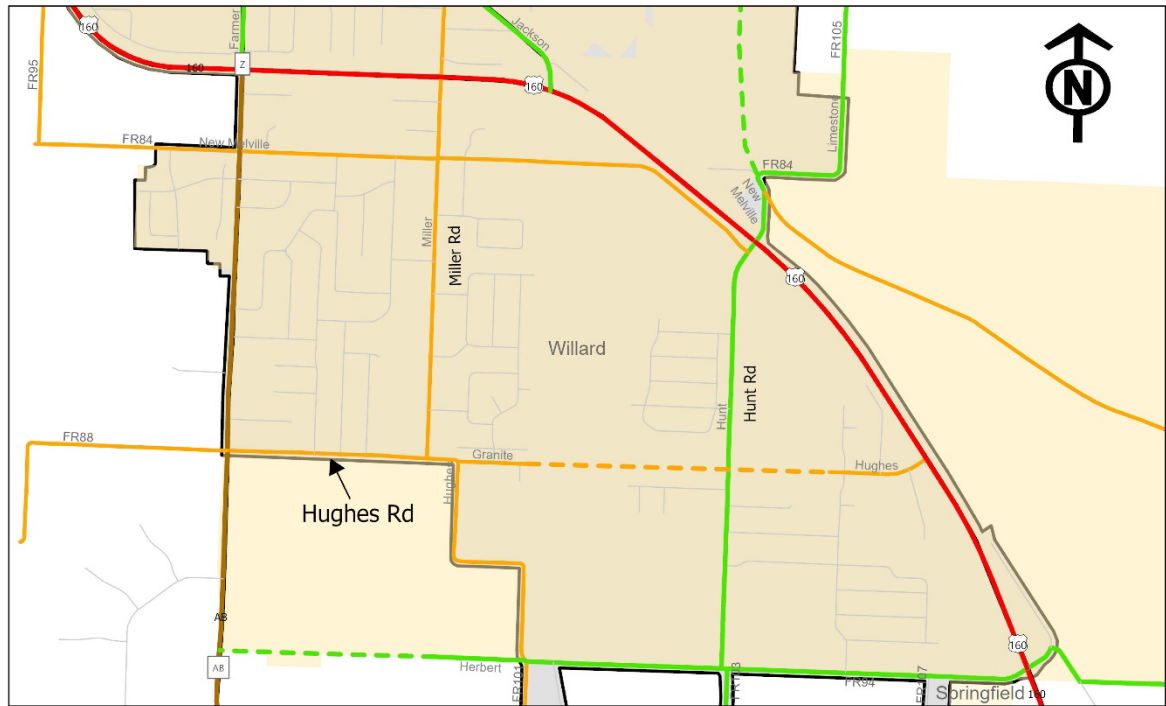
Minor Arterial
FUTURE MAJOR COLLECTOR

Local
City

Urban Area

0 0.5 1 Miles

Current Federal Functional Class



Legend

- | | | |
|---|--|---|
| — Expressway | — Collector | - - - Future Collector |
| — Primary Arterial | — Local | City |
| — Secondary Arterial | - - - Future Secondary Arterial | Urban Area |

0 0.5 1 Miles

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.C.

FY 2025-2028 Administrative Modification 5

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

There are several items included as part of Administrative Modification 5 to the FY 2025-2028 Transportation Improvement Program. This change does not affect Fiscal Constraint.

South Creek Greenway – Posenke (EN2415)

- Increased funding to match actual costs for a new total programmed amount of \$194,961.

Basis for Administrative Modification

- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

Fassnight Trail from Skate Park to Fort (EN2418)

- Decreased funding to match actual costs for a new total programmed amount of \$179,315.

Basis for Administrative Modification

- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501)

- Decreased funding to match actual costs and changed from Local-AC to TAP funding, for a new total programmed amount of \$204,599.

Basis for Administrative Modification

- *Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction*
- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

5 June 2025

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

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2025-2028 Transportation Improvement Program (TIP) on June 5, 2025. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



EN2415-25AM5 - SOUTH CREEK GREENWAY - POSENKE

Plan Revision
25AM5

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
\$194,961

MoDoT ID
-

Federal ID
5901834

Project From
-

Project To
-

Project Considerations

Bike/Ped Plan, Regional Trail
Plan Priority

Project Description

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

Funding Source Notes

Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$155,969	-	-	-	-	\$155,969
Engineering	Local	-	\$38,992	-	-	-	-	\$38,992
Total Engineering		-	\$194,961	-	-	-	-	\$194,961
Total Programmed		-	\$194,961	-	-	-	-	\$194,961

CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)

PROJECT CHANGES

ID changed from "EN2415-25AM1" to "EN2415-25AM5"
Plan Revision Name changed from "25AM1" to "25AM5"

FUNDING CHANGES

CRP (FHWA)
+ Increase funds in FY 2025 in ENG from \$132,650 to \$155,969
Local
+ Increase funds in FY 2025 in ENG from \$33,162 to \$38,992

FEDERAL PROJECT COST

Increased from \$132,650 to \$155,969 (17.58%)

TOTAL PROJECT COST

Increased from \$165,812 to \$194,961 (17.58%)



EN2418-25AM5 - FASSNIGHT TRAIL FROM SKATE PARK TO FORT

Plan Revision
25AM5

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$179,315

MoDoT ID
-

Federal ID
5901836

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of Fassnight Creek Greenway Trail from west of Parkview High School on S. Thelma/W. Meadowmere (Skate Park) to S. Fort Ave.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$143,452	-	-	-	-	\$143,452
Engineering	Local	-	\$35,863	-	-	-	-	\$35,863
Total Engineering		-	\$179,315	-	-	-	-	\$179,315
Total Programmed		-	\$179,315	-	-	-	-	\$179,315

CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)

PROJECT CHANGES

ID changed from "EN2418-25A3" to "EN2418-25AM5"
Plan Revision Name changed from "25A3" to "25AM5"

FUNDING CHANGES

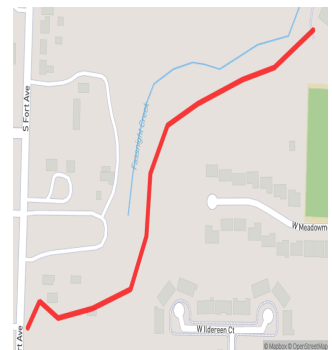
CRP (FHWA)
- Decrease funds in FY 2025 in ENG from \$171,452 to \$143,452
Local
- Decrease funds in FY 2025 in ENG from \$42,863 to \$35,863

FEDERAL PROJECT COST

Decreased from \$171,452 to \$143,452 (-16.33%)

TOTAL PROJECT COST

Decreased from \$214,315 to \$179,315 (-16.33%)



EN2501-25AM5 - WILSON'S CREEK TRAIL AND PHASE 2 FF PEDESTRIAN IMPROVEMENTS

Plan Revision 25AM5	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency City of Battlefield
County Greene County	Municipality Battlefield	Status Programmed	Total Cost \$204,599
MoDoT ID -	Federal ID 9901883	Project From Route M (Republic Road), Highway FF	Project To W. William St., Wilson's Creek

Project Considerations

Bike/Ped Plan, Regional Trail
Plan Priority

Project Description

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.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$40,920	-	-	-	-	\$40,920
Engineering	TAP (FHWA)	-	\$163,679	-	-	-	-	\$163,679
Total Engineering		-	\$204,599	-	-	-	-	\$204,599
Total Programmed		-	\$204,599	-	-	-	-	\$204,599

REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$111,873,353	\$51,893,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,744,725)	(\$426,941)	(\$480,773)	(\$603,873)	(\$17,256,312)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,316,557	\$77,531,101	\$77,371,242	\$77,139,252	\$294,358,152

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$4,007,189	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$74,979,600	\$58,784,000	\$9,924,000	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$31,022,207	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$6,130,406	\$383,160	\$134,836	\$0
Federal Subtotal	\$174,988,475	\$62,360,759	\$12,125,455	\$22,355,491
STATE				
MoDOT	\$41,936,549	\$182,129,800	\$4,127,382	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$70,538,511	\$200,834,163	\$15,820,199	\$15,422,513
LOCAL/OTHER	\$64,312,546	\$194,465,000	\$9,304,546	\$8,757,000
Local	\$15,744,725	\$426,941	\$480,773	\$603,873
Local-AC	\$635,484	\$0	\$0	\$0
MO-ARPA	\$1,299,646	\$0	\$0	\$0
Other	\$3,283,010	\$0	\$0	\$0
Local/Other Subtotal	\$20,962,865	\$426,941	\$480,773	\$603,873
Total	\$266,489,851	\$263,621,863	\$28,426,427	\$38,381,877

\$260,263,886 \$257,252,700 \$21,910,774 \$31,716,364 \$571,143,724

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$504,018,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,962,865	\$426,941	\$480,773	\$603,873	\$22,474,452
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$404,431,838	\$101,657,613	\$38,908,025	\$46,411,437	\$634,945,310
Carryover		\$43,536,397	\$181,478,384	\$19,514,134	\$29,995,732	--
Programmed State and Federal Funding		(\$266,489,851)	(\$263,621,863)	(\$28,426,427)	(\$38,381,877)	(\$596,920,018)
TOTAL REMAINING	\$43,536,397	\$181,478,384	\$19,514,134	\$29,995,732	\$38,025,292	\$38,025,292

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.D.

Trail and Sidewalk Funding Recommendation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO made a call for projects in March, with applications due May 1, for trail and sidewalk projects, with the purpose of awarding TAP/CRP funding. Eleven projects were received, and eight projects were recommended for funding by the Bicycle and Pedestrian Advisory Committee.

1. Ozark Greenways – Construction – South Creek Greenway Trail - Posenke Gap
2. City of Springfield – Construction – Ward Branch Greenway Trail - National to Fremont
3. Ozark Greenways – Engineering/Design – Wilson's Creek/ Republic Rd Trail
4. City of Ozark – Construction – Finley River Trail Extension
5. City of Springfield – Construction – Grand St. Trail - Phase 1
6. City of Ozark – Construction - Chadwick Flyer Jackson Street Connector
7. City of Ozark – Construction - Finley River Trail Western Extension
8. City of Republic - Engineering/Design - Engineering Connections: The Hines Street Pedestrian Project

Funding Summary	
Requested Federal Share	\$4,250,856.00
Total Local Share	\$1,062,712.00
Total Costs	\$5,313,568.00

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The OTO Bicycle and Pedestrian Advisory Committee recommended eight of eleven submitted sidewalk and trail projects be approved for TAP/CRP funding, with the City of Republic's project approval being dependent on other funding becoming available.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

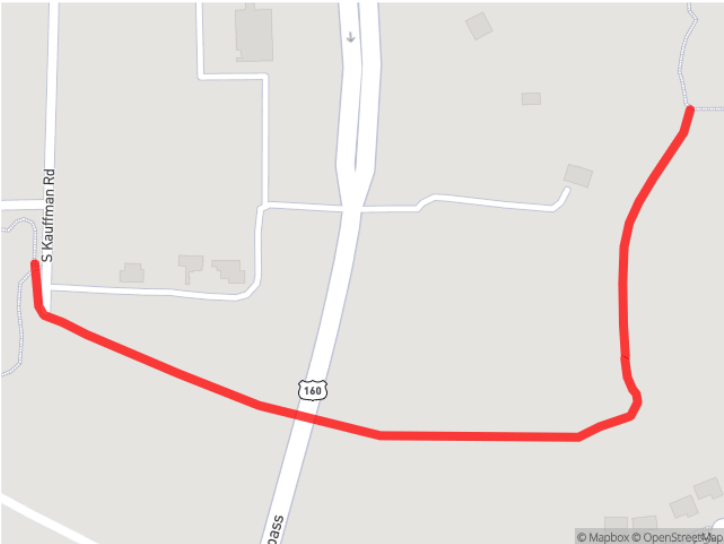
"Move to recommend TAP/CRP funding be approved for eight submitted sidewalk and trail projects as recommended by the BPAC."

OR

"Move to recommend the following..."

CFP24-121 - South Creek Greenway Trail – Posenke Gap

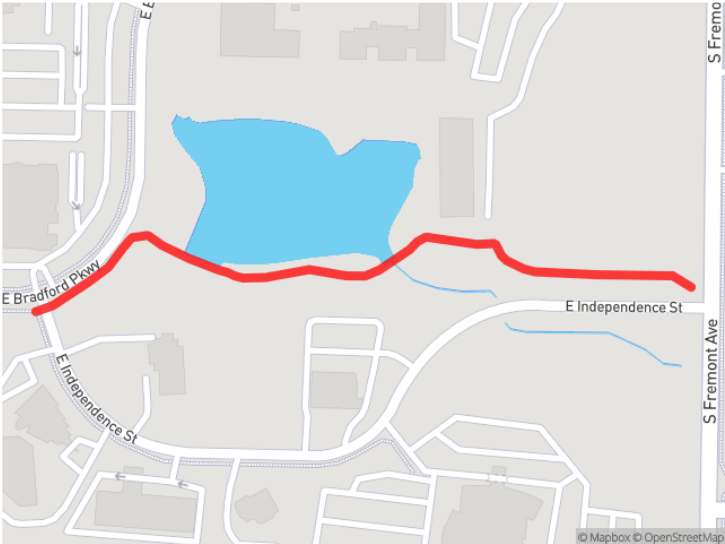
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	Ozark Greenways
County	Greene County
Municipality	Springfield
Status	-
Total Cost	\$840,317
MoDoT ID	-
Federal ID	-
Project From	-
Project To	-
Project Considerations	-
Project Description	Approximately .5 miles 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.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$672,254	-	\$672,254
Construction	Local	-	\$168,063	-	\$168,063
Total Construction		-	\$840,317	-	\$840,317
Total Programmed		-	\$840,317	-	\$840,317

CFP24-114 - Ward Branch Greenway Trail - National to Fremont

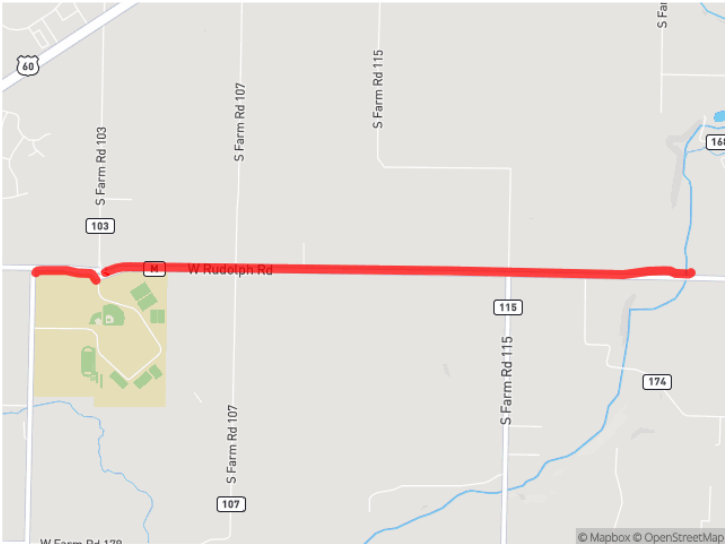
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Springfield
County	Greene County
Municipality	Springfield
Status	-
Total Cost	\$496,685
MoDoT ID	-
Federal ID	-
Project From	E Bradford Parkway
Project To	S Fremont Ave
Project Considerations	-
Project Description	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.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$397,348	-	\$397,348
Construction	Local	-	\$99,337	-	\$99,337
Total Construction		-	\$496,685	-	\$496,685
Total Programmed		-	\$496,685	-	\$496,685

