PLAN TRANSPORTATION 2040



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan

Adopted by Board of Directors: August 18, 2016
Amended by Board of Directors: August 15, 2019

Transportation Plan 2040 Highlights

Transportation Plan 2040 is the 5-year update to the Ozark Transportation Organization's Long Range Transportation Plan. This plan looks to 2040 to determine transportation needs and priorities throughout the region. Solidified with public input, the OTO looks forward to implementing this plan during the five years until the next update.

This plan contains multiple tools that help implement the goals in this plan. The Major Thoroughfare Plan has been extensively reviewed and updated, and the Bicycle and Pedestrian Facilities map has been revised to reflect current needs. The OTO Design Standards are now a stand-alone publication, though a copy is included with the Plan.

An essential part of *Transportation Plan 2040* is the Constrained Project List. This is a list of projects the region can expect to afford to construct between now and 2040. Using prioritization criteria, OTO's diverse set of needs was narrowed to this list. Finally, a five-year implementation plan has been included to guide the next five years, so that OTO's work program and priorities are aligned with the goals of this plan.

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To learn more about the planning process, to ask questions, make comments, and to follow future plans and projects, the Ozarks Transportation Organziation can be reached in several different ways:

In Office:
2208 W. Chesterfield Boulevard, Suite 101
Springfield, Missouri 65807

Online:
www.OzarksTransportation.org
www.GiveUsYourInput.org
@giveusyourinput | #giveusyourinput

In Person:
comment@ozarkstransportation.org
(417) 865-3042

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

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Introduction and Federal Compliance

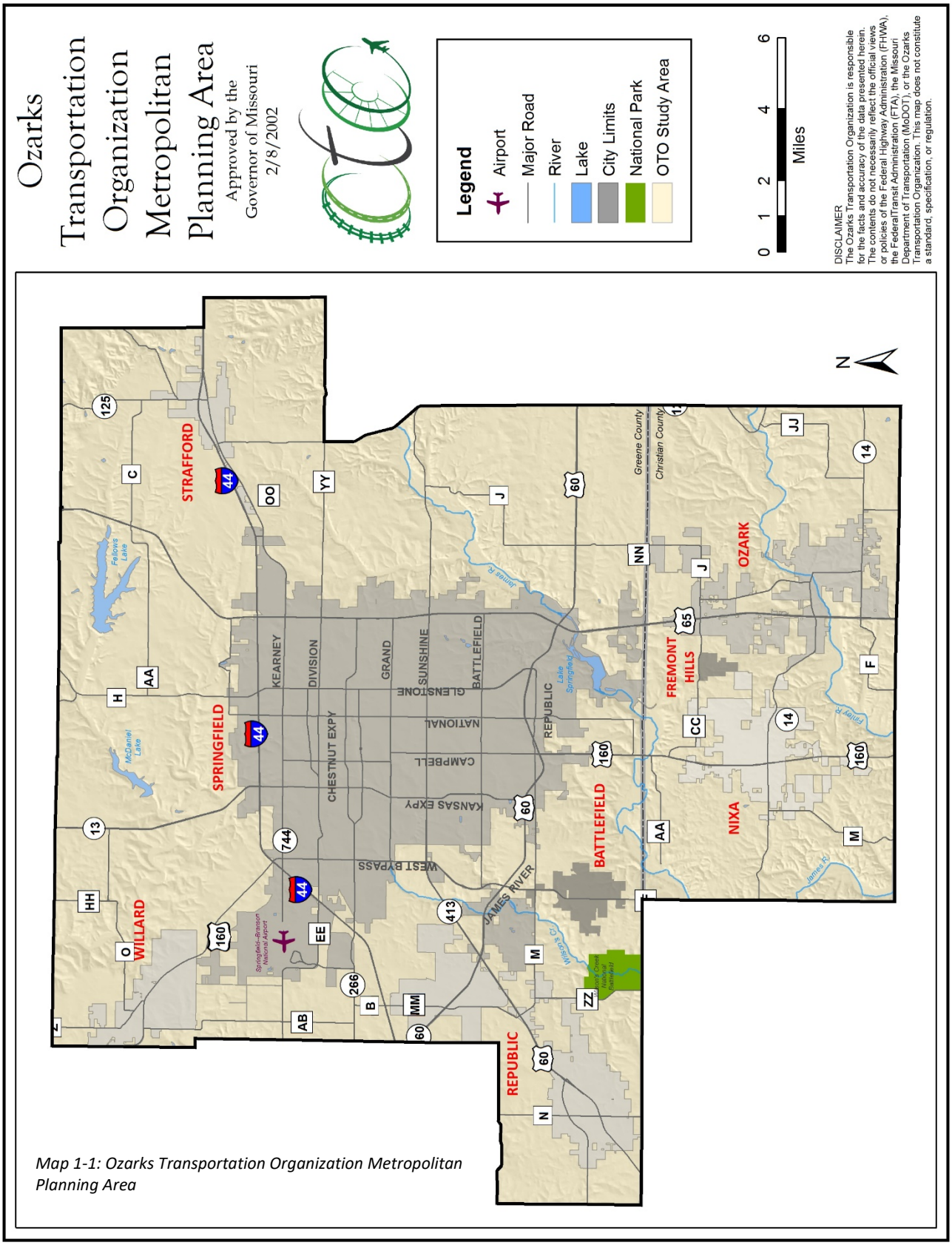
Every five years the Ozarks Transportation Organization undertakes an update of the region's long range transportation plan, looking to assess regional transportation needs for, at least, the next twenty years. The OTO Long Range Transportation Plan serves as the metropolitan transportation plan as described in Federal law. This newest update, *Transportation Plan 2040*, projects population and employment, as well as travel demands, to the year 2040. Extensive public input has been incorporated into the process, while background data and trends help form the basis for plan recommendations.

The Ozarks Transportation Organization

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO's Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

The OTO study area has a population of about 320,000 people covering 428 square miles. Greene County is the fifth-largest county in the state of Missouri and Christian County is among the fastest growing counties in the United States. By the year 2040, the population of the OTO region is expected to reach about 480,000, an increase of 50 percent over the next 25 years.



Map 1-1: Ozarks Transportation Organization Metropolitan Planning Area

Transportation Plan 2040 Considerations

Congress and the Department of Transportation set guidance for OTO to follow when developing a long range transportation plan. The current version of this guidance was renewed in the FAST (Fixing America's Surface Transportation) Act. The FAST act maintains the performance-based planning process as was prescribed in MAP-21 (Moving Ahead for Progress in the 21st Century), the prior surface transportation bill. This process maintains the multi-modal aspects of prior legislation, but the ideas of system performance and evaluation headline the guidance.

Planning Factors

Federal transportation law describes the planning process for the Long Range Transportation Plan. The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and nonmotorized users;
3) Increase the security of the transportation system for motorized and nonmotorized users;
4) Increase the accessibility and mobility of people and for freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

Livability Principles

In June of 2009, the US Secretary of Transportation Ray LaHood, US Secretary of Housing and Urban Development Shaun Donovan, and US Environmental Protection Agency Administrator Lisa Jackson announced an interagency Partnership for Sustainable Communities. To guide this effort, the three agencies outlined six livability principles that demonstrate how federal transportation policy, environmental protection efforts, and housing investment strategies can be coordinated:

1) Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health;
2) Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation;
3) Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services and other basic needs;

4) Target federal funding toward existing communities – through transit-oriented and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes;
5) Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth; and
6) Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.