CFP24-123 - Wilson's Creek/ Republic Rd Trail

Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	Ozark Greenways
County	Greene County
Municipality	Republic, Unincorporated Greene County
Status	-
Total Cost	\$529,331
MoDoT ID	-
Federal ID	-
Project From	Wilson's Creek Blvd
Project To	east of Farm Road 123
Project Considerations	-
Project Description	10' trail along Republic Rd/ Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek trail
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Engineering	Federal	-	\$423,465	-	\$423,465
Engineering	Local	-	\$105,866	-	\$105,866
Total Engineering		-	\$529,331	-	\$529,331
Total Programmed		-	\$529,331	-	\$529,331

CFP24-125 - Finley River Trail Extension

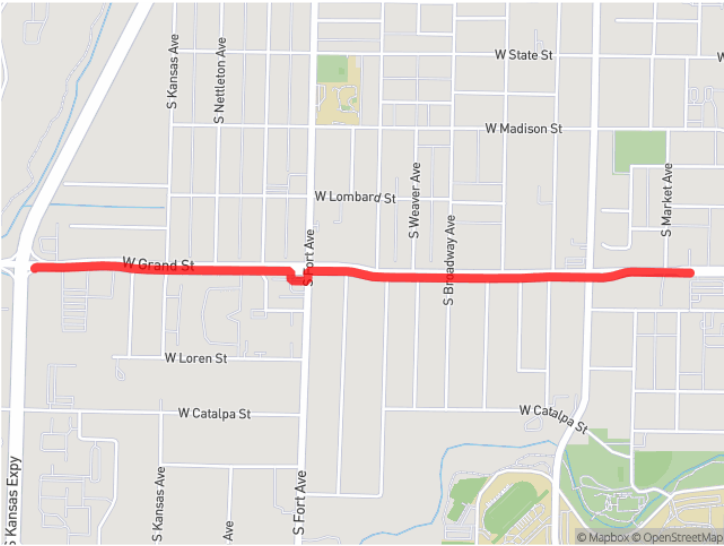
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	-
Total Cost	\$428,007
MoDoT ID	-
Federal ID	-
Project From	W. Jackson Street/Hwy 14
Project To	Finley Farms & N. 9th St/Hwy NN
Project Considerations	-
Project Description	A trail connection along BUS 14 (Jackson St) between the Ozark Middle and High Schools. Connecting the Finley River Trail and the Chadwick Flyer Network
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$342,406	-	\$342,406
Construction	Local	-	\$85,601	-	\$85,601
Total Construction		-	\$428,007	-	\$428,007
Total Programmed		-	\$428,007	-	\$428,007

CFP24-115 - Grand St. Trail - Phase 1

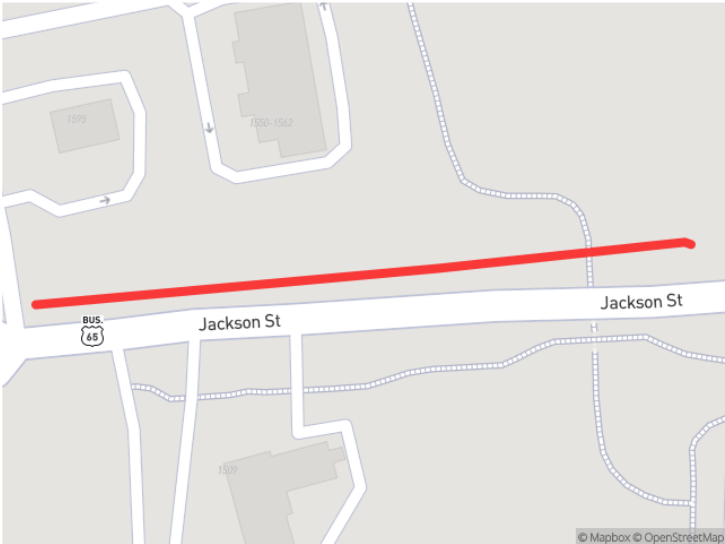
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Springfield
County	Greene County
Municipality	Springfield
Status	-
Total Cost	\$1,254,342
MoDoT ID	-
Federal ID	-
Project From	Kansas Expressway
Project To	Campbell Ave
Project Considerations	-
Project Description	Multi-use path on south side of Grand St from Kansas Ex-pressway to Campbell Ave
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$1,003,474	-	\$1,003,474
Construction	Local	-	\$250,868	-	\$250,868
Total Construction		-	\$1,254,342	-	\$1,254,342
Total Programmed		-	\$1,254,342	-	\$1,254,342

CFP24-118 - Chadwick Flyer Jackson Street Connector

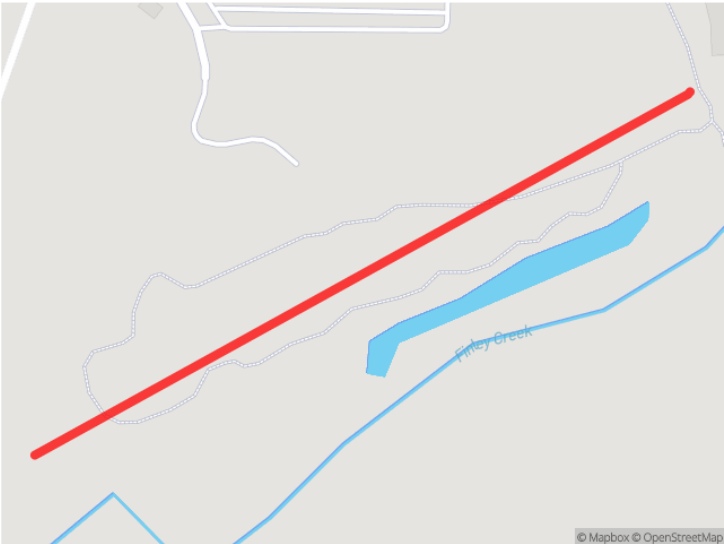
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	-
Total Cost	\$318,649
MoDoT ID	-
Federal ID	-
Project From	Corner of 16th Street & Hwy 14/Jackson Street
Project To	Chadwick Flyer Phase I Connection
Project Considerations	-
Project Description	Construction for a proposed trail connector from the north-east side of the intersection at Jackson/Hwy 14 and North 16th Street.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$254,919	-	\$254,919
Construction	Local	-	\$63,730	-	\$63,730
Total Construction		-	\$318,649	-	\$318,649
Total Programmed		-	\$318,649	-	\$318,649

CFP24-122 - Finley River Trail Western Extension

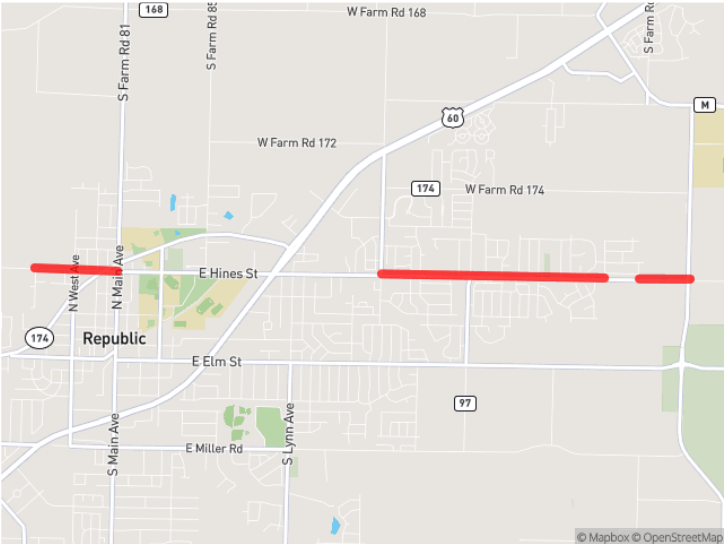
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	-
Total Cost	\$1,114,987
MoDoT ID	-
Federal ID	-
Project From	Southwest side of Ozark Community Center
Project To	Highway 65 Bridge through City owned land
Project Considerations	-
Project Description	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.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$891,990	-	\$891,990
Construction	Local	-	\$222,997	-	\$222,997
Total Construction		-	\$1,114,987	-	\$1,114,987
Total Programmed		-	\$1,114,987	-	\$1,114,987

CFP24-111 - Engineering Connections: The Hines Street Pedestrian Project

Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Republic
County	Greene County
Municipality	Republic
Status	-
Total Cost	\$559,250
MoDoT ID	-
Federal ID	-
Project From	Butternut Avenue, Oakwood Avenue, Lincoln Avenue
Project To	Main Street, Franklin Avenue, Wilson's Creek Blvd. Trail
Project Considerations	-
Project Description	The City of Republic is requesting funds to complete engineered plans, specifications, and estimates to fill three sidewalk gaps along the Hines Street Corridor. The primary connectivity gaps are between Butternut Avenue and Main Street, Oakwood Avenue and Franklin Avenue, and Lincoln Avenue and Route ZZ.- Continuous east-to-west sidewalk along Hines Street will create safer pedestrian access to Main Street, Republic Senior Friendship Center, JR Martin Park, Price Elementary, Republic Early Childhood Center, Price Cutter, Walmart, Walgreens, the Shuyler Creek Trailhead, Owen Park, and the Wilson's Creek Boulevard Trail. Citizens have voiced their desire for these gaps to be filled at City Council meetings and through emails to staff. The need is also documented within OTO's Safety Action Plan and Critical Sidewalk Gap Map. The propensity for traffic incidents along the Hines Street Corridor adds to the urgency to create a strategy to address these sidewalk gaps. According to page 3 of the FHWA's



	“Safety Benefits of Walkways, Sidewalks, and Paved Shoulders”, up to 88% of crashes associated with a pedestrian walking along the road can be prevented by installing sidewalks. Hines Street, between US 60 and Route ZZ, had eleven vehicle collisions in 2024. In 2020, one crash at the intersection of Hines and Route ZZ resulted in a fatality. The intersection of Hines and Main had 3 collisions in 2024. (State of MO, STARS) A continuous stretch of sidewalk along Hines will help ensure that pedestrians are out of harm's way when they are walking to Owen Park or any of the other highly traveled destinations along the corridor. The sidewalk will also encourage more residential engagement with the Wilson's Creek Boulevard Trail which is currently disconnected from the residential housing in Republic. Citizens must drive to the Republic High School or Wilson's Creek National Battlefield to safely utilize the multi-use trail.
Funding Source Notes	-

Phase	Fund Source	Prior	FY2026	Future	Total
Engineering	Federal	-	\$265,000	-	\$265,000
Engineering	Local	-	\$66,250	-	\$66,250
Total Engineering		-	\$331,250	-	\$331,250
ROW	Local	-	\$228,000	-	\$228,000
Total ROW		-	\$228,000	-	\$228,000
Total Programmed		-	\$559,250	-	\$559,250

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.E.

Draft FY 2026-2030 Statewide Transportation Improvement Program

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2026-2030 STIP is available for public comment through June 6th and will be considered for adoption by the Missouri Highways and Transportation Commission at their July 9, 2025 meeting. Included for member information is the 2026-2030 Scoping and Design Projects and the 2026-2030 Highway and Bridge Construction Schedule. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the draft OTO 2026-2029 Transportation Improvement Program.

The entire adopted STIP can be viewed on MoDOT's website:

<https://www.modot.org/DRAFTSTIP>

New Projects added:

- FF/Weaver (FY28)
- Kearney/US65 Interchange Improvements and Bridge Replacement (FY30)

Projects that stayed in the same fiscal year between the FY 2025-2029 STIP and the Draft FY 2026-2030 STIP:

- Highway 14- add lanes and sidewalks from 6th to 14th (FY26)
- MO13- Capital Improvements from Grand to Sunshine (FY28)
- US 60- Capital Improvements from US65 to NN/J (FY29)
- US 60- Capital Improvements from Farm Road 103 to James River Freeway (FY28)
- Glenstone PH II Operational Improvements (FY 29)
- Eastgate- Bridge replacement over BNSF (FY26)
- MO 744-Signal replacements (FY26)

Projects delayed a fiscal year between the FY 2025-2029 STIP and the Draft FY 2026-2030 STIP:

- Route CC/22nd Intersection Improvements (from FY25 to FY26)
- Sunshine/Rte D Improvements (from FY25 to FY26)
- AB/B/266 Roundabouts (from FY26 to FY27)
- LP 44 Signal Upgrades (from FY25 to FY26)
- Route MM- New RR overpass and alignment (from FY25 to FY26)

We appreciate the partnership with MoDOT and are pleased to see the projects recommended by OTO in the annual STIP.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	CHRISTIAN	Scoping for roadway improvements on South Street from 14th Avenue to Rte. W in Ozark.						
Route:	MO 14	Adv. CN	120	State :	30	Local :	0	
Job No.:	8P0583	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		
County:	CHRISTIAN	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.						
Route:	MO 14	Adv. CN	8	State :	2	Local :	0	
Job No.:	8P0588	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for pavement improvement from 0.2 mile east of Rte. NN to north of Selmore Boulevard and from 6th Avenue to Rte. W in Ozark.						
Route:	MO 14	Federal	6	State :	2	Local :	0	
Job No.:	SU0287	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000		
County:	CHRISTIAN	Scoping for pavement improvement from 0.2 mile west of Rte. M in Nixa to Finley River Bridge in Ozark.						
Route:	MO 14	Federal	16	State :	4	Local :	0	
Job No.:	SU0288	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	CHRISTIAN	Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.						
Route:	MO 14	Adv. CN	40	State :	10	Local :	0	
Job No.:	8P3249	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	CHRISTIAN	Scoping for capacity and safety improvements 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.						
Route:	RT CC	Adv. CN	8	State :	2	Local :	0	
Job No.:	8S0736	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for capital improvements from Rte. 160 to Main Street in Nixa.						
Route:	RT CC	Adv. CN	8	State :	2	Local :	0	
Job No.:	8S0736G	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000		
County:	CHRISTIAN	Scoping for bridge improvements over Elk Valley Creek. Project involves bridges A0571 and A3803.						
Route:	US 65	Federal	246	State :	62	Local :	0	
Job No.:	SU0322	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	GREENE	Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane in Battlefield. \$20,000 Battlefield and \$80,000 STBG-Urban funds.						
Route:	CST WEAVER RD	Adv. CN	40	State :	10	Local :	0	
Job No.:	SU0210	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.						
Route:	IS 44	Federal	135	State :	15	Local :	0	
Job No.:	8I3044	Anticipated Federal Funds : NHPP				Future Cost : > 100,000		
County:	GREENE	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.						
Route:	IS 44	Federal	5	State :	1	Local :	0	
Job No.:	8I3134	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for high mast lighting maintenance at Rte. 65 and on Rte. 60 at Rte. 65 in Springfield.						
Route:	IS 44	Federal	4	State :	0	Local :	0	
Job No.:	SU0100	Anticipated Federal Funds : NHPP				Future Cost : 1 - 300		
County:	GREENE	Scoping for pavement improvement from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.						
Route:	IS 44	Federal	18	State :	2	Local :	0	
Job No.:	SU0253	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for job order contracting for pavement repair in the urban Southwest District.						
Route:	IS 44	Adv. CN	8	State :	1	Local :	0	
Job No.:	SU0316	Anticipated Federal Funds : AC-NHPP				Future Cost : 301 - 1,000		
County:	GREENE	Scoping for capital improvements from Rte. 65 in Springfield to Rte. 125 in Strafford.						
Route:	IS 44	Federal	360	State :	40	Local :	0	
Job No.:	SU0323	Anticipated Federal Funds : NHPP				Future Cost : > 100,000		
County:	GREENE	Scoping for capital improvements on Kansas Expressway from Grand Street to Rte. 60 (James River Freeway) in Springfield.						
Route:	MO 13	Federal	360	State :	90	Local :	0	
Job No.:	8S3195	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	GREENE	Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Grand Street.						
Route:	MO 13	Federal	135	State :	15	Local :	0	
Job No.:	8S3253	Anticipated Federal Funds : SAFETY				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for safety improvements from 0.3 mile north of Richland Road to 0.4 mile north of I-44 in Springfield.						
Route:	MO 13	Federal	90	State :	10	Local :	0	
Job No.:	SU0125	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for intersection improvements on Kansas Expressway at Division Street in Springfield.						
Route:	MO 13	Federal	160	State :	40	Local :	0	
Job No.:	SU0350	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for safety, operational and intersection improvements at various locations from Rte. 13 (Kansas Expressway) in Springfield to Illinois Street in Republic.						
Route:	MO 413	Federal	800	State :	200	Local :	0	
Job No.:	8S3159	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for pavement resurfacing on Sunshine Street from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.						
Route:	MO 413	Federal	16	State :	4	Local :	0	
Job No.:	SU0292	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for improvements to Evergreen Road from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford.						
Route:	N OR 44	Adv. CN	4	State :	1	Local :	0	
Job No.:	SU0160	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000		
County:	GREENE	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.						
Route:	RT AB	Adv. CN	8	State :	2	Local :	0	
Job No.:	8S3250	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.						
Route:	RT D	Federal	120	State :	30	Local :	0	
Job No.:	SU0167	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	GREENE	Scoping for pavement improvement from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.						
Route:	RT FF	Federal	8	State :	2	Local :	0	
Job No.:	SU0290	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000		
County:	GREENE	Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.						
Route:	RT FF	Adv. CN	120	State :	30	Local :	0	
Job No.:	SU0004	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for pavement improvement from Rte. 60 in Republic to Rte. FF in Battlefield.						
Route:	RT M	Adv. CN	16	State :	4	Local :	0	
Job No.:	SU0265	Anticipated Federal Funds : AC-STBG				Future Cost : 301 - 1,000		
County:	GREENE	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic. Project includes bridge A5907.						
Route:	RT MM	Adv. CN	800	State :	200	Local :	0	
Job No.:	8S0836	Anticipated Federal Funds : AC-STBG				Future Cost : 50,001 - 75,000		
County:	GREENE	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic. Project involves bridge A5907.						
Route:	RT MM	Adv. CN	200	State :	50	Local :	0	
Job No.:	8S0836E	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for interchange and ramp improvements at I-44 near Republic.						
Route:	RT MM	Adv. CN	208	State :	52	Local :	0	
Job No.:	SU0043	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for interchange improvements at Rte. 65 and railroad grade separation at BNSF Railway in Springfield.						
Route:	RT YY	Federal	585	State :	65	Local :	0	
Job No.:	SU0209	Anticipated Federal Funds : SAFETY				Future Cost : 50,001 - 75,000		
County:	GREENE	Review of scoping and design for intersection improvements on Wilson's Creek Boulevard at Hines Street in Republic. Scoping and Design by Republic.						
Route:	RT ZZ	Adv. CN	28	State :	7	Local :	0	
Job No.:	SU0351	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	GREENE	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.						
Route:	RT ZZ	Adv. CN	80	State :	20	Local :	0	
Job No.:	8S0836C	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for pavement improvements from Rte. M in Republic to County Road 194.						
Route:	RT ZZ	Adv. CN	18	State :	5	Local :	0	
Job No.:	SU0267	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.						
Route:	US 160	Federal	5	State :	1	Local :	0	
Job No.:	8P3033	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for pavement improvements 0.3 mile west of Rte. AB to 0.4 mile west of I-44.						
Route:	US 160	Federal	6	State :	2	Local :	0	
Job No.:	SU0289	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for safety and operational improvements at various locations from I-44 in Springfield to Eagle Ridge Drive in Battlefield.						
Route:	US 160	Federal	400	State :	100	Local :	0	
Job No.:	SU0352	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for capital improvements from Rtes. NN/J to Rte. 125.						
Route:	US 60	Federal	200	State :	50	Local :	0	
Job No.:	8P0683F	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.						
Route:	US 60	Federal	4	State :	1	Local :	0	
Job No.:	8P0865	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	GREENE	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.						
Route:	US 60	Federal	200	State :	50	Local :	0	
Job No.:	8P3032	Anticipated Federal Funds : NHPP				Future Cost : 75,001 - 100,000		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	GREENE	Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.						
Route:	US 60	Adv. CN	16	State :	4	Local :	0	
Job No.:	8P3251	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.						
Route:	US 60	Federal	24	State :	6	Local :	0	
Job No.:	SU0005	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for pavement improvement from Rte. 65 to Highland Springs Boulevard in Springfield.						
Route:	US 60	Federal	15	State :	4	Local :	0	
Job No.:	SU0291	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000		
County:	GREENE	Scoping for pavement improvement from 0.3 mile west of Illinois Street to Rte. 174 in Republic.						
Route:	US 60	Federal	16	State :	4	Local :	0	
Job No.:	SU0293	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for pavement improvements from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.						
Route:	US 60	Federal	32	State :	8	Local :	0	
Job No.:	SU0294	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for pavement improvement from Rte. 174 in Republic to Rtes. 413/60/360.						
Route:	US 60	Federal	5	State :	1	Local :	0	
Job No.:	SU0295	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for pavement improvement over Rte. 60 (James River Freeway) in Springfield. Project involves bridge A7543.						
Route:	US 65	Federal	32	State :	8	Local :	0	
Job No.:	SU0364	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000		
County:	GREENE	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.						
Route:	US 65	Federal	3	State :	1	Local :	0	
Job No.:	8P3103	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	GREENE	Scoping for interchange operational improvements at Rte. 60 (James River Freeway) in Springfield.						
Route:	US 65	Federal	48	State :	12	Local :	0	
Job No.:	SU0006	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for pavement improvement from Rte. 60 in Springfield to 0.2 mile north of Rte. CC in Ozark.						
Route:	US 65	Federal	12	State :	3	Local :	0	
Job No.:	SU0254	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	STONE	Scoping for pavement improvements from 1.0 mile south of Rte. 14 in Nixa to Shelvin Rock Road.						
Route:	RT M	Adv. CN	16	State :	4	Local :	0	
Job No.:	SU0263	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for ITS improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	120	State :	30	Local :	0	
Job No.:	SU0009	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for bicycle and pedestrian improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	120	State :	30	Local :	0	
Job No.:	SU0188	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Sign truss inspections on various routes in the urban Southwest District.						
Route:	VARIOUS	Federal	160	State :	40	Local :	0	
Job No.:	SU0191	Anticipated Federal Funds : NHPP				Future Cost : 0		
County:	VARIOUS	Scoping for retaining wall inspections on various routes in the urban Southwest District.						
Route:	VARIOUS	Federal	160	State :	40	Local :	0	
Job No.:	SU0192	Anticipated Federal Funds : NHPP				Future Cost : 0		
County:	VARIOUS	Scoping for future projects at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	64	State :	16	Local :	0	
Job No.:	SU0222	Anticipated Federal Funds : AC-STBG				Future Cost : 0		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	VARIOUS	Scoping for signal and lighting improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	32	State :	8	Local :	0	
Job No.:	SU0223	Anticipated Federal Funds : AC-STBG				Future Cost : 301 - 1,000		
County:	VARIOUS	Scoping for signage improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	32	State :	8	Local :	0	
Job No.:	SU0224	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for bridge improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	32	State :	8	Local :	0	
Job No.:	SU0237	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	32	State :	8	Local :	0	
Job No.:	SU0239	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for safety improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	72	State :	8	Local :	0	
Job No.:	SU0240	Anticipated Federal Funds : SAFETY				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for pavement improvements on major routes at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	64	State :	16	Local :	0	
Job No.:	SU0241	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	32	State :	8	Local :	0	
Job No.:	SU0242	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Surveying to sell excess right of way in the urban Southwest District.						
Route:	VARIOUS	Federal	0	State :	40	Local :	0	
Job No.:	SU0243	Anticipated Federal Funds : STATE				Future Cost : 0		

2026 - 2030 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2025	7/2026
						Prog	6/2026	6/2030
County:	VARIOUS	Scoping for sign replacements at various locations in the Southwest urban district.						
Route:	VARIOUS	Adv. CN	16	State :	4	Local :	0	
Job No.:	SU0300	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Review of permit projects at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	60	State :	15	Local :	0	
Job No.:	SU0329	Anticipated Federal Funds : AC-STBG				Future Cost : 0		
County:	VARIOUS	Scoping for utility coordination at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	300	State :	75	Local :	0	
Job No.:	SU0333	Anticipated Federal Funds : AC-STBG				Future Cost : 0		

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2026 - 2030 Scoping and Design Projects

SOUTHWEST

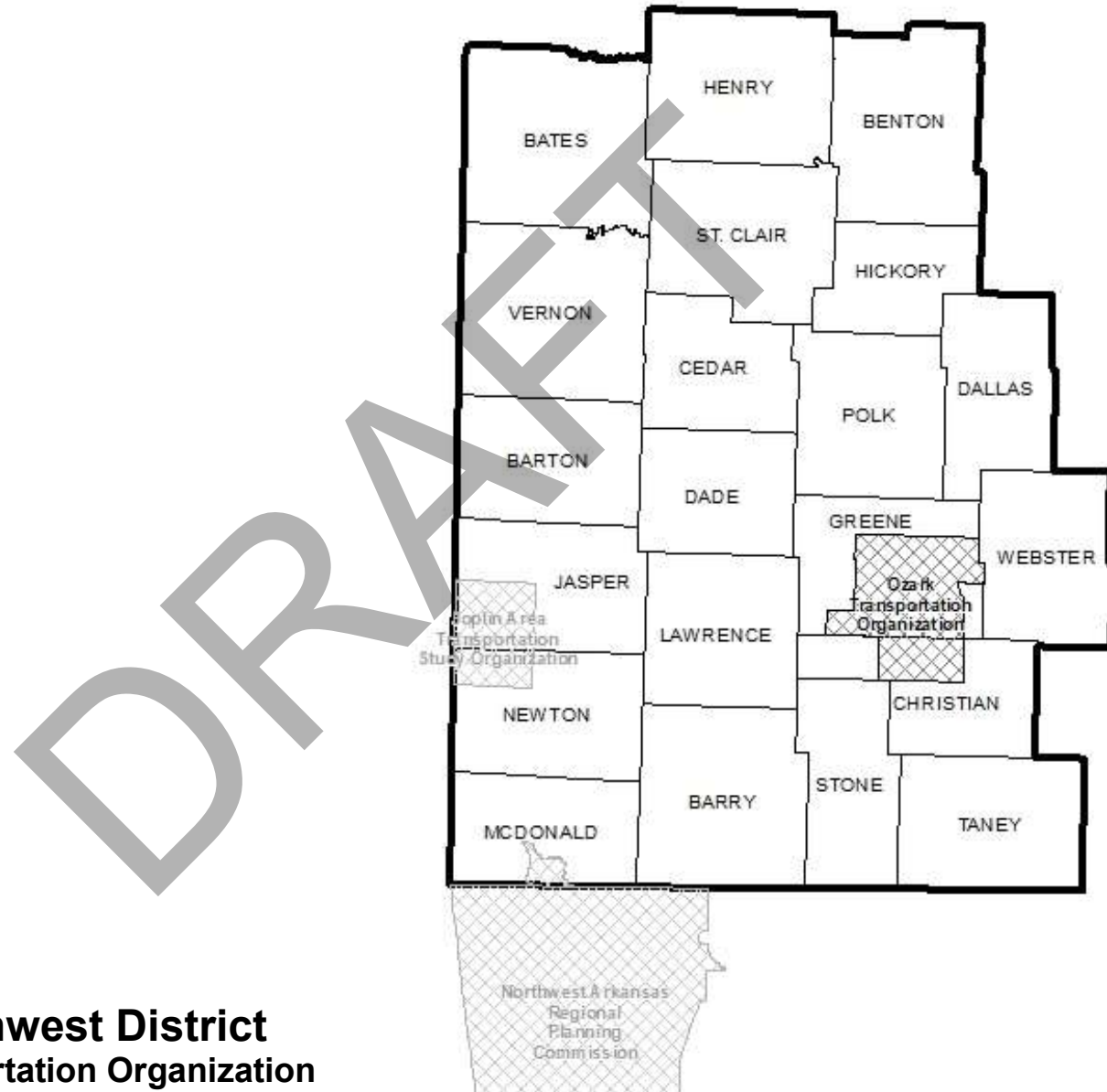
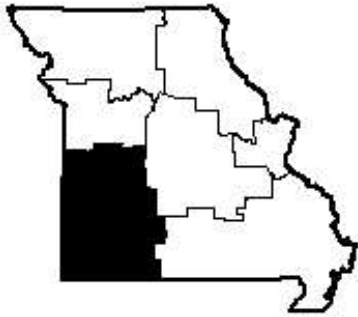
Project Count : 67

	2026	2027	2028	2029	2030
State:	463	378	347	255	169
AC State:	633	562	555	432	340
Local:	0	0	0	0	0
Sub total:	1,096	940	902	687	509

Federal

Sub-total Federal:	1,617	1,050	931	652	347
Grand Total:	2,713	1,990	1,833	1,339	856

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MoDOT's Southwest District
TMA: Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

PROJECT DESCRIPTION KEY

2026-2030 Highway and Bridge Construction Schedule						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior	7/2025	7/2026	7/2027	7/2028	7/2029	
						Prog.	6/2026	6/2027	6/2028	6/2029	6/2030	
County:	XX					Engineering:	99	9	0	0	0	0
Route:	Federal:	State:	Local:	Estimated Total:		R/W:	0	0	99	0	0	0
Project No.:	Anticipated Federal Funds*:				Award Date:	Construction:	0	0	0	999	0	0
Length:	Let With:				Future Cost:	FFOS:	0	0	0	99	0	0
MPO:	TIP No.:					Payback:	0	99	0	0	0	0

Total project cost estimate.

Federal, Adv CN, State and Local share of project costs.

Anticipated Federal Funding Category*

Projects let in combination.

Transportation Improvement Program number (Subject to the approval of the governing Metropolitan Planning Organization.)

Project description and location.

County location of project

Route location of project

Project number used to track project costs.

Total length in 1/100 miles.

Metropolitan Planning Organization (Y/N)

Year project is to be awarded to begin construction (Month and year shown for 2026. Calendar year only beyond 2026.)

Estimated cost range beyond 2030

***Anticipated Federal Funding Category:**

CMAQ - Congestion Mitigation and Air Quality.
* Usually 80% Federal & 20% State funds.

Other - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.
* Usually 80% Federal & 20% State funds.

* Sometimes 90% Federal & 10% State funds.

NHPP - National Highway Performance Program.
* Usually 80% Federal & 20% State funds.

* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant.
* Usually 80% Federal & 20% State funds.

Protect - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program.
* Usually 80% Federal & 20% State funds.

CRP - Carbon Reduction Program.
* Usually 80% Federal & 20% State funds.

Dollars funded from other sources.