Planning Emphasis Areas

The Federal Highway and Transit Administrations have encouraged metropolitan planning organizations to consider the following planning emphasis areas in the planning process. These are part of Secretary Anthony Foxx's strategic objectives for the surface transportation program.

MAP-21 and FAST Act Implementation

MPOs are encouraged to further develop their performance management approach to transportation planning. Scenario planning might also be an appropriate option in the development of the metropolitan transportation plan.

Regional Models of Cooperation

MPOs are asked to ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO, and state boundaries. The goal is that such coordination can support common goals and reduce project delivery times, while enhancing the efficient use of resources.

Ladders of Opportunity

FHWA and FTA encourage MPOs to identify transportation connectivity gaps in accessing essential services, such as employment, health care, schools/education, and recreation.



Figure 1-1: Ladders of Opportunity

Beyond Traffic

Beyond Traffic is USDOT's thirty-year framework for the future that looks to employ three strategies:

1. Take care of legacy transportation systems
2. Build what is new and necessary
3. Use technology and better design

The Beyond Traffic report produced by the U.S. Department of Transportation cites several national trends that will shape transportation in the future:

- America's population will grow by 70 million by 2045, with growth in the South and the West, twice as many older Americans, and megaregions will dominate.
- Freight volume will increase by 45 percent.
- Technological changes and innovation will change vehicles, infrastructure, and logistics.

- Climate change will mean sea level rise and more storm events, impacting infrastructure.
- New financing mechanisms will be needed.

The Beyond Traffic initiative is meant to spur conversation among the public about big ideas that can solve the challenges of tomorrow.

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming"[§1203; 23 USC 150(a)].

With this, seven nation performance goals were established for the Federal-aid highway program.

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

2. **Infrastructure Condition**
   To maintain the highway infrastructure asset system in a state of good repair

3. **Congestion Reduction**
   To achieve a significant reduction in congestion on the National Highway System

4. **System Reliability**
   To improve the efficiency of the surface transportation system

5. **Freight Movement and Economic Vitality**
   To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. **Environmental Sustainability**
   To enhance the performance of the transportation system while protecting and enhancing the natural environment

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

Planning Process

In keeping with the performance-based planning directive, OTO will expand on its congestion management process to develop investment priorities for the region. The process is spelled out current federal transportation law for the development of a performance based plan.

1. Identify Transportation Facilities
    a. Emphasize National and Regional Connections
    b. 20-Year Forecast Period
2. Performance Measures and Targets
    a. Safety
    b. Condition
    c. Congestion
    d. Reliability
    e. Freight
    f. Environment
    g. Project Delivery
3. System Performance Report
4. Environmental Mitigation
5. Financial Plan
6. Strategies to Improve Performance
7. Project Selection and Enhancements

The planning process was conducted via the OTO Long Range Transportation Plan Subcommittee with review by the Technical Planning Committee and Board of Directors. Regular meetings of the Subcommittee were held with discussion at each stage of the planning process. Additional meetings by relevant subcommittees were also held, such as the Bicycle-Pedestrian Advisory Committee, the Congestion Management Process Subcommittee, and the newly created Traffic Incident Management Subcommittee.

Public Engagement

Public Input

OTO undertook an intensive public input process, which included extensive outreach to gain more input than normally gathered through a typical public meeting process.

Staff developed a survey titled, "What transportation projects matter to you?" This question became the tenet of the campaign. The survey was made available in English and Spanish. Participants were given the opportunity to win a Kindle Fire HD 7 or one of two $50 gift cards to a local fueling station. OTO member jurisdictions were encouraged to promote the survey in addition to staff outreach efforts.

OTO developed promotional materials to gain visibility for the Plan and dedicated its public comment site, giveusyourinput.org, to the campaign.

Public outreach events included:

- Republic Business Expo – March 7, 2015
- Nixa Business Expo – March 14, 2015
- Ozark Business Expo – March 28, 2015
- Ozark Greenways Annual Meeting – March 31, 2015
- Safe and Sound Saturday in Springfield – April 18, 2015
- Farmer's Market of the Ozarks in Springfield – May 16, 2015

Other outreach included links on the websites of the Republic, Nixa, and Ozark Chambers of Commerce and MoDOT. The survey was advertised on the City of Battlefield Facebook page, in the Strafford City Newsletter, in the Willard Utility Mailer, and in the City of Republic Newsletter.

Survey Results

Over the course of the public input campaign, 483 surveys were received, a copy of which is included in Appendix 1. The survey first asked about project priorities, then focused on a variety of questions to understand needs and funding priorities.

High priority projects include US 160 – Six Lanes from Springfield to Nixa, I-44 – Widen to Six Lanes, James River Freeway – Six Lanes from US 65 to West Bypass, State Highway 14 from west of Nixa to east of Ozark, and US 65 – Six Lanes from James River Freeway to Route F in Ozark. Projects that were marked as not being a priority include MM in Republic, Route 60 west of Republic, and Business Route 65 in Ozark. Several other projects had much closer results regarding whether they should be priorities.

Multi-modal projects were not included for ranking in this list. The Existing/Proposed Bicycle-Pedestrian Facilities map and the transit routes were available for review and comment at the public venues. These topics were also addressed elsewhere in the survey.