Dollars for construction, contingency & other non-contractuals.

Dollars for right of way (land acquisition).

Dollars to be paid back for accelerating the project.

Dollars for engineering that include preliminary engineering, construction engineering and right of way incidentals.

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right of way and construction costs in program years 2, 3, 4 and 5.

No inflation is applied to the Funding From Other Sources (FFOS), Payments or Paybacks.

(All Costs in Thousands)

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Projects in Section 4 shaded in gray represent projects which could be removed with the repeal of SB262, or because the projects bids exceeded the program estimate. Both possible actions are to help ensure the STIP's fiscal constraint.

2026 - 2030 Highway and Bridge Construction Schedule

2026 - 2030 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING							
								Prior	7/2025	7/2026	7/2027	7/2028	7/2029		
								Prog	6/2026	6/2027	6/2028	6/2029	6/2030		
County:	CHRISTIAN	Add lanes and add sidewalk on South Street from 6th Avenue to 14th Avenue in Ozark.					Engineering:	200	1,013	1,223	0	0	0		
Route:	MO 14	Adv. CN:	5,938	State :	1,485	Local :	0	Estimated Total:	7,623	R/W:	0	548	0	0	0
Project No.:	8P0583B	Anticipated Federal Funds : AC-STBG					Award Date :	2026	Construction:	0	0	4,639	0	0	0
Length:	0.56	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	OK2201-24A					Payback:	0	0	0	0	0	0	0
County:	CHRISTIAN	Add lanes, sidewalk and shared use path from Fremont Road to 22nd Street in Ozark. Design, right of way acquisition and utility relocation by Ozark. \$2,021,449 Cost Share, \$2,128,397 STBG-Urban and \$532,099 Ozark funds.					Engineering:	140	479	0	0	0	0	0	
Route:	RT CC	Adv. CN:	4,129	State :	500	Local :	532	Estimated Total:	5,301	R/W:	0	0	0	0	0
Project No.:	8S0736D	Anticipated Federal Funds : AC-STBG					Award Date :	12/2025	Construction:	0	4,682	0	0	0	0
Length:	0.80	Let With : 8S0736E					Future Cost :	0	FFOS:	0	2,660	0	0	0	0
MPO:	Y	Tip No. :	OK2102-23A					Payback:	0	0	0	0	0	0	0
County:	CHRISTIAN	Add intersection turn lane, extend culvert and upgrade sidewalk and guardrail at 22nd Street in Ozark. Project involves culvert A3861.					Engineering:	657	635	0	0	0	0	0	
Route:	RT CC	Adv. CN:	2,895	State :	724	Local :	0	Estimated Total:	4,276	R/W:	0	368	0	0	0
Project No.:	8S0736E	Anticipated Federal Funds : AC-STBG					Award Date :	12/2025	Construction:	0	2,616	0	0	0	0
Length:	0.18	Let With : 8S0736D					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	OK2202-22					Payback:	0	0	0	0	0	0	0
County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.					Engineering:	5	1	1	2	22	0	0	
Route:	RT W	Adv. CN:	174	State :	43	Local :	0	Estimated Total:	222	R/W:	0	0	0	0	0
Project No.:	SU0012	Anticipated Federal Funds : AC-STBG					Award Date :	2028	Construction:	0	0	0	0	191	0
Length:	1.00	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	CC2302-23					Payback:	0	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitation over I-44 in Strafford. Project involves bridge A5400.					Engineering:	250	5	5	245	0	0	0	
Route:	MO 125	Federal:	1,243	State :	311	Local :	0	Estimated Total:	1,804	R/W:	0	0	0	0	0
Project No.:	SU0174	Anticipated Federal Funds : NHPP					Award Date :	2027	Construction:	0	0	0	1,299	0	0
Length:	0.04	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	ST2401-24					Payback:	0	0	0	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

2026 - 2030 Highway and Bridge Construction Schedule										STATE FISCAL YEAR PROJECT BUDGETING						
										Prior	7/2025	7/2026	7/2027	7/2028	7/2029	
										Prog	6/2026	6/2027	6/2028	6/2029	6/2030	
County:	GREENE	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield. Project involves bridge A3259.					Engineering:	430	350	350	1,413	0	0			
Route:	MO 13	Federal:	8,262	State :	2,065	Local :	0	Estimated Total:	10,757	R/W:	0	0	26	0	0	0
Project No.:	SU0093	Anticipated Federal Funds : NHPP					Award Date :	2028	Construction:	0	0	0	8,188	0	0	0
Length:	1.01	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP2302-23					Payback:	0	0	0	0	0	0	0	0
County:	GREENE	Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60 and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.					Engineering:	44	40	40	294	0	0			
Route:	US 160	Federal:	1,745	State :	436	Local :	0	Estimated Total:	2,225	R/W:	0	0	0	0	0	0
Project No.:	SU0051	Anticipated Federal Funds : NHPP					Award Date :	2027	Construction:	0	0	0	1,807	0	0	0
Length:	0.25	Let With : SR0050					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP2304-23					Payback:	0	0	0	0	0	0	0	0
County:	GREENE	Pavement improvement from Rte. 60 in Springfield to Rte. 14 in Nixa. Project involves bridge J0930.					Engineering:	92	12	2	325	0	0			
Route:	US 160	Federal:	2,602	State :	650	Local :	0	Estimated Total:	3,344	R/W:	0	0	0	0	0	0
Project No.:	SU0156	Anticipated Federal Funds : NHPP					Award Date :	2027	Construction:	0	0	0	2,913	0	0	0
Length:	6.36	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. :	MO2507-25					Payback:	0	0	0	0	0	0	0	0
County:	GREENE	Add roundabouts at Rte. AB and at Rte. B west of Springfield. \$919,000 Open Container funds.					Engineering:	577	2	594	0	0	0	0	0	0
Route:	MO 266	Adv. CN:	2,782	State :	695	Local :	0	Estimated Total:	4,155	R/W:	101	0	0	0	0	0
Project No.:	SU0080	Anticipated Federal Funds : AC-STBG					Award Date :	2026	Construction:	0	0	2,881	0	0	0	0
Length:	0.10	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP2306-23					Payback:	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing and replacement of rumble stripes from I-44 to Rte. 60 in Springfield.					Engineering:	18	2	2	2	179	0			
Route:	MO 360	Federal:	640	State :	160	Local :	0	Estimated Total:	818	R/W:	0	0	0	0	0	0
Project No.:	SU0014	Anticipated Federal Funds : NHPP					Award Date :	2029	Construction:	0	0	0	0	615	0	0
Length:	3.68	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP2309-23					Payback:	0	0	0	0	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2025	7/2026	7/2027	7/2028	7/2029
						Prog	6/2026	6/2027	6/2028	6/2029	6/2030
County:	GREENE	Signal fiber interconnect from Zimmer Road to east of Rte. 160 (West Bypass).				Engineering:	0	10	0	0	0
Route:	MO 413	Federal:	68	State :	17	R/W:	0	0	0	0	0
Project No.:	SU0200B	Anticipated Federal Funds :	CRP			Construction:	0	75	0	0	0
Length:	0.30	Let With :	Future Cost : 0				FFOS:	0	0	0	0
MPO:	Y	Tip No. :					Payback:	0	0	0	0
County:	GREENE	Job Order Contracting for pavement repair on I-44, Rte. 65 and Rte. 60 in the urban Southwest District.				Engineering:	5	65	0	0	0
Route:	IS 44	Adv. CN:	329	State :	36	R/W:	0	0	0	0	0
Project No.:	SU0197	Anticipated Federal Funds :	AC-NHPP			Construction:	0	300	0	0	0
Length:	37.25	Let With :	Future Cost : 0				FFOS:	0	0	0	0
MPO:	Y	Tip No. :	MO2513-25				Payback:	0	0	0	0
County:	GREENE	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 Rte. 65 in Springfield.				Engineering:	1,285	253	0	0	0
Route:	LP 44	Federal:	1,507	State :	167	R/W:	150	0	0	0	0
Project No.:	8P3144	Anticipated Federal Funds :	SAFETY			Construction:	0	1,421	0	0	0
Length:	9.21	Let With :	Future Cost : 0				FFOS:	0	0	0	0
MPO:	Y	Tip No. :	SP1812-22A				Payback:	0	0	0	0
County:	GREENE	Capital improvements from 0.5 mile east of Rte. 65 to Rtes. NN and J.				Engineering:	1,251	400	400	415	3,294
Route:	US 60	Federal:	26,026	State :	6,507	R/W:	0	0	0	2,758	0
Project No.:	8P0683G	Anticipated Federal Funds :	NHPP			Construction:	0	0	0	0	25,266
Length:	1.95	Let With :	Future Cost : 0				FFOS:	0	0	0	0
MPO:	Y	Tip No. :	GR140318A1				Payback:	0	0	0	0
County:	GREENE	Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.				Engineering:	800	350	378	1,954	0
Route:	US 60	Federal:	14,839	State :	3,710	R/W:	0	0	5,411	0	0
Project No.:	SU0078	Anticipated Federal Funds :	NHPP			Construction:	0	0	0	10,456	0
Length:	1.06	Let With :	Future Cost : 0				FFOS:	0	0	0	0
MPO:	Y	Tip No. :	RP2303-23				Payback:	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

2026 - 2030 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING								
								Prior	7/2025	7/2026	7/2027	7/2028	7/2029			
								Prog	6/2026	6/2027	6/2028	6/2029	6/2030			
County:	GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.					Engineering:	984	2	2	5	437	0			
Route:	BU 65	Federal:	2,358	State :	590	Local :	0	Estimated Total:	3,932	R/W:	0	0	0	229	0	0
Project No.:	SU0003	Anticipated Federal Funds : NHPP					Award Date :	2029	Construction:	0	0	0	0	2,273	0	
Length:	8.10	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : SP2218-22A					Payback:	0	0	0	0	0	0	0		
County:	GREENE	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.					Engineering:	471	469	0	0	0	0	0		
Route:	E OR 65	Federal:	2,693	State :	673	Local :	0	Estimated Total:	4,042	R/W:	205	0	0	0	0	0
Project No.:	8S3158	Anticipated Federal Funds : NHPP					Award Date :	11/2025	Construction:	0	2,897	0	0	0	0	0
Length:	0.23	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : SP1910-19A					Payback:	0	0	0	0	0	0	0		
County:	GREENE	Interchange and bridge improvement on Kearney Street at Rte. 65 in Springfield. Project involves twin bridges A1648, A1649 and A2364.					Engineering:	80	1,400	1,430	2,000	2,000	4,966			
Route:	MO 744	Federal:	44,034	State :	11,009	Local :	0	Estimated Total:	55,123	R/W:	0	0	0	0	6,939	0
Project No.:	8P3220	Anticipated Federal Funds : NHPP					Award Date :	2030	Construction:	0	0	0	0	0	0	36,308
Length:	1.80	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : SP2214-22					Payback:	0	0	0	0	0	0	0		
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. MM in Battlefield and on Rte. CC at Cheyenne Rd in Christian County.					Engineering:	180	75	78	552	0	0			
Route:	MO 744	Adv. CN:	2,578	State :	644	Local :	0	Estimated Total:	3,402	R/W:	0	0	18	0	0	0
Project No.:	8P3237	Anticipated Federal Funds : AC-STBG					Award Date :	2028	Construction:	0	0	0	2,499	0	0	
Length:	0.14	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : MO2210-22					Payback:	0	0	0	0	0	0	0		
County:	GREENE	Pavement resurfacing on Sunshine Street from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.					Engineering:	74	213	0	0	0	0	0		
Route:	RT D	Federal:	1,609	State :	402	Local :	0	Estimated Total:	2,085	R/W:	0	0	0	0	0	0
Project No.:	8S0745	Anticipated Federal Funds : NHPP					Award Date :	10/2025	Construction:	0	1,798	0	0	0	0	0
Length:	2.74	Let With : 8S3133 8S3153					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : SP1906-19					Payback:	0	0	0	0	0	0	0		

2026 - 2030 Highway and Bridge Construction Schedule

2026 - 2030 Highway and Bridge Construction Schedule							STATE FISCAL YEAR PROJECT BUDGETING									
							Prior	7/2025	7/2026	7/2027	7/2028	7/2029				
							Prog	6/2026	6/2027	6/2028	6/2029	6/2030				
County:	GREENE	Add intersection turn lanes, pedestrian signals and raised medians at various locations on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.				Engineering:	1,079	381	0	0	0	0				
Route:	RT D	Federal:	2,051	State :	513	Local :	0	Estimated Total:	3,896	R/W:	253	0	0	0	0	0
Project No.:	8S3133	Anticipated Federal Funds : NHPP				Award Date : 10/2025				Construction:	0	2,183	0	0	0	0
Length:	4.53	Let With : 8S0745 8S3153				Future Cost : 0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1802-22A					Payback:	0	0	0	0	0	0	0	0	0
County:	GREENE	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 Springfield funds.				Engineering:	1,377	397	0	0	0	0	0	0	0	0
Route:	RT D	Adv. CN:	3,066	State :	610	Local :	157	Estimated Total:	5,263	R/W:	53	0	0	0	0	0
Project No.:	8S3153	Anticipated Federal Funds : AC-STBG				Award Date : 10/2025				Construction:	0	3,436	0	0	0	0
Length:	2.58	Let With : 8S0745 8S3133				Future Cost : 0				FFOS:	0	783	0	0	0	0
MPO:	Y	Tip No. : SP1413-24A					Payback:	0	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing and replace guardrail from east of Blackman Road to Rte. 125 east of Springfield. Project involves bridges A3055 and A3056.				Engineering:	50	5	174	0	0	0	0	0	0	0
Route:	RT D	Adv. CN:	1,347	State :	337	Local :	0	Estimated Total:	1,734	R/W:	0	0	0	0	0	0
Project No.:	8S3215	Anticipated Federal Funds : AC-STBG				Award Date : 2027				Construction:	0	0	1,505	0	0	0
Length:	5.55	Let With : 8S3211 SU0077				Future Cost : 0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2203-22					Payback:	0	0	0	0	0	0	0	0	0
County:	GREENE	Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.				Engineering:	20	10	10	50	110	0	0	0	0	0
Route:	RT D	Federal:	866	State :	217	Local :	0	Estimated Total:	1,103	R/W:	0	0	0	11	0	0
Project No.:	SU0148	Anticipated Federal Funds : NHPP				Award Date : 2029				Construction:	0	0	0	0	892	0
Length:	0.03	Let With :				Future Cost : 0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2401-24					Payback:	0	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.				Engineering:	22	2	2	64	0	0	0	0	0	0
Route:	RT FF	Adv. CN:	498	State :	124	Local :	0	Estimated Total:	644	R/W:	0	0	0	0	0	0
Project No.:	SU0018	Anticipated Federal Funds : AC-STBG				Award Date : 2027				Construction:	0	0	0	554	0	0
Length:	3.05	Let With : SU0189				Future Cost : 0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : BA2301-23					Payback:	0	0	0	0	0	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