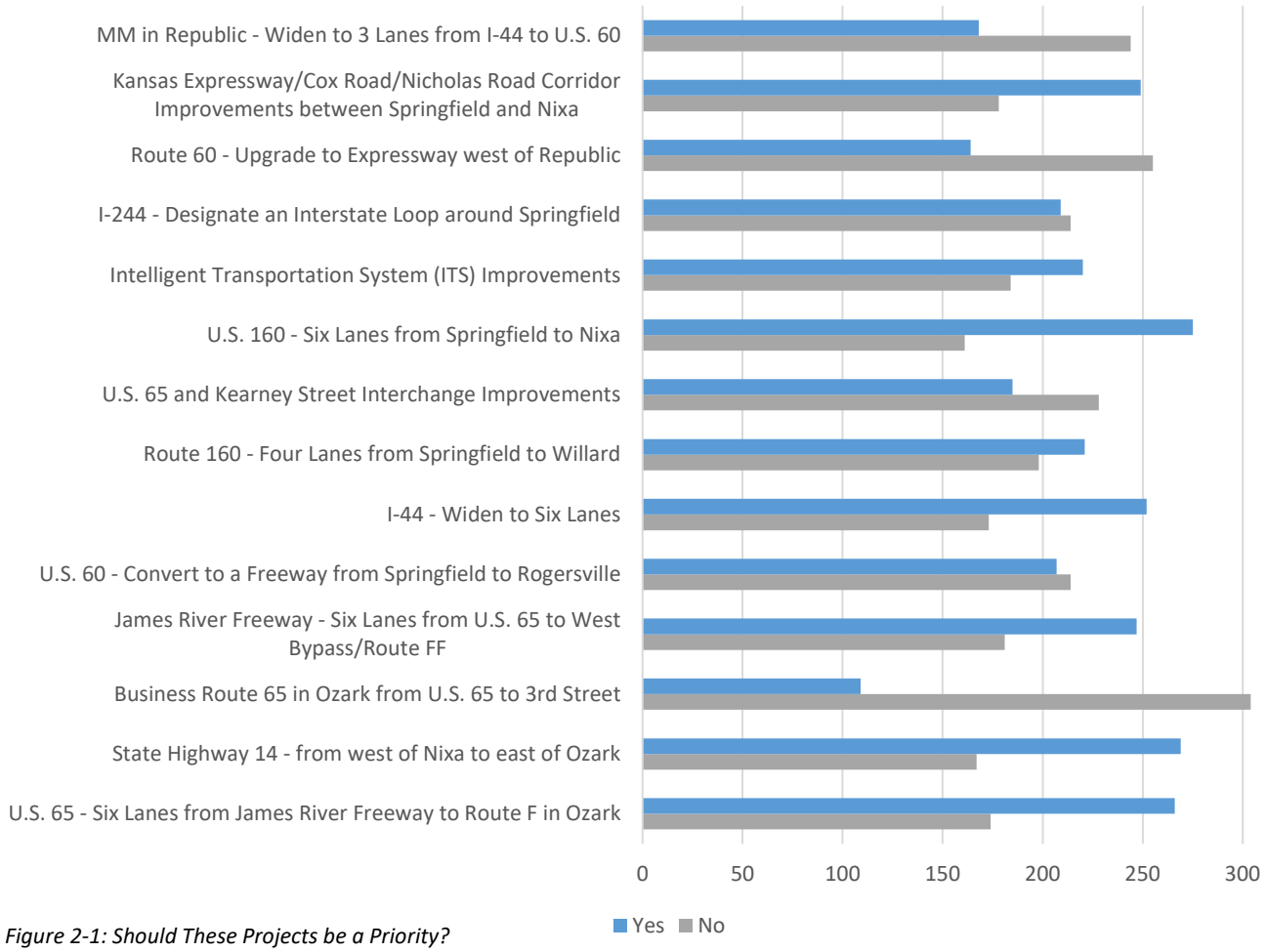


Figure 2-1: Should These Projects be a Priority?

The Survey asked respondents to mark all issues that are considered to be the most important facing the OTO region. Improving safety on the roads for both motorized and non-motorized vehicles came in first, while reducing highway congestion was next.

Respondents were also asked which transportation problems with which they are most concerned. Traffic congestion came in first with poor pavement condition next. Traffic congestion was also cited as the most critical issue at the neighborhood level, though many respondents could not pick just one issue.

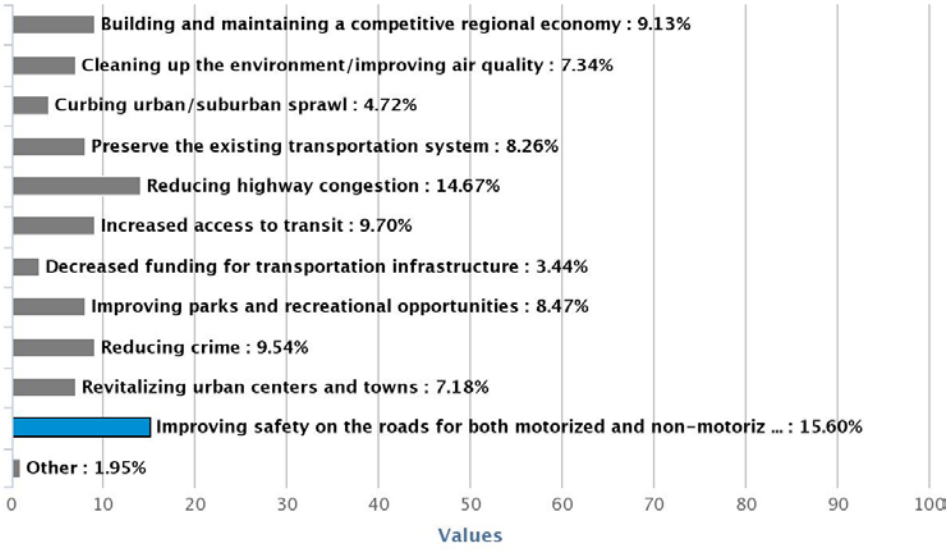


Figure 2-2: Most Important Issues Facing the OTO Region

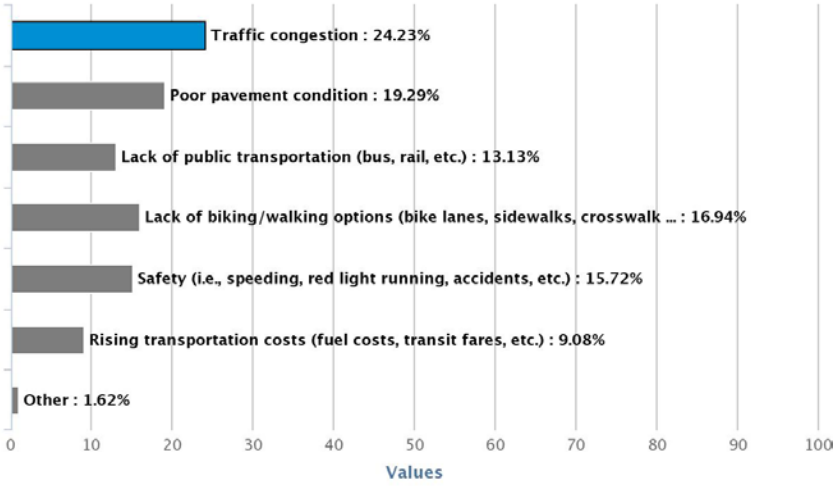


Figure 2-3: Concerning Transportation Problems

When the survey asked how respondents would allocate $100 for transportation, most of the funding went to new highway construction, while bicycle lanes and trails, along with new intersection/interchange improvements took the next priority in funding.

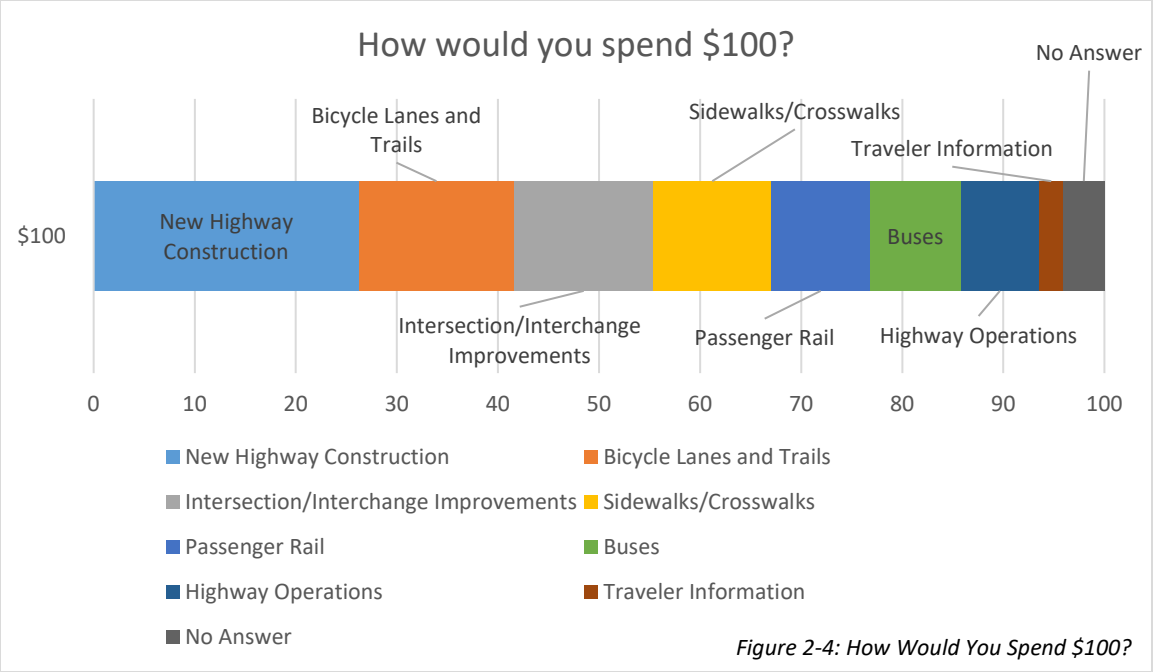


Figure 2-4: How Would You Spend $100?

The top three choices for funding transportation included increasing the gas tax, government backed low-interest loans and bonds, and public-private partnerships.

The following word cloud provides some insight as to respondents' vision of transportation in the OTO region in 2040:

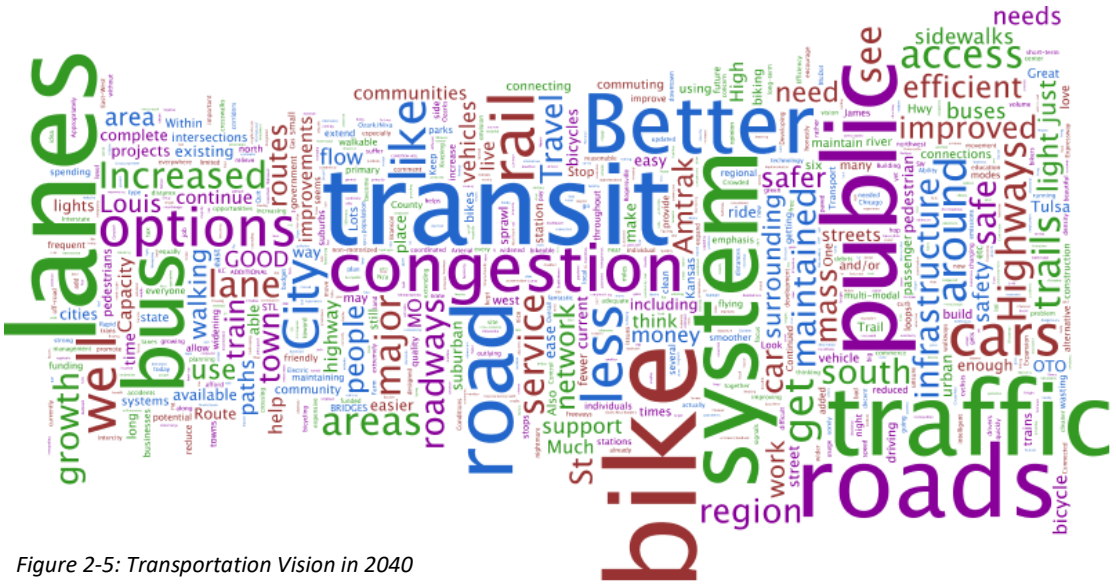


Figure 2-5: Transportation Vision in 2040

Public Comment

OTO followed a similarly intensive public comment process to gather input from the region on recommendations in the Plan.

Staff revisited the Expos in Nixa, Ozark, and Republic. Additional effort was made to reach the remainder of the OTO region.

Public outreach events included:

- Online Public Meeting at www.giveusyourinput.org – March 1 through March 31, 2016
- Republic Business Expo – March 5, 2016
- Nixa Business Expo – March 12, 2016
- Ozark Business Expo – March 19, 2016
- Open Public Meeting at Library Station – March 31, 2016

A survey or other input mechanism was not used during this input round, but rather, Staff used the opportunities to have a dialogue with the public. Comments were recorded on index cards at public events and via a comment box on the website.

The following comments were received:

Republic

- Install a left turn lane from 60 to 115 toward Springfield. People are stopping on 60.
- Add a center turn lane on 60 in Republic. Also more turn lanes between Republic an Aurora.
- We need bus service in Republic (multiple requests).
- Add an acceleration lane or turn lane on MM near pipelines. Widen MM toward I-44.
- Main and Elm, sight distance issue. A business parks a large black truck near the road.
- Add bike accommodations on Hines and Lynn. Need more bike connection between Republic and Wilson's Creek National Battlefield.

Nixa

- I would like a left turn lane at Mt. Vernon and Main.
- I see kids crossing near the Pizza Hut on CC, add sidewalks and crosswalks.
- Bikeable streets and bike racks at businesses.
- Fix flooding areas on 60 between Rogersville and Springfield.
- Road across from OTC needs addressed (32nd Street).
- North View Road extension (N4) needs to happen. Also Tracker to Cheyenne (on MTP)
- Transit in and around Nixa (multiple requests).

Ozark

- Kansas Expressway Extension is needed.
- Widen Highway 14 (multiple requests).
- Highway 14 to Highway 65 interchange improvements (multiple requests).
- More bicycle trails and facilities in Ozark (multiple requests).
- Widen McCracken and add sidewalks and bike paths.

- Widen NN from Highway J.
- Need I-244, Kansas Expressway Extension and East/West arterial.

Online (not corrected, printed as received)

- The KS expressway extension is great but what we really need are some new outer beltways like in KC and STL. Once we do get the funds for new highways, those definitely should be on top priority.A central freeway to the center of SGF would be great as well. (maybe convert chestnut to a highway by some means?)

- I agree with Chung's comment - especially a freeway to downtown. Also would like to see reflective paint throughout the city. Very difficult to see the lines when it rains...day or night. This is a safety problem of which I frequently hear complaints.

- Widen Kansas expwy to 6 driving lanes with fewer intersections

- Interstate loop connecting the surrounding towns and rail service

- Build flyovers for Campbell, Glenstone. and Kansas expressway with exits just like Rogersville that will be a permanent fix, instead of 3 lanes with 5 red lights within 2 blocks traffic cannot flow with red lights that close. Also street lights for James river frwy, Interstate 44 and Hwy 65 that will help drivers see better at night on these roads

- Improve the interchange at highway 60 westbound and southbound 65. Increase highway 60 from republic all the way to Rogersville to 3 lanes. Expand highway 65 from highway 60 interchange to Ozark to 3 lanes, will help the 5pm to 645pm traffic congestion at this interchange.

- Also to ease congestion on I44, may be look to partner to get an Amtrak station put in that will connect to Kansas City and St. Louis.

- I think I-44 needs another lane. It’s owned by truckers, and it would be nice to have a cars-only lane that actually moves.

- I'm am concerned with the proposed extension of Grand, West of the bypass. That will literally guy my entire neighborhood. This would take out several homes, currently in the range of $120,000-$195,00, that were built less than ten years ago. We can see on the assessor's website where the original plans for Grand extension are, snuggling just south of our neighborhood and taking out 4 or so homes. Even with the original plans, our realtor told us Grand was no longer going through at all under conditions made by the family that donated the land for the Rutledge Wilson Farm Park. What is in the future for these properties? Why were these properties allowed to be built, just to be tore back out?? how will the city and county be able to afford to buy out these homes? Will these families be give a *truly* fair amount for their properties and homes or will the city condemn their nice homes and pay as little as possible? I am hoping this newest map is a mistake. Surely this cannot be right.....

- Turn Kearney over 65 into an inverted diamond and make Kearney Street from 65 East to the courts 4 lanes! Also widen the bridge, you have 2 lanes going west and a turn lane going south, but 1 lane going east and one lane tuning North.

- Heading North on Orchard Crest to Mt. Vernon both sides are fenced and have blind spots- someone is going to get hurt there. Blind spots need to be fixed.