2026 - 2030 Highway and Bridge Construction Schedule							STATE FISCAL YEAR PROJECT BUDGETING									
							Prior	7/2025	7/2026	7/2027	7/2028	7/2029				
							Prog	6/2026	6/2027	6/2028	6/2029	6/2030				
County:	GREENE	Intersection improvement at Weaver Road in Battlefield.					Engineering:	120	150	194	706	0	0			
Route:	RT FF	Adv. CN:	3,885	State :	971	Local :	0	Estimated Total:	4,976	R/W:	0	0	106	0	0	0
Project No.:	SU0189	Anticipated Federal Funds : AC-STBG					Award Date :	2027	Construction:	0	0	0	0	3,700	0	0
Length:	0.13	Let With : SU0018					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. :							Payback:	0	0	0	0	0	0	0
County:	GREENE	Bridge rehabiliitation over Rte. 65, Rte. H (Glenstone Avenue) over I-44 and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501 and A8269.					Engineering:	70	2	116	0	0	0	0		
Route:	CST GASCONADE ST	Federal:	675	State :	169	Local :	0	Estimated Total:	914	R/W:	0	0	0	0	0	0
Project No.:	SU0169	Anticipated Federal Funds : NHPP					Award Date :	2026	Construction:	0	0	0	726	0	0	0
Length:	0.21	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2512-25							Payback:	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing and add rumble stripes from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.					Engineering:	46	9	116	0	0	0	0		
Route:	RT J	Adv. CN:	1,058	State :	265	Local :	0	Estimated Total:	1,369	R/W:	0	0	0	0	0	0
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG					Award Date :	2027	Construction:	0	0	0	1,198	0	0	0
Length:	5.50	Let With : 8S3215 SU0077					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2205-22							Payback:	0	0	0	0	0	0	0
County:	GREENE	Replace box culverts south of County Road 150 and south of County Road 168. Project involves culverts Y0581 and W0010.					Engineering:	100	300	361	0	0	0	0		
Route:	RT J	Adv. CN:	2,057	State :	514	Local :	0	Estimated Total:	2,671	R/W:	0	20	0	0	0	0
Project No.:	SU0077	Anticipated Federal Funds : AC-STBG					Award Date :	2027	Construction:	0	0	0	1,890	0	0	0
Length:	0.32	Let With : 8S3211 8S3215					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2502-25							Payback:	0	0	0	0	0	0	0
County:	GREENE	Add lanes on Brookline Avenue from I-44 to Rte. 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.					Engineering:	840	100	329	0	0	0	0		
Route:	RT MM	Adv. CN:	8,164	State :	0	Local :	2,872	Estimated Total:	11,876	R/W:	0	568	0	0	0	0
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG					Award Date :	2027	Construction:	0	0	0	10,039	0	0	0
Length:	1.51	Let With :					Future Cost :	0	FFOS:	0	0	0	5,168	0	0	0
MPO:	Y	Tip No. : RP1703-22A							Payback:	0	0	0	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2025	7/2026	7/2027	7/2028	7/2029
						Prog	6/2026	6/2027	6/2028	6/2029	6/2030
County:	GREENE	Relocate Brookline Avenue, add railroad overpass and sidewalks from County Road 160 to Rte. 60 and add lanes from Haile Street to County Road 160 in Republic. \$1,744,000 Open Container, \$522,982 Republic, \$346,867 Transportation Alternatives funds.				Engineering:	3,914	4,709	0	0	0
Route:	RT MM	Federal:	21,566	State :	4,869	Local :	523	Estimated Total:	34,408	R/W:	3,536
Project No.:	8S0836D	Anticipated Federal Funds : STBG				Construction:	0	22,249	0	0	0
Length:	0.35	Let With :									
MPO:	Y	Tip No. :	Future Cost : 0				FFOS:	0	870	0	0
		RP1704-24A					Payback:	0	0	0	0
County:	GREENE	Bridge rehabilitation over I-44 in Springfield. Project involves bridge A7024.				Engineering:	30	178	560	0	0
Route:	RP US65N TO IS44W	Federal:	3,451	State :	863	Local :	0	Estimated Total:	4,344	R/W:	0
Project No.:	SU0297	Anticipated Federal Funds : NHPP				Construction:	0	0	3,576	0	0
Length:	0.00	Let With :									
MPO:	Y	Tip No. :	Future Cost : 0				FFOS:	0	0	0	0
		SP2514-25					Payback:	0	0	0	0
County:	GREENE	Bridge painting over Rte. 60, on eastbound Rte. 60 ramp over Rte. 65 and on Rte. 65 ramp over I-44 in Springfield. Project involves bridges A7541, A7542 and A7024.				Engineering:	2	2	2	90	272
Route:	RP US65N TO US60W	Federal:	1,686	State :	421	Local :	0	Estimated Total:	2,109	R/W:	0
Project No.:	SU0298	Anticipated Federal Funds : NHPP				Construction:	0	0	0	0	1,741
Length:	0.00	Let With :									
MPO:	Y	Tip No. :	Future Cost : 0				FFOS:	0	0	0	0
		SP2511-25					Payback:	0	0	0	0
County:	VARIOUS	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.				Engineering:	0	0	0	0	0
Route:	VARIOUS	Federal:	0	State :	1,460	Local :	0	Estimated Total:	5,797	R/W:	7
Project No.:	5B0800X	Anticipated Federal Funds : STATE				Construction:	0	0	0	0	0
Length:	0.00	Let With :									
MPO:	Y	Tip No. :	Future Cost : 301 - 1,000				FFOS:	7	0	0	0
		MO1105					Payback:	4,330	292	292	292
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	14	0	0	0
Route:	VARIOUS	Federal:	193	State :	21	Local :	0	Estimated Total:	214	R/W:	0
Project No.:	SU0196	Anticipated Federal Funds : SAFETY				Construction:	0	200	0	0	0
Length:	0.00	Let With :									
MPO:	Y	Tip No. :	Future Cost : 0				FFOS:	0	0	0	0
		MO2605-25					Payback:	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2025	7/2026	7/2027	7/2028	7/2029
						Prog	6/2026	6/2027	6/2028	6/2029	6/2030
County:	VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.				Engineering:	8	42	0	0	0
Route:	VARIOUS	Adv. CN: 194	State : 48	Local : 0	Estimated Total: 250	R/W:	0	0	0	0	0
Project No.:	SU0198	Anticipated Federal Funds : AC-STBG Award Date : 2/2026				Construction:	0	200	0	0	0
Length:	0.00	Let With : SR0195 Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2506-25					Payback:	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.				Engineering:	10	122	0	0	0
Route:	VARIOUS	Adv. CN: 578	State : 144	Local : 0	Estimated Total: 732	R/W:	0	0	0	0	0
Project No.:	SU0199	Anticipated Federal Funds : AC-STBG Award Date : 3/2026				Construction:	0	600	0	0	0
Length:	0.00	Let With : Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2514-25					Payback:	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.				Engineering:	0	0	0	0	0
Route:	VARIOUS	Adv. CN: 963	State : 241	Local : 0	Estimated Total: 1,204	R/W:	0	0	0	0	0
Project No.:	SU0200	Anticipated Federal Funds : AC-STBG Award Date : /2026				Construction:	0	1,204	0	0	0
Length:	0.00	Let With : Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2604-24					Payback:	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.				Engineering:	0	0	0	0	0
Route:	VARIOUS	Adv. CN: 1,023	State : 256	Local : 0	Estimated Total: 1,279	R/W:	0	0	0	0	0
Project No.:	SU0218	Anticipated Federal Funds : AC-STBG Award Date : 2027				Construction:	0	0	1,279	0	0
Length:	0.00	Let With : Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2701-24					Payback:	0	0	0	0	0
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0
Route:	VARIOUS	Federal: 180	State : 20	Local : 0	Estimated Total: 200	R/W:	0	0	0	0	0
Project No.:	SU0220	Anticipated Federal Funds : SAFETY Award Date : 2026				Construction:	0	0	200	0	0
Length:	0.00	Let With : Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2702-25					Payback:	0	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2025	7/2026	7/2027	7/2028	7/2029
						Prog	6/2026	6/2027	6/2028	6/2029	6/2030
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.				Engineering:	8	302	0	0	0
Route:	VARIOUS	Adv. CN: 1,442	State : 360	Local : 0	Estimated Total: 1,810	R/W:	0	0	0	0	0
Project No.:	SU0273	Anticipated Federal Funds : AC-STBG				Construction:	0	1,500	0	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2519-25	Future Cost : 0				Payback:	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for ADA Transition Plan Improvements at various locations in the urban Southwest District.				Engineering:	0	120	0	0	0
Route:	VARIOUS	Adv. CN: 256	State : 64	Local : 0	Estimated Total: 320	R/W:	0	0	0	0	0
Project No.:	SU0349	Anticipated Federal Funds : AC-STBG				Construction:	0	200	0	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y Tip No. :	Future Cost : 0				Payback:	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for ADA compliance repairs at various locations in the urban Southwest District.				Engineering:	0	5	20	65	0
Route:	VARIOUS	Adv. CN: 242	State : 60	Local : 0	Estimated Total: 302	R/W:	0	0	0	0	0
Project No.:	SU0354	Anticipated Federal Funds : AC-STBG				Construction:	0	0	0	212	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y Tip No. :	Future Cost : 0				Payback:	0	0	0	0	0
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0
Route:	VARIOUS	Federal: 180	State : 20	Local : 0	Estimated Total: 200	R/W:	0	0	0	0	0
Project No.:	SU0359	Anticipated Federal Funds : SAFETY				Construction:	0	0	0	200	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : MO2702-25	Future Cost : 0				Payback:	0	0	0	0	0

2026 - 2030 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030
FFOS:	7	4,313	5,168	0	0	0
Total RW:	4,305	1,504	5,561	2,998	6,939	0
Total Construction:	0	45,561	27,933	31,828	30,978	36,308
Paybacks:	4,330	292	292	292	292	292
Sub-Total:	8,635	47,357	33,786	35,118	38,209	36,600
Total Engineering:	15,239	12,626	6,389	8,182	6,314	4,966
Grand Total:	23,874	59,983	40,175	43,300	44,523	41,566

TMA : Y

Project Count : 44

	2026	2027	2028	2029	2030
State:	10,789	6,172	8,873	9,139	8,547
AC State:	16,091	20,520	6,684	170	0
Local:	1,212	2,872	0	0	0
Sub total:	28,092	29,564	15,557	9,309	8,547

Federal

Sub-total Federal:	31,891	10,611	27,743	35,214	33,019
Grand Total:	59,983	40,175	43,300	44,523	41,566

2026 - 2030 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030
FFOS:	66	7,912	5,168	0	0	0
Total RW:	5,264	4,343	8,278	7,674	7,324	0
Total Construction:	2,832	264,823	180,193	128,949	106,345	109,152
Paybacks:	94,080	8,060	8,060	8,060	8,060	8,060
Sub-Total:	102,176	277,226	196,531	144,683	121,729	117,212
Total Engineering:	52,122	54,896	36,549	25,015	18,206	12,855
Grand Total:	154,298	332,122	233,080	169,698	139,935	130,067

	2026	2027	2028	2029	2030
State:	62,764	49,666	39,225	33,203	32,463
AC State:	72,638	61,692	49,441	11,910	139
Local:	3,998	2,872	0	0	0
Sub total:	139,400	114,230	88,666	45,113	32,602

Federal

Sub-total Federal:	192,722	118,850	81,032	94,822	97,465
Grand Total:	332,122	233,080	169,698	139,935	130,067

Project Count : 208

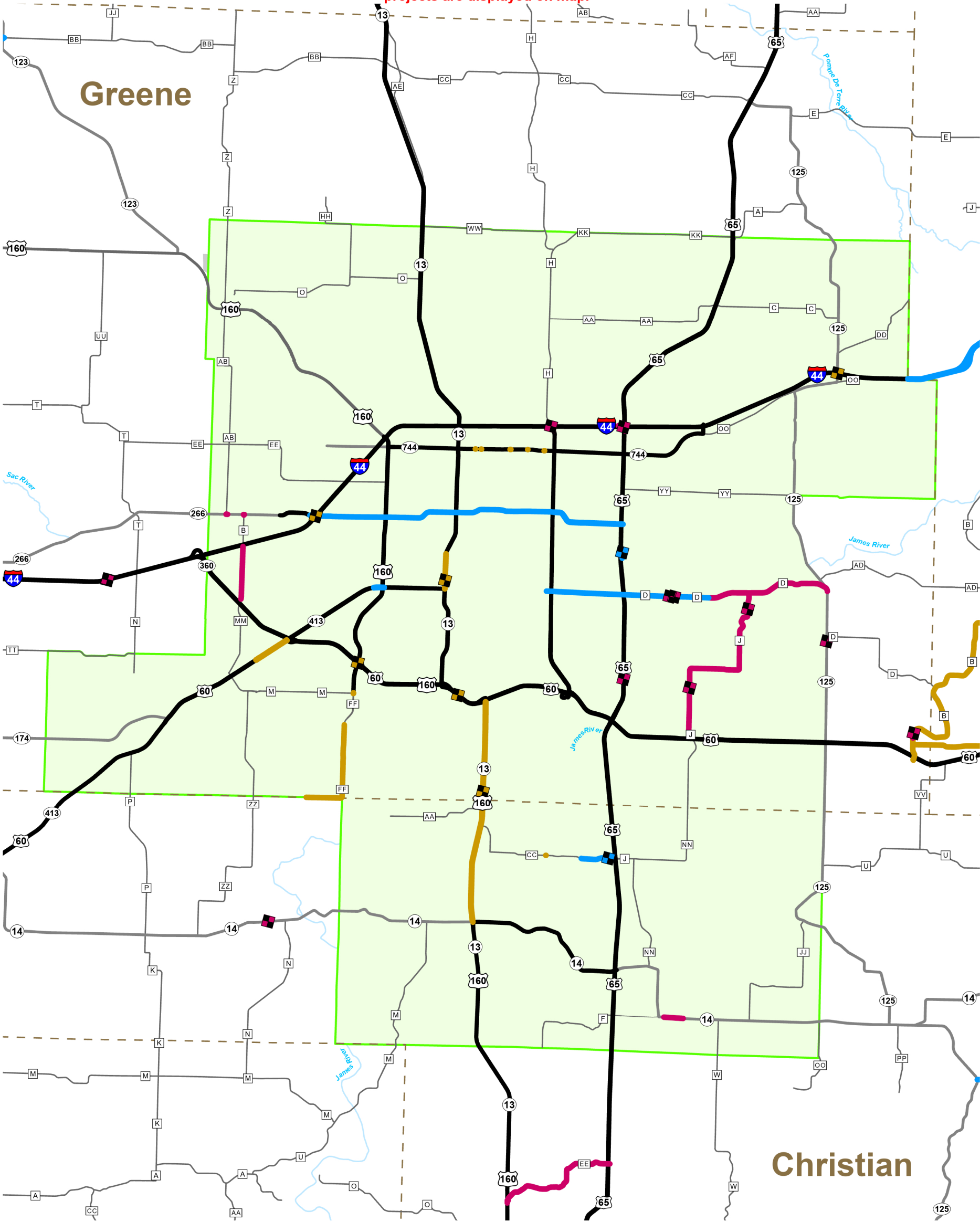
Statewide Transportation Improvement Program

2026-2030

Southwest District-Ozarks Transportation Organization

Highway and Bridge Construction Projects

Only SFY 2026-2028
projects are displayed on map.



State Fiscal Year

2026

2027

2028

Urban Areas

Missouri Major Roads

(July 1 - June 30)

2026

2027

2028

Ozark Transportation Organization

Note: Bridge projects are displayed first. Other project overlaps will follow the order shown in the legend.

DRAFT

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Miles

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.F.

Draft FY 2026-2029 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FY 2026-2029 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>.

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document will be also available for review online at www.GiveUsYourInput.org.