- I would really like to see at least two cross walks across Sunshine Street between Glenstone and 65. I think one between the Bank and Q'doba beside Ventura would be extremely useful and another at either of the Plaza lights. There is not a single crosswalk from Glenstone east on Sunshine. I'm not really sure that there's a *marked* one at Glenstone. With all the new businesses beginning on East Sunshine, we really need something done. Thanks for presenting the opportunity to give ideas. I'm not sure where this one fits in all the pages of documentation you have here!

Final Draft Input

The final draft of the Plan will be made available for comment one more time before going to the Board of Directors. This input was shared with the Board of Directors ahead of adoption.

- I am concerned about the safety of the citizens of Strafford. At present, OTR Trucks and farm traffic both use all our roads. This creates a very dangerous situation, since one moves very slow, and the other is very hard to stop in short distances due to the weight of the trucks. I would like to see a speed reduction and limited hours of operation for trucks on the cities roads, or farm tractors and equipment restrictions. Without addressing this concern, more Strafford citizens will end up in fatal accidents. I believe that this can be accomplished in the OTO's Vision 2040 Plan. Thank you for reading my concerns.

- I am really concerned with the speed limits on the US and State highways. There are many vehicles (cars and trucks) that ignore the present limits. I believe the speed limits MUST be reduced, especially on highways 65 and 60. Even though they are (or will be) 4 lanes there are still intersecting side roads that do not have turn lanes, especially on Hwy 60. Then the speed limits should be enforced better. Thank you.

Vision and Measuring Performance

Vision and Goal Development

The OTO Long Range Transportation Plan Subcommittee used input from the public input process at the beginning of plan development as guidance for the Plan Vision and Goals. A survey asked the public what they thought was important regarding transportation in the region. This, coupled with federal guidance regarding what metropolitan planning areas should consider in the planning process, was used to develop a vision and set of goals appropriate for the region.

Vision

An excellent transportation system supporting the success of the OTO region.

Goals

Through public input and discussion among the Long Range Transportation Plan Subcommittee, twelve goals were developed. These goals help shape the recommendations to come from this plan and guide the actions of the OTO over the life of this plan, including programming in the Transportation Improvement Program.

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

Actions

OTO has developed a series of actions for each goal that will guide the implementation of this plan. These actions embolden priorities and outline plans and studies for staff to put the plan into action.

1. **Support the economic vitality of the region**
    a. Prioritize projects that encourage job creation, retention, and wage growth.
    b. Use the congestion management system to identify improvements that reduce congestion and improve mobility.
    c. Encourage a balanced multimodal system providing transportation to all.
    d. Connect the bicycle network to national routes and provide local bicycle wayfinding.

2. **Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements**
    a. Regularly update the Major Thoroughfare Plan and Bicycle/Pedestrian Plan to align with land use decisions by local governments.
    b. Review development proposals for compliance with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
    c. Encourage all jurisdictions align their design standards with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
    d. Make land use recommendations where gaps in commercial uses exist along arterials and proposed new arterials, expressways, and nodes.

3. **Increase the Safety and Security of the Transportation System for all users**
    a. Support the MoDOT Blueprint for Safety and other efforts to reduce traffic accidents.
    b. Prioritize projects that support the recommendations of state and local highway safety plans.
    c. Review local Emergency Management and Hazard Mitigation plans to ensure that transportation is included.
    d. Conduct an inventory of flood-vulnerable transportation facilities.
    e. Support the coordination of education programs for bicyclists, pedestrians, and motorists.
    f. Continue to support safe routes to school through TAP prioritization.

4. **Increase accessibility and mobility for all transportation modes**
    a. Develop and provide to member jurisdictions model policies for a complete street network and other facilities.
    b. Review roadway improvement projects for opportunities to provide for all modes of transportation.
    c. Look for opportunities to expand transit ridership.
    d. Identify a high-frequency transit corridor with fewer stops and develop a land use plan to promote the density needed to support transit.
    e. Give priority to Project Selection criteria for improvements that make bus stops more accessible.
    f. Continue to develop Bicycle and Pedestrian Implementation plans and update periodically to ensure relevancy.
    g. Amend Greene County Destination Plan to include Christian County.
    h. Share best practices via a single resource regarding bicycle and pedestrian facilities.
    i. Create and support the position of a regional bicycle and pedestrian coordinator in partnership with and within the OTO region.
    j. Continue to support efforts to bring inter-city passenger rail to Springfield.

5. **Improve connections within and between all modes of transportation**
    a. Draft a model ordinance providing for subdivision street connections and cross access requirements and encourage area jurisdictions to adopt.

6. **Encourage efficient system management and operations**
    a. Promote transportation demand management strategies.
    b. Encourage efficient traffic incident management (TIM) principles.
    c. Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.
    d. Develop a traffic incident management subcommittee.

7. **Preserve the existing transportation system and monitor system performance**
    a. Emphasize system preservation when allocating available funding.
    b. Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
    c. Publish an annual report documenting system performance.

8. **Maximize resources by promoting partnerships, collaboration and good planning principles**
    a. Encourage collaboration among OTO jurisdictions.
    b. Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.
    c. Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.

9. **Actively seek secure and reliable transportation funding**
    a. Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.
    b. Educate elected officials and the public regarding the need for additional stable transportation funding.
    c. Provide letters of support for activities related to Transportation Plan 2040 priorities.

10. **Provide education and advocacy for transportation**
    a. Provide presentations to elected officials, board and community committees on the transportation system.
    b. Use media outlets to educate the public on transportation issues.

11. **Protect and enhance the environment when planning for transportation improvements**
    a. Inventory environmentally sensitive areas for consideration in planning decisions.
    b. Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
    c. Support water quality best practices where feasible.

12. **Support the efficient movement of goods**
    a. Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.
    b. Identify essential freight corridors and monitor freight performance.
    c. Conduct a regional freight study to better understand needs and impacts of goods movement.

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming"[§1203; 23 USC 150(a)].

National Performance Goals

With this, seven nation performance goals were established for the Federal-aid highway program. From these seven goals, seventeen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress.

1. Safety
   To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
   a. Number of fatalities
   b. Rate of fatalities per 100 million vehicle miles traveled
   c. Number of serious injuries
   d. Rate of serious injuries per 100 million vehicle miles traveled
   e. Number of non-motorized fatalities and non-motorized serious injuries

2. Infrastructure Condition
   To maintain the highway infrastructure asset system in a state of good repair
   a. Percentage of NHS Bridges Classified as in Good Condition
   b. Percentage of NHS Bridges Classified as in Poor Condition
   c. Percentage of Pavements of the Interstate in Good Condition
   d. Percentage of Pavements of the Interstate in Poor Condition
   e. Percentage of Pavements of the non-Interstate NHS in Good Condition
   f. Percentage of Pavements of the non-Interstate NHS in Poor Condition

3. Congestion Reduction
   To achieve a significant reduction in congestion on the National Highway System
   a. Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
   b. Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)

4. System Reliability
   To improve the efficiency of the surface transportation system
   a. Performance of the interstate system
   b. Performance of the NHS excluding the interstate system

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

a. Freight movement on the interstate system

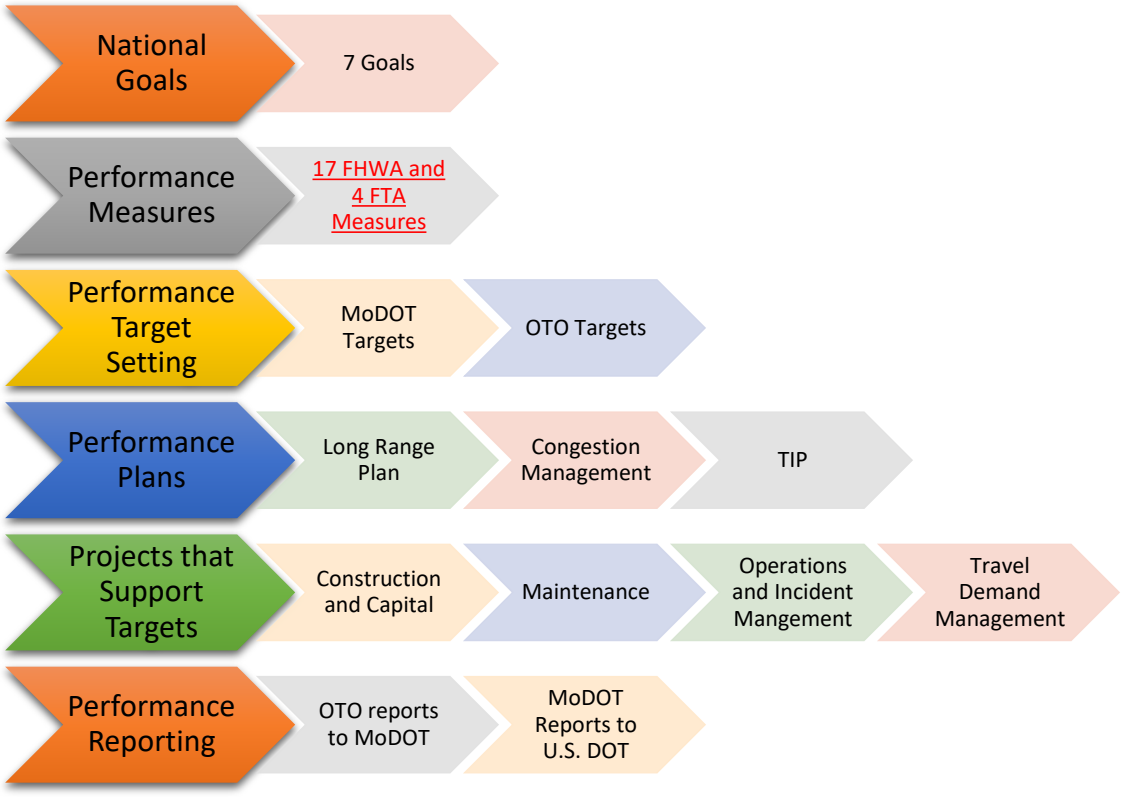
6. Environmental Sustainability
   To enhance the performance of the transportation system while protecting and enhancing the natural environment
   a. On-road mobile source emissions

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

Plus two transit performance goals with four measures:

1. Transit state of good repair
   a. Equipment (non-revenue service vehicles) State of Good Repair
   b. Facilities State of Good Repair
   c. Infrastructure State of Good Repair
   d. Rolling Stock State of Good Repair
2. Transit safety performance criteria and vehicle safety performance standards

Once MoDOT sets targets, OTO will have six months following development of the state targets to finalize targets at the regional level. OTO has the option to support the state targets through project



programming. These regional targets will be reflected in a performance measures report, as discussed below. They will also be incorporated into the System Performance Report, found in Appendix 8.

Regional Performance Goals

With *Journey 2035*, the OTO developed eleven performance measures, providing a benchmark for the region in terms of safety, system performance, and public health. OTO produces an annual report, indicating the current trend for each measure. The 2014 Annual Performance Measures Report is included in the Appendix. (By the time of Plan adoption, the 2015 report will be available and will replace the information shown in the table below.)

As the eleven measures, included in the table below, from *Journey 2035* are updated to reflect the National Performance Goals, in coordination with MoDOT, the OTO Performance Measures Report will also be updated to reflect those measures.



Table 3-1: OTO Performance Measures

Performance Measure	Target	Relation to 2040 Plan Goals	2014 Status
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	1, 2, 10, 12	↓
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	4, 5, 10	→
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	1, 2, 4, 5, 8, 9, 10, 11	↑
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	3, 8, 9, 10	→
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	4, 5, 6, 8, 9, 10	→
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	1, 2, 4, 5, 10	↓
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	1, 2, 4, 6, 8, 9, 10, 12	↓

Figure 3-1: Performance Management Process

Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	1, 2, 4, 6, 8, 9, 10, 12	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	3, 7, 8, 9, 10, 12	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	3, 7, 8, 9, 10, 12	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	1, 3, 6, 10, 11	

Throughout this process, OTO has encountered challenges in reporting performance. Data is not always available for each desired measure or timeframe. The disparate sizes of the OTO communities dictate which American Community Survey timeframes are available. Other data is not collected annually, meaning it does not change from one report to the next. The MAP-21 requirements, carried into the FAST Act, only stipulate that reports are made with the update of the long range transportation plan. This may solve some of the data availability issues for the measures related to meeting these requirements. MoDOT has also been working with its planning partners, including OTO, to ensure data availability as required by the measures.

Design Standards

OTO has an established Major Thoroughfare Plan (MTP) that shows the projected functional class of the roadway system through 2040 and beyond. This differs from the Federal Functional Classification System, which reflects how roadways currently function. The MTP roadway classification system provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the OTO study area. Both systems use a set of standards which group roadways based on similar characteristics.

Adopted Standards

In *Journey 2030*, the OTO adopted design standards, which are desired minimums based on the recommendations of the Major Thoroughfare Plan. OTO jurisdictions are encouraged to adopt more stringent standards, as well as employ best practices. "Complete Streets" and "Livable Streets" are among the most recent best practices in roadway design.

Recommended Changes

With the review of the Major Thoroughfare Plan in preparation for the *Transportation Plan 2040* planning process, one change was recommended to the Design Standards. This was the inclusion of a Rural Collector. This designation is only applied to certain collectors in Christian County outside of the Tier 2 planning areas. These roadways would have a 50-foot right-of-way applied and open ditch would replace curb, gutter, and sidewalk requirements. With the adoption of Transportation Plan 2040, this change will be incorporated into the OTO Design Standards.

The revised Design Standards are included in the Appendix.

Variance from the Standard

These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but is has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO Design Standards require recommendation of a variance from a special subcommittee of the OTO Technical Planning Committee to the Board of Directors, who can approve or deny the request.

Bicycle and Pedestrian Design Standards

With the adoption of *Journey 2035*, OTO adopted minimum standards for bicycle and pedestrian facilities in the region, revised from the initial Comprehensive OTO Area Bicycle-Pedestrian Plan. These are also included in the Appendix.

Existing Conditions and Special Studies

Socioeconomic and Demographic Trends

With the development of the travel demand model, OTO contracted with the Bureau of Economic Analysis at Missouri State University to project population and employment for 2040. These projections were done at the Transportation Analysis Zone (TAZ) level for the entirety of Christian and Greene Counties, with 2010 as a base year, and projections developed for 2020, 2030, and 2040, using Slow, Expected, and High Growth scenarios. More can be found in the *OTO Travel Demand Model Summary Report* (http://www.ozarkstransportation.org/Documents/TravelDemandModel2012.pdf).

Employment Growth

For the expected-growth scenario, Finance and Healthcare are predicted to be the fastest growing industries in the two-county region. Manufacturing and Agriculture are expected to see the largest declines.