The draft TIP will be made available for public comment beginning on June 15, 2025. Any comments will be provided to the Board of Directors for consideration.

TIP SUBCOMMITTEE ACTION TAKEN:

At its meeting on June 11, 2025, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2026-2029 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend the FY 2026-2029 Transportation Improvement Program to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This could require a special Technical Planning Committee meeting prior to the July Board of Directors meeting.

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.G.

2027-2031 Draft STIP Project Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like the committee to review the criteria and recommend any changes.

Included for review is the draft Prioritization Glossary which includes the criteria to be used for the next round of prioritization. The 2027-2031 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Several updates were made to the criteria this year. Safety was updated to provide scores for both segments and intersections, as well as to consider the High Injury Network as included in the *Destination Safe Streets* Safety Action Plan. Removal of an At-Grade Railroad Crossing received an additional point for a total of 5. The Environmental Justice criterion was removed. Additional tiers were included for freight traffic. One additional point was provided for bridge condition.

CRITERIA	POINTS 2025	POINTS 2026
High Volume Corridors	15	15
Safety	25	25
RR Crossing	4	5
Congestion Current	14	14
Congestion Future	4	4
Environmental Justice	4	0
MultiModal	3	3
Percentage Freight	3	5
Travel Time	14	14
Bridge Condition	4	5
Economic Development	10	10
TOTAL	100	100
Additional Regional Points	+25	+25

The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Following the Board approval of the Prioritization Criteria in July, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- July 2025 – OTO staff **Score Projects**
- July through September 2025 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through November 2025 – OTO Approval of **STIP Priorities**
- January through March 2026 – MoDOT updates on proposed project programming
- March through May 2026 – OTO **TIP Programming** of STIP Projects
- May 2026 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2026 – OTO Board requested to **Endorse the STIP**
- July 2026 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the STIP Project Prioritization Criteria as presented.”

OR

“Move to recommend that criteria are revised as follows...”

FY 2027-2031 STIP Project Prioritization Glossary

- 1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.** (15 points possible) *Corridors are scored based upon Roadway AADT. This data is obtained annually from MoDOT. The most recent data is used.*

Over 65,000 15 Points
40,000 to 65,000 = 10 Points
30,000 to 40,000 = 6 Points
20,000 to 30,000 = 3 Points
10,000 to 20,000 = 1 Points
0 to 10,000 = 0 Points

2. Safety

- A. Safety Scores for Project Segments and Intersections. MoDOT State of the System Segments are scored based on the 2020 – 2024 five-year total number of crashes per mile. Intersections are scored based on the highest crash per mile segment entering the intersection.

The crashes per mile for all segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

75th percentile and up = 15 points
75th – 50th percentile = 10 points
50th – 25th percentile = 5 points
25th – 0th percentile = 0 points

- B. The project area intersects the OTO regional High Injury Network is an identified in the Destination Safe Streets Safety Action Plan. (10 points possible)

Yes = 10
No = 0

- 3. Improvement or Removal of At-Grade Railroad Crossing.** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

Yes = 5
No = 0

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points
Current volume-to capacity greater than or equal to 0.92 = 11 Points
Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2022 or 2023 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2050 includes projects committed through 2020. The projected volume to capacity ratio for the 2050 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. **Congestion Management Future.** The segment with the highest future v/c ratio intersecting the project area was used to determine the score. (4 points possible)

Future 2050 volume-to-capacity greater than or equal to 0.86 = 4 Points. Future volume-to-capacity ratios were calculated for opposing directions.

6. **Multi-Modal** (3 points possible)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 0 points

Facilitates transfer or intermodal potential between 1 to 3 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives no points in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 30% = 5

20% to 30% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO employs HERE speed probe data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free flow speed is calculated using the

speed limit and the average speed is calculated using the 25th percentile speed during the AM or PM period. The 25th percentile speed is then subtracted from the speed limit.

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

10. Bridge Condition (5 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 5 points (Poor)

Bridge rated as a Condition 5 = 2 points (Fair)

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus.

Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas, and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2029 for programming in the 2030-2034 STIP.

NOTE: FOR REFERENCE ONLY – PRIOR CRITERIA

FY 2026-2030 STIP Project Prioritization Glossary

1. **High Volume Corridors. (15 points possible)** *Corridors are scored based upon AADT that has been adjusted for passenger car equivalent. This data is obtained annually from MoDOT. The most recent data is used.*

Over 65,000 = 15 Points

40,000 to 65,000 = 10 Points

30,000 to 40,000 = 6 Points

20,000 to 30,000 = 3 Points

10,000 to 20,000 = 1 Points

2. **Safety. (25 pts possible)**

- A. **Crash Rate Sum (15 points possible)** All crashes for the previous five-year period (2019 – 2023) were aggregated and summed for each roadway segment. The following formula was applied to create a crash rate using the crash sum and roadway attributes for each segment.

$$\frac{\text{Total crashes} * 1,000,000}{5 \text{ years} * 365 \text{ days} * \text{Roadway AADT} * \text{Roadway Length}}$$

The crash rate for all segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

75^{th} percentile and up = 15 points

75^{th} – 50^{th} percentile = 10 points

50^{th} – 25^{th} percentile = 5 points

25^{th} – 0^{th} percentile = 0 points

- B. **Identified Safety Project.** The project is an identified safety project. **(10 points possible)**. Project is either in the top tier of the MoDOT safety plan or the top tier of the OTO Regional Safety Plan.

Yes = 10

No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing (4 points possible).** *If a project improves or removes an at-grade railroad crossing, it receives five points.*

Yes = 4

No = 0

4. **Congestion Management Current (14 points possible)**

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to-capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2022 or 2023 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 4 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The volume from the 2050 model is used. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2016 – 2020 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

Projects that have a higher percentage of minorities than the OTO area as a whole = 2 points

Project that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 0 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free flow speed is calculated using the 95th percentile speed and the average speed is calculated using the 50th percentile speed during the worst hour long period. The average speed is then subtracted from the free flow speed.

Arterials

20.0 mph or more Below the Free Flow Speed = 14

10.0 to 19.9 mph Below the Free Flow Speed = 10

5.0 to 9.9 mph Below the Free Flow Speed = 4

Freeways

10 mph or more Below the Free Flow Speed = 14

9.9 to 5 mph Below the Free Flow Speed = 10

4.9 to 0.1 mph Below the Free Flow Speed = 4

10. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined by using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus.

Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2029 for programming in the 2030-2034 STIP.

TAB 11

TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2025; ITEM II.H.

FY 2027-2031 Draft STIP Prioritization Project List

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members are asked to review the list and propose any additions, deletions, or modifications.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Members are asked to review the FY 2027-2031 Draft STIP Prioritization Project List.

FY 2027-2031 Proposed Projects for STIP Prioritization

Roadway	Project Description
Chestnut Expwy	Kansas to National (City of Springfield)
Chestnut Expwy & Glenstone/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements
Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan
Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
FR 115 & FR 140	Roundabout Greene County
Glenstone & Luster	(Public Comment)
Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
Hughes Rd	Connect FR 103 from Beverly to US 160 Willard
Hunt Rd	Widening roadway Willard
Hwy 125	Roadway improvements from N. of I-44 to Rte DD - Strafford
Hwy 125	Roadway improvements from DD to FR 84 - Strafford
Hwy 125 & FR 186	Intersection improvements
Hwy 14 & 18th St	Outer Rd intersection improvements - Ozark
Hwy 14 & Rte JJ	Roundabout - Ozark
I-244	Interstate designation along US65 and JRF/360
I-44	Capacity/Operational Improvements from 125 to 65
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)
I-44	Future Overpass by Exotic Animal Paradise
I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)
I-44	Widen to six lanes from MO 360 to Rte MM
I-44 & Rte MM	Phase II interchange improvements at Route MM
I-44 & US 65	Phase II interchange improvements at Rte. 65
I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan
MO 13 & FR 94	Add J-turn at FR 94.
MO 13 (Kansas Expressway)	Context Sensitve Solution from Mt. Vernon Street to Grand Street
MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division - include hawk signal at Bolivar Rd
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division
MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary
MO 13/Division	Intersection improvements at Kansas Expressway and Division Street- New Thru/Right on Division and reconfigure left turn lanes \$1.4 M
MO 360	ITS Improvements from I-44 to 60
MO 413	Six Lane - JRF to West Bypass
MO 744	Kearney Street Phase II Safety and Intersection Improvements

Roadway	Project Description
Plainview & FR 141	(Public Comment)
RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160
RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
Rte 125	Safety Improvements FR 84 to OTO North Boundary
Rte 125 N. of JJ	Improve curve delineation
Rte 125/DD	(City of Strafford)
Rte 125/Evergreen	(City of Strafford)
Rte 125/FR 132	Intersection Improvements
Rte 125/FR 84	Intersection Improvements
Rte 125/OO South	Intersection Improvements
Rte 125/Rte D	intersection improvements
Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
Rte 125/YY	Intersection Improvements
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
Rte 14	Capacity and Safety Improvements 14th Street to W
Rte 14	3rd Street in Ozark
Rte 14	Nicholas to OTO Western Limits
Rte 14	NN to 3rd Bridge widening
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
Rte 14	Capacity and Safety Improvements W to JJ
Rte 14 & 32nd	(Public Comment)
Rte 14/Church	(City of Ozark) - including pedestrian improvements
Rte 14/Fremont	Intersection improvements
Rte 14/Oak	Intersection Improvements
Rte 14/Rte W	Intersection Improvements
Rte 174	Capacity Improvements Main to 60
Rte 174/Boston Ave	Intersection Improvements
Rte 174/Main St	Intersection Improvements
Rte 266	Capacity & Safety improvements Rte B to Rte AB
Rte 744 & Mulroy	Intersection improvements
Rte AA & Nicolas Rd	Intersection Improvement
Rte AA/Owen Rd	Intersection Safety Improvements
Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266
Rte AB	Railroad grade separation
Rte AB	Safety Improvements from Rte 160 to EE
Rte AB & FR 84	(Public Comment/City of Willard)
Rte AB & FR 94	Widen and straighten S curve at FR 94 Willard

Roadway	Project Description
Rte AB & Hwy 160	Intersection improvements with pedestrian underpass
Rte AB & Rte EE	Intersection improvements
Rte B	Capacity improvements from 266 to I-44
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
Rte CC	Widening from Fremont to US 65 - Ozark
Rte CC	Capacity and Safety Improvements Main to Cheyenne
Rte CC & 22nd St	Geometric improvements - Ozark
Rte CC & Fremont	(Public Comment)
Rte CC & US 65	Interchange improvements
Rte CC Extension	Extend Rte CC to 160 - Nixa
Rte D	Capacity improvements from SGF limit to Hwy 125
Rte D & Oak Grove	
Rte EE	Shoulders on Division - Haseltine to West Bypass Greene County Mark Webb
Rte EE	Safety improvements I-44 to Airport Blvd
Rte EE & Willard S. Elementary	(Public Comment)
Rte FF	Capacity Improvements through Battlefield
Rte FF & 3rd	Battlefield
Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing
Rte FF/ Weaver	Intersection Improvements
Rte J	Additional WB lane between Farmer Branch & 17th
Rte J/NN	2 thru lanes EB/WB at intersection
Rte M	Capacity Improvements ZZ to FF
Rte M/FR 101	Operational improvements
Rte MM	Realignment and RR overpass from Haile St. to US 60
Rte MM	Capacity and Safety Improvements 360 to Haile St
Rte MM	Extension from new intersection at US 60 to Rte M
Rte MM	MO 360 to I-44
Rte MM & FR 168	Safety/Capacity Improvements
Rte MM/MO 360	Bridge Widening at MO 360 interchange
Rte MM/Sawyer	Intersection Improvements
Rte N & FR 168	Four way stop/Flashing light
Rte NN	Capacity and Safety Improvements Weaver to Jackson
Rte NN	Realign curve south of Route 60
Rte NN	Capacity and Safety Improvements J to Pheasant
Rte NN to Sunset	Bike lanes & sidewalks
Rte NN/FR 194	Intersection improvements
Rte NN/Melton	Intersection improvements
Rte NN/Sunset	Intersection improvements
Rte O (Willard)	(Public Comment)

Roadway	Project Description
Rte OO	Center turn lane from Rte 125 N to Rte 125 S
Rte OO & Washington	Signalization and safety improvements - Strafford
Rte P	Center turn lane from US 60 to Lombardy
Rte P/Miller Ave	Intersection Improvements
Rte YY	Intersection improvements at FR 193
Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
Rte ZZ/FR 174	Signal/Roundabout
Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic
Tracker & Nicholas	Intersection improvements
US 160	Capacity Improvements from Plainview to AA
US 160	Six-Lane from AA to CC
US 160	Safety and Capacity 14 to OTO Southern Boundary
US 160	4 lane to Pembroke/Rosedale
US 160	Widening from Jackson to Hwy 123
US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
US 160 & Plainview	(Public Comment)
US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine
US 160/ FR146	Intersection Improvements
US 160/Battlefield	Intersection improvements at Battlefield Road
US 160/Chestnut Expwy	Intersection improvements
US 160/Division	Intersection improvements
US 160/FR 123	Intersection Improvements
US 160/Grand	Intersection improvements
US 160/Mt Vernon	Intersection improvements
US 160/Nichols	Intersection improvements
US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)
US 60	Intersection Improvements from P to MM including intersection at P and Bailey
US 60	Capacity Improvements from new Bailey Intesection to Relocated Rte MM
US 60	Capacity improvements Rte FF to MO 360
US 60	Upgrade to freeway from Routes NN/J to west of Route 125
US 60	Capacity and Safety Improvements west of Republic
US 60	JRF- Capacity Improvements Kansas to West Bypass
US 60	ITS from 65 to 125
US 60 & FR 189	New Interchange
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
US 60 (James River Freeway)	Northbound ramp improvement at Route 65
US 60/FR 103	Intersection improvements at relocated Rte MM

Roadway	Project Description
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
US 60/National Ave	Interchange/Operational improvements
US 60/US 65	Phase II interchange improvements at Rte. 65
US 65	Capacity from 14 to F
US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
US 65	Longview Interchange
US 65	6-lane 65 from F to EE
US 65 SB ramp to JRF	MoDOT
US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037 plus RR grade separation
US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029
US 65/Rte AA	Intersection Improvements

TAB 12

Springfield City Council roundup: \$1 million approved for April 29 storm cleanup

By KY3 Staff

Published: Jun. 9, 2025 at 10:50 PM CDT | Updated: 10 hours ago

SPRINGFIELD, Mo. (KY3) - Here are the highlights from Monday night's Springfield City Council meeting.

April 29 storm cleanup funding:

The council approved \$1 million to put toward cleanup from the severe storms that impacted Springfield on April 29.

The \$1 million of interest will come from the council's general fund for the fiscal year 2024-25.

The strong winds knocked down more than 1,200 trees, and hundreds of utility poles had to be replaced.

Council says the funds will be used to provide storm cleanup assistance across the city.

Brody Corners:

The council decided that homes can be built in Brody Corners, an area near West Sunshine and James River Freeway.

In 2022, the city approved a business development plan for the area. Since then, all that's been built there is a gas station and an empty field.

The change does not require housing to be built. Instead, it allows the developer to make the land more attractive to businesses.

Safe Streets and Roads for All Implementation Grant:

Springfield will be applying for up to \$25 million in grants to make streets more safe around the city.

The money would come from the US Department of Transportation and be used to address streets on the High Injury Network.

The High Injury Network, or HIT, is a roadmap of roads where a high number of fatal and severe injury crashes happen.

According to a study by the Ozarks Transportation Organization, those roads in Springfield include parts of James River Freeway, Highway 65, Highway 60, Sunshine Street, Kansas Expressway, and dozens of others.

Money awarded would be used to increase safety measures and reduce the number and severity of crashes.

Missouri Blue Shield Program:

Springfield has officially applied to be a Blue Shield Community.

The Missouri Blue Shield Program allows officers in cities and counties to obtain access to training and equipment.

There's currently \$10 million in the state budget for the program this year.

Governor Mike Kehoe established the Blue Shield Program, aimed at recognizing local governments committed to public safety within their community.

Obtaining the Blue Shield designation will make the Springfield Police Department eligible for grants supporting law enforcement from the state.

To report a correction or typo, please email digitalnews@ky3.com. Please include the article info in the subject line of the email.

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New flooring among next wave of improvements to Springfield-Branson National Airport



Sponsored by Springfield-Branson National Airport
June 11, 2025



An artist's rendering of the look of the entrance, baggage claim and ticketing area at the Springfield-Branson National Airport. (Renderings provided by Alliance)

Presented by Springfield-Branson National Airport



This post was paid for and produced by **Springfield-Branson National Airport**. The Daily Citizen newsroom was not involved in the creation of this content.

By the end of 2026, the Airport will complete approximately \$35 million in construction projects. From 100,000 square feet of flooring to 250 more parking spots, big changes are coming to the Ozarks' airport.

The carpet is going and big changes are coming to Springfield-Branson National Airport in 2025.

Springfield airport customers should expect some inconvenience beginning early this summer as the Airport replaces the flooring in the public areas of the airline terminal. By the time it's all said and done, approximately 93,000-square-feet of tile and carpet will be replaced with terrazzo.

More than 15 million people have walked across the now iconic carpet since the terminal opened in 2009. There are only so many footprints and coffee spills that carpet can deal with. In short, the carpet is worn out — and no longer meeting the needs of the terminal.



Renderings provided by Alliance.

Flooring replacement project

Now, flooring. Terrazzo is a decorative hard-surfaced floor treatment that will last for decades and is easy to clean. Its downside: the time and effort it takes to install.

“Terrazzo is a unique challenge,” said Dave Schaumburg, the airport’s assistant director of operations. “Installing it takes a lot of time. And we can’t just close the terminal during installation – we have to do it in multiple phases, with customers in the building.”

Terrazzo is a layer of liquid resin that’s mixed with chips of glass and stone and then poured on the floor. After it dries, it’s polished. The finished product is hard and durable, like concrete, and has a life expectancy of 50 years. The terrazzo will be put down in sections to lessen customer inconvenience, over the course of roughly 42 weeks. Construction begins by August.

Schaumburg says sections of the terminal will be closed one at a time to allow for terrazzo installation.

“We’ll be guiding customers around the construction zones to get from one part of the terminal to another,” he says. “It won’t be unlike following a detour during road construction. We know this project will overlap many peak travel times, including major holidays. But we are committed to meeting the needs of our customers during this project.”



Renderings provided by Alliance.

Honoring the architectural themes

The new floor is mindful of the terminal's three architectural themes: water, rock and the natural green spaces of the Ozarks. These themes work together to represent the beauty surrounding the region. The water theme is especially evident in the soon-to-be replaced carpet; parts of it are blue and meander like an Ozarks' stream. Other sections resemble grass or the gravel of a riverbank, and the new terrazzo will honor these themes and carry them forward.

In 2024, a group of community leaders from tourism, business and aviation took a deep dive into the terminal's design as part of Terminal Area Visioning Workshops at SGF. Together with **Alliance**, a nationally renowned aviation architectural design firm, the group met three times to imagine what the terminal could look like in its next chapter, including its new flooring.

"The terminal became a Springfield architectural landmark the day it opened in 2009," said Brian Weiler, director of aviation. "The last thing we want to do is detract or depart from the building's beauty. The terrazzo's design will reflect the carpet's previous motif, while also being easier to maintain and offer a long life of durability."

More improvement to SGF



Renderings provided by Alliance.

Automated exit lanes

In addition to new flooring at the secure area exit, new automated exit lanes will be added this fall. Designed by Alliance in conjunction with local architects Dake Wells, the automated exit lanes provide a more seamless departure of deplaning passengers while reducing operation costs at the Airport.

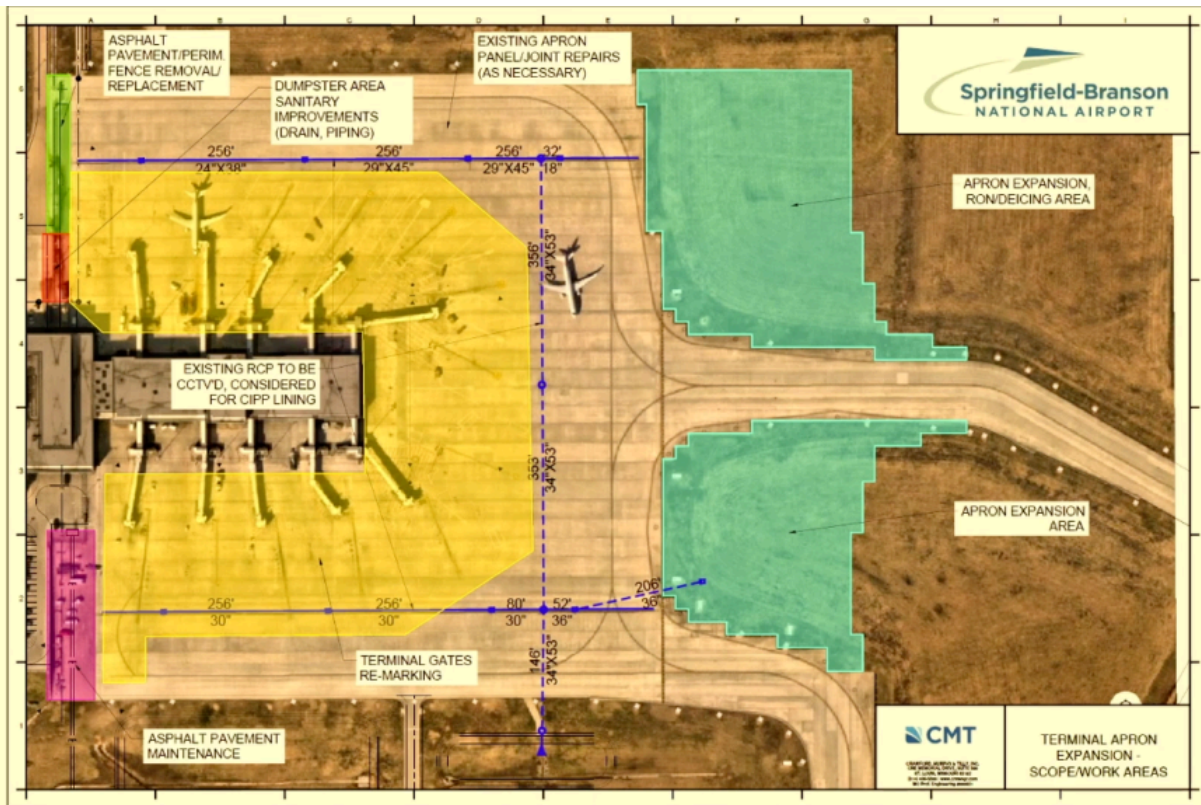
“This technology has been successful in increasing safety and security measures at larger airports across the nation, and we are excited to bring it to Springfield,” says Schaumburg. “Plus, the design allows for future expansion of the TSA checkpoint.”

Cargo ramp reconstruction project

Some of the oldest pavement at the airport has just been replaced. Completed in May, the cargo ramp reconstruction project was nearly \$10 million in concrete and infrastructure improvements to support the airport’s movement of cargo, just north of the main terminal. “Some of that pavement was just not in grade,” says Weiler. “It was a major project to ensure our cargo air partners have the continued infrastructure they need for successful operations.”

Replacement of five passenger jet bridges

Five jet bridges from the late 90s were moved from the old terminal to the new Midfield Terminal when it opened in 2009. These jet bridges have met the end of their useful life, and thanks to a \$5.3 million Airport Terminal Program grant and other federal grant money, the Airport is contributing just a 10 percent match to the \$7.58 million to replace five jet bridges. These environmentally conscious new jet bridges have the latest technology and are more energy efficient, with air and electricity connections for aircraft parked at each gate.



Terminal apron expansion

Almost \$10 million of concrete will be poured as part of the Terminal Apron Expansion Project in the next 12 months. Former U.S. Sen. Roy Blunt secured \$6.4 million in federal funds for the project. Combined with \$2.78 million from the Infrastructure Investment in Jobs Act, federal grant funds received for the project totals \$9.18 million to expand the concrete area near the gates. The Airport Master Plan has high-level concepts of **what the terminal could look like with up to six additional gates** when SGF passenger numbers continue to grow.

This project paves the way, literally, for expanding the terminal. “This is the first step of many to expand the terminal, but this is the first step,” says Weiler. “As passenger numbers continue to grow, the needs of our terminal will continue to be addressed in future projects.”



Short-term parking lot expansion

In the past decade, there have been three parking lot expansions at the terminal. But on a near weekly basis at SGF, the short-term parking lot is at capacity. To add additional much-needed spots, the Airport Board of Directors approved a design agreement to expand the short-term parking lot, with construction costs estimated at \$3 million. More than 225 short-term parking spaces will be added by spring 2026, flanked by refreshed landscaping.

In total, nearly \$35 million in improvements will be completed in the next 18 months. But an airport that is under construction is an airport that is thriving.

“Right now, we’re trending 9 percent passenger growth year to date (compared to last year),” said Weiler. “As an Airport guided by a master plan, we make decisions based on decades of projections to ensure we meet the needs as they become real. Our Airport is experiencing tremendous growth, and we are keeping up with the demands of our market to support the air service needs of our region.”

The Springfield-Branson National Airport will post updates on all construction projects on its website and **LinkedIn page**. Customers, community leaders and curious neighbors are encouraged to follow along for updates, and passengers are encouraged to arrive at the airport at least two hours before their flight is scheduled to leave.

*This post was paid for and produced by **Springfield-Branson National Airport**. To be accepted, sponsored content must be consistent with the news or feature topics and the Springfield-centric geography of the Daily Citizen. For questions or information about sponsored content, please contact Daily Citizen CEO David Stoeffler at dstoeffler@sgfcitizen.org. To become a Daily Citizen partner, please contact Partnership Sales Manager John Tate at jtate@sgfcitizen.org.*

FLAP Call for Projects for FY 27-29

Eastern Federal Lands Access Program Call for Projects Alert- Missouri

Eastern Federal Lands Highway Division (EFLHD) will be conducting another Call for Projects for the Federal Lands Access Program (FLAP) in Missouri for Federal Fiscal Years (FY) 2027 through FY 2029. All final project approvals will be contingent upon the availability of funds in the year for which they are being requested.

The Call for Projects application period opens July 1, 2025, and runs through October 1, 2025.

An estimated total of \$4.4M will be available for programming in Missouri.

Project award values will be 100% federal. Applicants may provide additional funds beyond the requested amount of FLAP funds to contribute to the project. Because of the limited amount of FLAP funding available in each state in any given federal fiscal year, proposals will receive additional consideration when funding is leveraged from other sources.

Applications should be submitted via email to EFL.planning@dot.gov by the end of the day (11:59 PM Eastern Standard Time) on October 1, 2025, to be considered. If required, applications via mail, Fedex, UPS etc. or fax will also be accepted.

The Federal Lands Access Program website is: [Federal Lands Access Program \(FLAP\)](#).| [FHWA \(dot.gov\)](#).

[Click here for the FLAP Project Application](#) - Requires Download (Right-click, select Save Link As)

[Click here for the 2025 FLAP Application Checklist](#)

[Click here for the Eastern Federal Land FLAP FAQ](#)

[Click here for the FLAP Applicant Webinar](#)

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USDOT Releases Fiscal Year 2026 Budget Proposal

June 6, 2025



On May 30, the U.S. Department of Transportation released its [fiscal year 2026 budget request](#) to Congress, with the agency seeking a total of \$147.1 billion in funding – comprised of \$111.3 billion in new budgetary resources plus \$35.8 billion in advance appropriations provided from the Infrastructure Investment and Jobs Act or IIJA of 2021.

[Above photo by AASHTO]

The USDOT added that its FY 2026 budget requests a \$1.5 billion increase in new discretionary authority from a total of \$27 billion; a nearly 6 percent increase from the agency's enacted FY 2025 budget.

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served by major airlines prior to the aviation industry deregulation in 1978.

Committees

- Requests an additional \$700 million for the Federal Highway Administration's Bridge Investment Program while also proposing "cancellation" of approximately \$5.7 billion in IJA funding for electric vehicle charger construction programs.
- A \$2.2 billion request for the Federal Transit Administration's Capital Investment Grants program; equal to the level enacted for FY 2025.
- Seeks \$1.5 billion for the U.S. Maritime Administration to support key priorities in President Trump's Executive Order 14269, Restoring America's Maritime Dominance, including \$550 million for the Port Infrastructure Development Program and \$105 million for the Assistance to Small Shipyards endeavor.
- Proposes \$2.3 billion for the Infrastructure for Rebuilding America or INFRA grant program – an increase of \$770 million from the enacted FY 2025 funding level.
- Requests \$500 million for the Consolidated Rail Infrastructure and Safety Improvements or CRISI grant program; a \$400 million increase over the enacted FY 2025 funding.
- Proposes zeroing out Federal-State Partnership for Intercity Passenger Rail grants from the General Fund, while maintaining IJA advance appropriations at \$7.2 billion.
- Proposes funding Amtrak at \$2.4 billion – equal to its FY 2025 level – and shifting \$291 million from Northeast Corridor grants to National Network grants, while maintaining IJA advance appropriations at \$4.4 billion.

The agency's budget request also proposes consolidating common program support services across USDOT's modal administrations into the Office of the Secretary or OST – including procurement, human resources, information technology, civil rights, public affairs, and governmental affairs.

That shift would move approximately 800 full-time federal employees or FTEs from USDOT's modal administrations into the OST, the agency said.



Related articles



White House Unveils Infrastructure Permitting Reform Plan

June 6, 2025



USDOT Hosts Road Show, Takes Deregulatory Actions

May 30, 2025

White House Unveils Infrastructure Permitting Reform Plan

June 6, 2025



The White House Council on Environmental Quality, in consultation with the National Energy Dominance Council and relevant permitting agencies, unveiled a “Permitting Technology Action Plan” on May 30 that seeks to modernize federal environmental review and permitting processes for infrastructure projects involving roads, bridges, mines, factories, power plants and more.

[Above photo of the White House vis Wikipedia]

In a [statement](#), the Trump administration said this new permitting plan seeks to provide a “government-wide” technology optimization strategy to more effectively and efficiently evaluate environmental permits; allowing for seamless information exchange between agencies, simplified interactions for applicants, and greater transparency and predictability on environmental review and permitting schedules for sponsors and stakeholders.

The plan also calls for the establishment of a CEQ-led “Permitting Innovation Center” that, with the help of the General Services Administration’s Technology Transformation Services, will design and test prototype permitting systems and later advise federal agencies on what “best-in-class” technology tools to adopt.