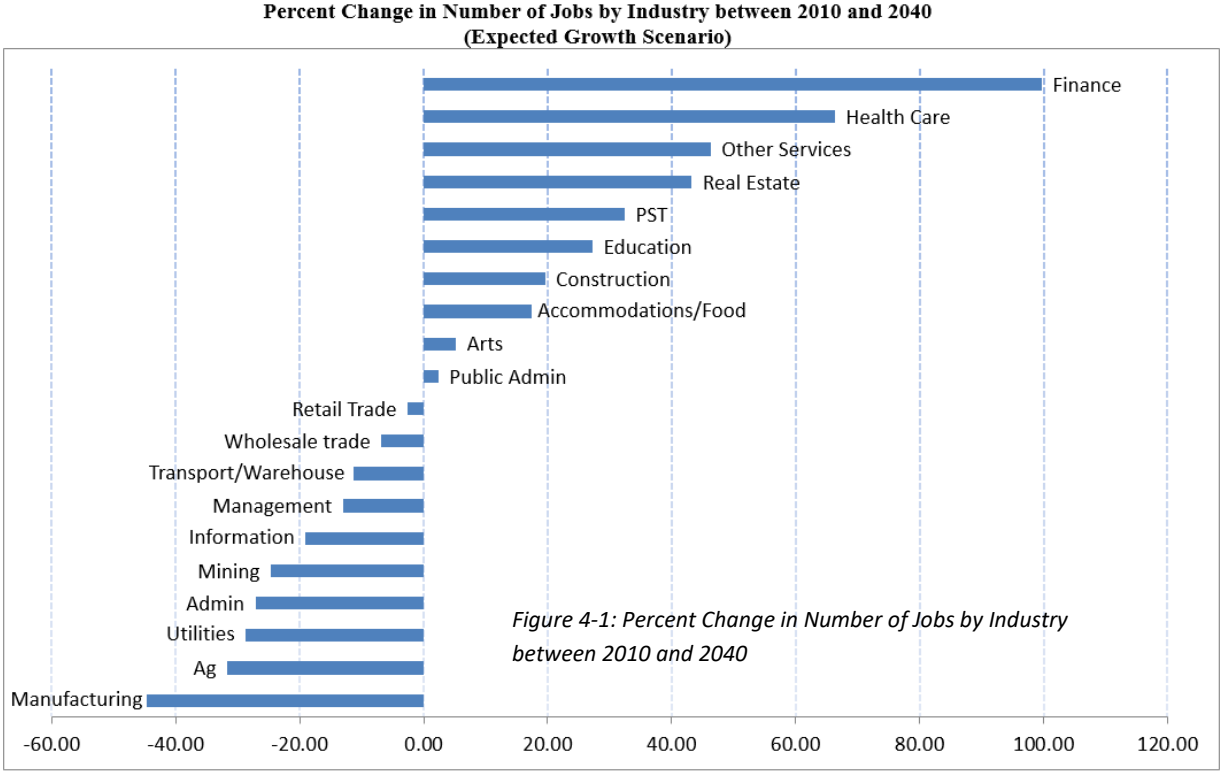
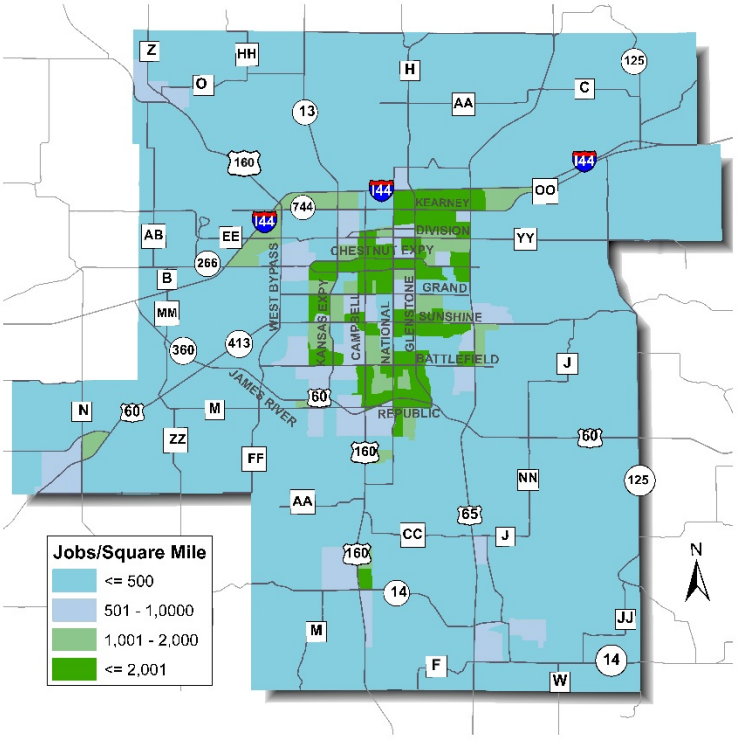


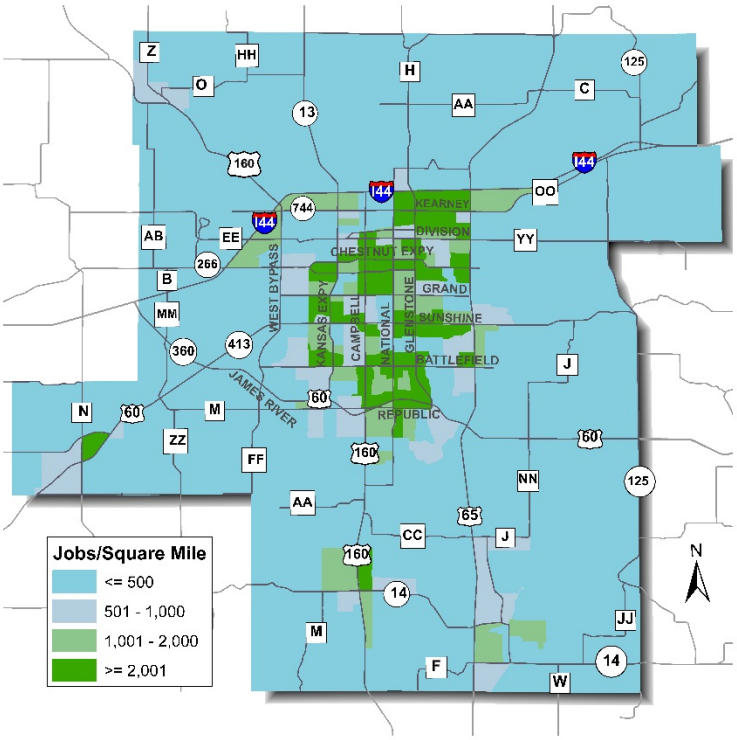
Figure 4-1: Percent Change in Number of Jobs by Industry between 2010 and 2040

Projected employment density, however, remains strong in Springfield, with some growth seen in northern Christian County and the Republic area. The decrease in the manufacturing sector does have an impact on the future employment distribution of the OTO region, as can be seen in the northeast and northwest corners of Springfield. Employment is shown to decrease in the TAZs where the industrial parks are located. Of note, is that the employment projections for each TAZ over the next 30 years are based on the existing industries in those TAZs.