CEQ added that this new permitting plan – a result in part of a memorandum issued by President Trump in April entitled “[Updating Permitting Technology for the 21st Century](#)” – also seeks to create a National Environmental Policy Act or NEPA permitting data and technology standard; a timeline and implementation roadmap for all federal agencies involved in infrastructure permitting; and a governance structure for said implementation.

The plan also aims to leverage technology to tackle

“longstanding problems”

identified in CEQ’s “[E-NEPA Report to Congress](#)” issued in

2023, such as reliance on outdated systems, fragmented data management, and disconnected digital tools.

“[We are] working tirelessly to implement innovation-driven environmental review and permitting reforms to eliminate needless delays that cripple the growth of the U.S. economy – replacing outdated technology with efficient, speedier solutions,” said Katherine Scarlett, CEQ’s chief of staff.

“Through interagency coordination, this administration has taken bold action to streamline the NEPA process and get America back to building infrastructure projects of all kinds,” she added.



Image via the White House

977

The number of people in Germany in 2023 injured in road accidents caused by a driver using an electronic device

3

3. Mobile phone usage while driving is one of the main causes of road accidents

explains. "By integrating advanced cameras capable of capturing even small details at high speeds with AI-based analysis software trained to detect mobile phones in the driver's hands, we can provide effective automated enforcement. Also, the technology can identify whether passengers are wearing their seat belts, which is another feature that promotes traffic safety and compliance."

These sophisticated systems may sound like a vision of the future, but they can already be seamlessly integrated into existing transport infrastructure or utilized in mobile applications. They have the ability to cover two lanes simultaneously, can be operated continuously day and night, and provide high-resolution images of detected violations as evidence, thus improving accuracy and reliability. 🚗

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Why fewer crashes doesn't always mean better safety

FF The legendary American test pilot Chuck Yeager is associated with the quote "If you can walk away from a landing, it's a good landing." By the same rationale, one could assert that any road journey completed without a collision is a safe journey. After all, it's a crash that leads to death and serious injury. No crash means no death or serious injury, which equals 'safety' – right?

While this may be statistically true, road transport is not the same as military aviation. Road design and driving behaviors have ripple effects that impact wider society. This distinction highlights the importance of human factors in road safety. Unlike the controlled environment of a test flight, road networks are dynamic, unpredictable and populated by a diverse range of users, each with varying levels of skill, experience and attentiveness.

This matters when it comes to the development of driver assistance systems. These technologies may prevent collisions but we have to understand how humans interact with them – how they perceive and trust them and how these facets shape individual and societal behaviors. A salient example is over-reliance such systems leading to complacency and reduced vigilance, potentially increasing the risk of collisions when the system fails.

Perhaps more significant is how this relates to the metrics we might use to assess safety in automated driving. It is commonly accepted that self-driving vehicles need to be safer than humans. A simplistic way to assess this would be to measure the rate of serious incidents caused by AVs and ensure this is lower than that for careful and competent human drivers.

I think we need to go further. I believe our assessment needs to include a measure of the degree to which the behavior and operation of automated vehicles is compatible with societal expectations – and recognition that those expectations may be very different depending on who you ask and where they are from.

What might happen if we just accepted casualty rates as our sole metric? This risks



"We risk a backlash against rare but serious AV incidents that might be very different to human-caused crashes"

a public backlash against rare but serious incidents that might be very different in nature to human-caused crashes, no doubt be accompanied by media uproar about 'killer robots'. The upshot could be delays to the uptake of the very technology we anticipate will improve safety.

There could be further undesirable consequences of assessing performance only by crashes. Requiring 'careful and competent' driving infers something more than just collision avoidance; it suggests being mindful of other road users, especially the vulnerable. Driving behaviors that are perceived as being aggressive may intimidate those who are walking, wheeling, cycling or riding – again with the risk of raising antipathy towards the technology.

Ultimately, journeys free from serious collisions must be our ambition but a truly safe road transport system must also acknowledge and address the complex interplay of human factors. We may not be breaking the sound barrier, but addressing societal barriers to technology deployment will be critical in creating a safe, sustainable road environment for all.

Professor Nick Reed is founder and CEO of Reed Mobility: www.reed-mobility.co.uk

VRUs AND ENFORCEMENT

RECL



AIMING

the streets

One way in which traffic managers can improve safety for vulnerable road users (VRUs) is by reducing the volume of motorized traffic on roads. This is one of the principles behind the UK's Low Traffic Neighbourhoods (LTNs).

LTNs are defined in UK statutory guidance as "an area-wide traffic management scheme aimed at reducing or removing through traffic from residential areas" using signed restrictions or physical barriers.

Although LTNs were first conceived in the 1960s, they had a boom during Covid as reduced car use made them easy and popular to implement. Since then, while traffic levels have surged back, many LTNs have remained and more are planned, with improved safety, cleaner air, healthier transport options, and less-congested streets cited as benefits. However, post-Covid their popularity with the public has waned.

In the Royal Borough of Greenwich, in Southeast London LTNs form part of a wider active travel strategy. "We all know

*In the UK, Low Traffic and Clean Air Neighbourhoods are helping to promote active travel by improving safety for vulnerable road users, while also reducing air pollution and traffic congestion in residential areas. **Lloyd Fuller** takes a look at how local government authorities are overcoming the challenges of implementing and enforcing these schemes*

“Research shows that, while (LTNs) can work, in the right place, and, crucially, where they are supported, too often local people don’t know enough about them and haven’t been able to have a say

Mark Harper, Transport Secretary 2022-2024, UK Government

the benefits of active travel and how switching more journeys to sustainable transport is crucial in addressing the triple threat of climate change, congestion and clogged lungs,” says Councillor Averil Lekau, cabinet lead for climate action, sustainability and transport, Greenwich Council.

LTNs have recently been implemented across East and West Greenwich, using an experimental traffic order with an 18-month evaluation period, and costing the council £1 million, supplemented by £2.1 million from Transport for London. These areas face some of the borough’s worst congestion and air quality issues.

“Greenwich has the fourth highest rate in London of newborns being admitted to hospitals for respiratory tract illnesses,” says Lekau. “Air pollution in many parts of our borough is well above World Health Organization limits. We wouldn’t drink dirty water so why should we breathe dirty air?”

National guidance

The UK’s Department for Transport’s statutory guidance on implementing LTNs, published in March 2024, emphasizes the critical importance of community engagement.

“Research shows that, while (LTNs) can work, in the right place, and, crucially, where they are supported, too often local people don’t know enough about them and haven’t been able to have a say,” wrote then-Secretary of State for Transport Mark Harper in his foreword to the guidance. “Increasingly and frustratingly, we see larger and larger low-traffic schemes being proposed by some councils despite concerted opposition by local residents and by local businesses, and in some cases being removed again. This guidance makes it clear that should not happen.”



Above: LTNs in Greenwich are enforced using a network of cameras

80%

The proportion of trips in London that should be made by walking, cycling or public transport by 2041 according to the Mayor of London’s stated goal

In Greenwich the guidance has helped to inform the approach to implementation. “We’re committed to addressing residents’ concerns and to adjust our schemes where necessary,” says Lekau. “We are continuously monitoring the impact of our schemes and using data to inform our decision making.”

The statutory guidance outlines that good engagement should give the whole community the opportunity to be involved and be representative, stating: “an authority should be confident that a scheme is capable of carrying the support of a majority of the community before introducing it.”

In Greenwich the pilot represents part of the engagement. “It’s challenging. We are getting a lot of kickback, but I think it’s important to see how the experimental traffic order goes and give it some chance to get some results,” says Lekau.

Some of the approaches recommended in the guidance for engaging local communities in the roll out of LTNs include in-person events in the affected area, online engagement and information leaflets. “We are continuously monitoring the impact of our schemes and using data to inform our decision making,” says Lekau.

“It is one of our most important missions – to make it easier and safer

Beyond LTNs

LTNs alone are not enough to promote active travel for longer journeys, which are likely to take citizens out of the relative safety of an LTN. To address this Greenwich is investing heavily in cycling infrastructure and promotion.

The South London borough has increased its cycle network “quite considerably,” according to Councillor Averil Lekau, cabinet lead for climate action, sustainability and transport, Greenwich Council, with new routes and “above London average cycle training funding.”

Practical initiatives include free cycle training, a ‘try before you bike’ scheme run by Peddle My Wheels and expanded cycle parking options. “We’ve committed to increasing the availability of cycle parking in the borough and reducing waiting lists for cycle hangars in our local implementation plan,” says Lekau.

Greenwich’s active travel vision also extends to public transportation, with the council working closely with Transport for London (TfL) on multiple projects to connect bicyclists with other modes. These include bus rapid transit connectivity, improved bus infrastructure, and town center improvements.

and greener to move around the borough,” says Lekau. “Greenwich plays an active role in tackling climate crisis and improving environmental sustainability in line with our commitment to being carbon neutral by 2030.”

Designing effective LTNs

In Greenwich, LTNs work by dividing residential areas up into zones – vehicles are restricted from crossing between zones from 7am to 10am and 3pm to 7pm, Monday to Friday. The zones can still be accessed from major roads, but the scheme is designed to stop drivers using residential streets as short cuts – a problem that has been on the increase with the widespread use of sat navs.

In order to avoid having physical barriers between zones, which have been cited as safety concerns, restricting access for emergency vehicles, and can cause inconvenience to local residents, drivers who violate these restrictions will face fines enforced by ALPR cameras.

In order to gain exemption from the scheme a special N1 permit must be used, which can only be obtained for essential services, taxis, professional carers and residents who are registered as disabled (Blue Badge holders). Residents can also apply for an individual circumstance exemption, however, there is no automatic exemption.

“We’re not targeting local drivers for fun. 40% of our residents do not even own a car,

but areas such as East and West Greenwich are some of the worst affected by congestion and air pollution,” says Lekau.

The restrictions were implemented in response to concerns about traffic congestion in residential areas and anti-social behavior from motorists. However, enforcement was initially delayed as signage was cited as misleading, as a disability symbol was taken by some to mean automatic exemptions for all Blue Badge holders, when in fact only permit holders were exempt. These problems led to the start of the trial being postponed from November 2024 to January 2025.

The 18-month trial is also assessing claims from people living in nearby Charlton, who say they’ve experienced increased traffic volumes on their residential streets, including in the vicinity of a primary school.

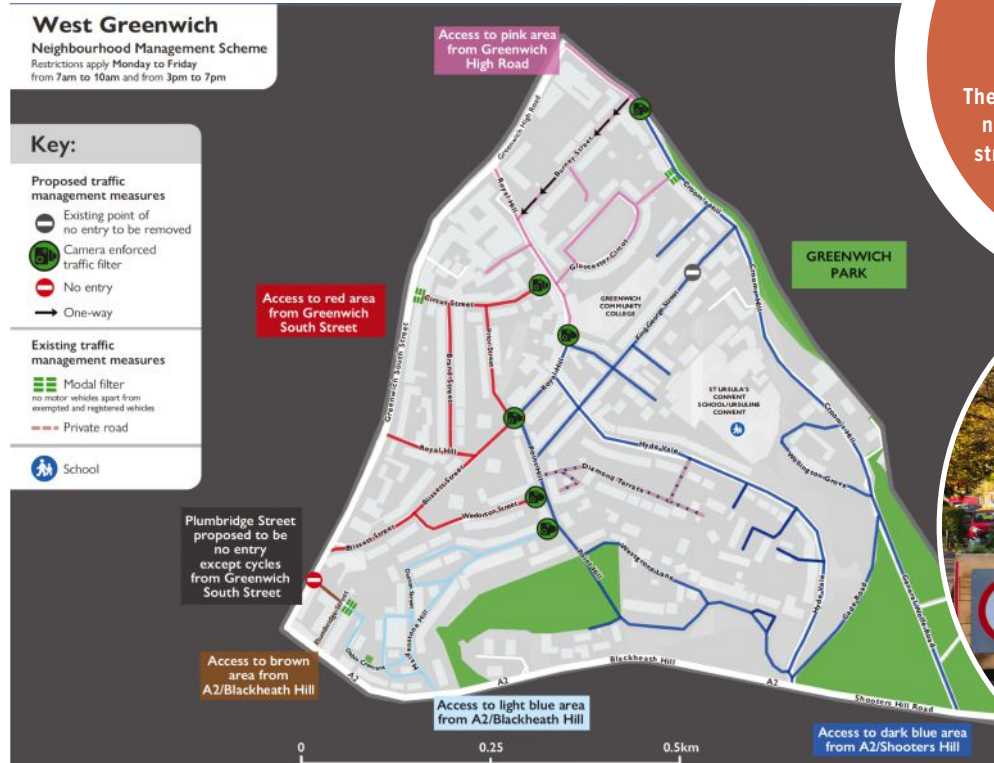
Clean Air Neighbourhoods

On the other side of South London, Hammersmith & Fulham Council is also aiming to reduce traffic on residential streets, using ALPR camera enforcement to penalize non-residents who use roads as cut-throughs. Though the outcomes are similar to the LTN scheme in Greenwich, the Southwest London scheme uses different legislation and designates the enforced streets Clean Air Neighbourhoods (CANs), with a stated primary aim of reducing illness and deaths from pollution in the area.

Although the official primary focus is to reduce pollution, there are clear knock-on benefits for VRUs in reducing the

15,000

The estimated daily reduction in the number of cars using residential streets in Hammersmith thanks to the introduction of Clean Air Neighbourhoods



“It is one of our most important missions – to make it easier and safer and greener to move around the borough

Councillor Averil Lekau, cabinet lead for climate action, sustainability and transport, Greenwich Council

number of vehicles, with the council taking the opportunity to implement other measures to promote active travel, these include enhanced pedestrian areas with anti-skid surfacing, new public seating and planters, additional cycle parking, and an investigation into upgrading pedestrian crossings.

The most recent CAN trial began in October 2024 in Hammersmith to tackle increasing congestion on Clancarty Road – a route being used as a shortcut to access the nearby Wandsworth Bridge Road. The 18-month trial builds on the framework established in two other successful trials in the area.

ALPR enforcement for the CANs is less restrictive than Greenwich's LTN – in Hammersmith all vehicles registered to addresses in the borough can pass cameras without penalty, with no special permit needed. Residents can also gain temporary permits for visitors using the RingGo app and special provisions exist for taxis, businesses, and essential services. As with the LTN, access is still possible to all streets using designated routes.

The ANPR/ALPR technology in Hammersmith is being provided by Videalert cameras. According to the council



Above: A map showing the LTN zones and enforcement in Greenwich, London

Inset: Physical barriers to designate LTNs have declined in popularity since Covid

documentation, these “ONVIF compliant HD cameras capture the highest quality images to minimize discard-rates, increase productivity and help reduce the number of appeals.”

The cameras connect to a DfT Manufacturer Certified hosted platform which integrates with the council's permit systems to ensure that resident and permitted vehicles can pass.

According to council reports, CANs in the borough have achieved 15,000 fewer cars per day using residential streets as cut-throughs, an estimated 1.9 tonnes reduction in carbon emissions daily and an estimated 1.35kg reduction in nitrogen oxide (NOx) daily.

These improvements address what the council describes as “the decades-old and seemingly unmanageable traffic problem in South Fulham” which had “been made worse in recent years by increased use of satnavs.”

The new schemes in South London, whether designated as Low Traffic Neighbourhood or Clean Air Neighbourhoods, show how enforcement can help to make streets safer for VRUs, while also having additional benefits in reducing congestion and pollution in order to protect local residents. ❌

Councillor Averil Lekau spoke at the Westminster Energy, Environment & Transport Forum