Map 4-1: 2010 Jobs per Square Mile by TAZ

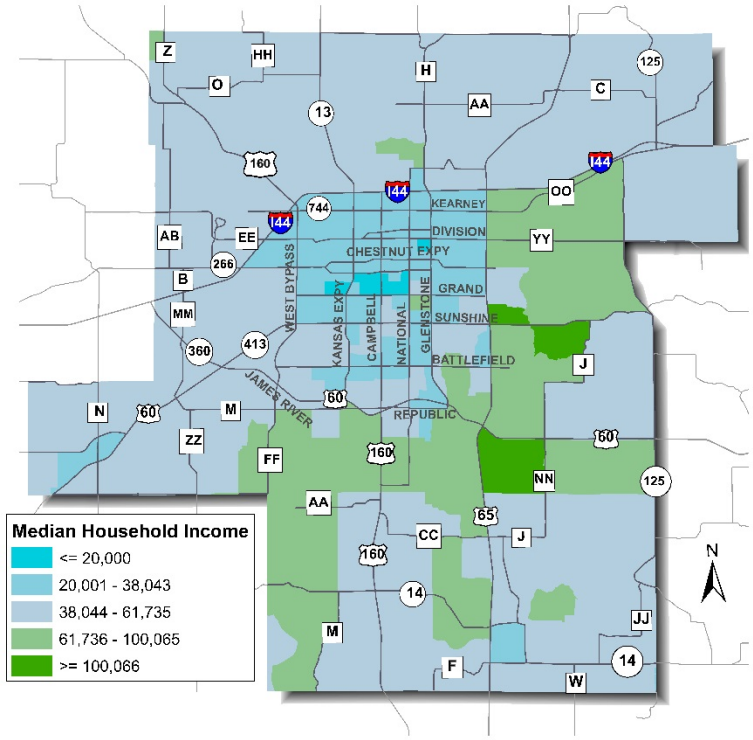


Map 4-2: 2040 Jobs per Square Mile by TAZ

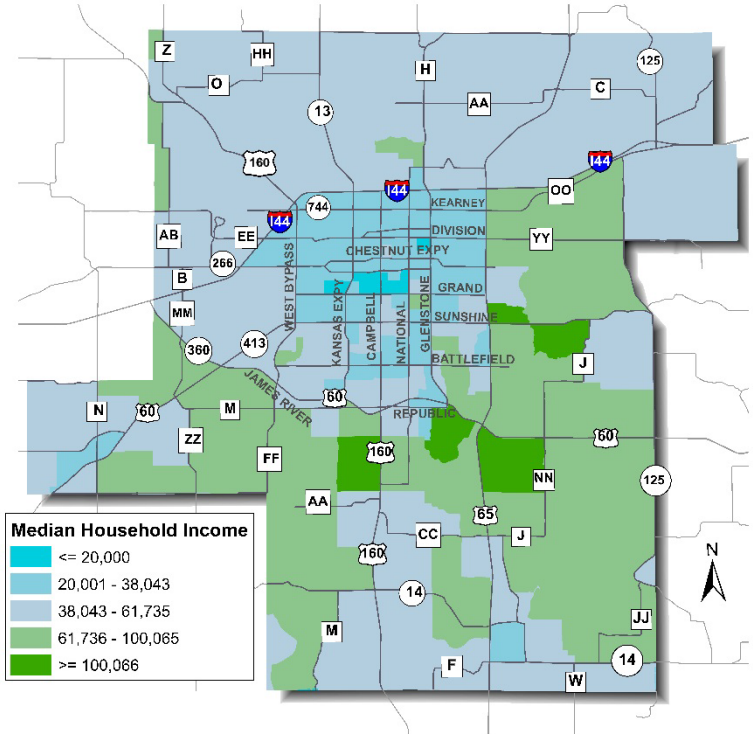


Income distribution across the region does not dramatically change.

Map 4-3: 2010 Median Household Income by TAZ



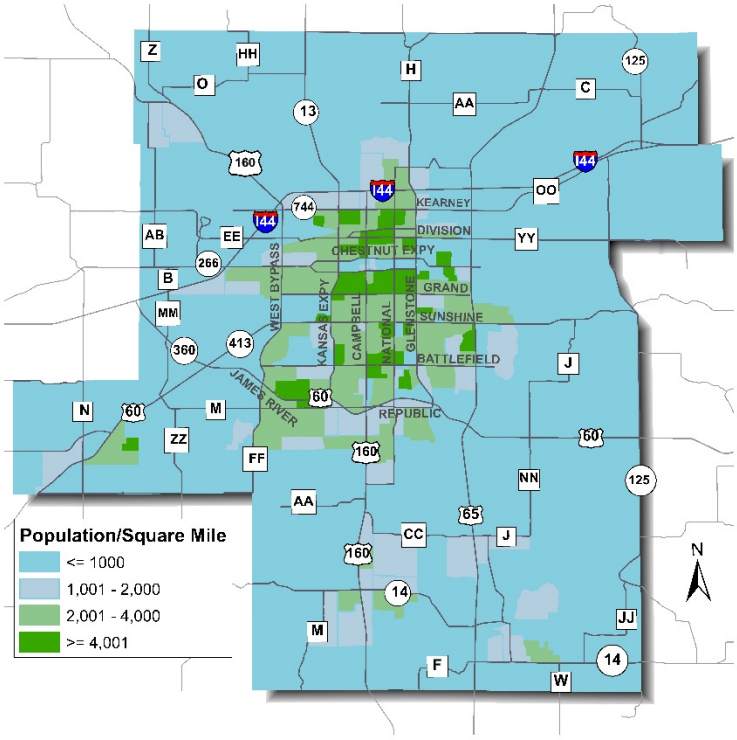
Map 4-4: 2040 Median Household Income by TAZ



Population Growth

Population projections redistribute the population of the region, reducing density in the Springfield core and adding population and density to northern Christian County. The City of Springfield can expect an increase between 16 and 22 percent in population over the next thirty years, while Greene County could grow from 22.5 percent to almost 28 percent. This is relatively minor, however, compared to the growth in Christian County, which could range from 71 percent to 79 percent.

Map 4-5: 2010 Population per Square Mile by TAZ



Map 4-6: 2040 Population per Square Mile by TAZ

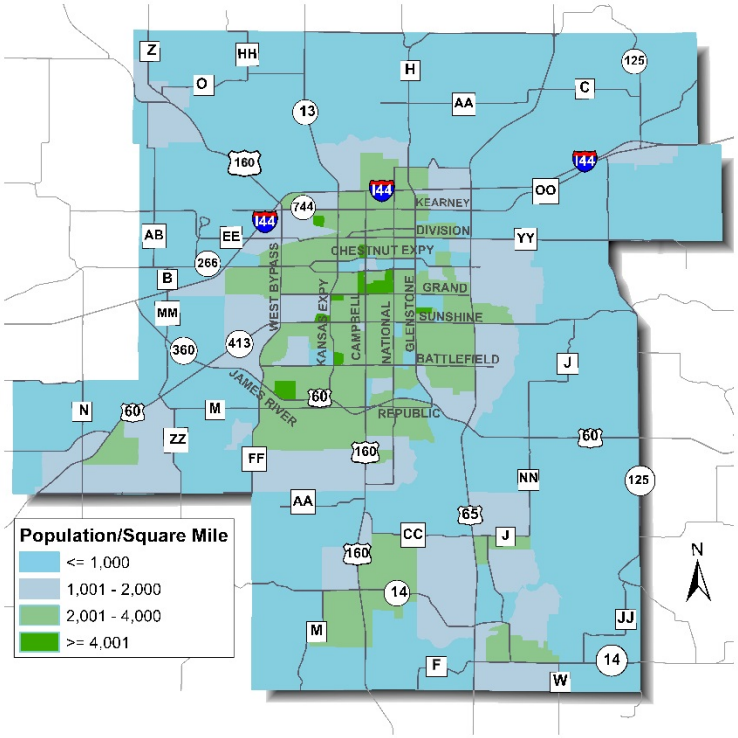
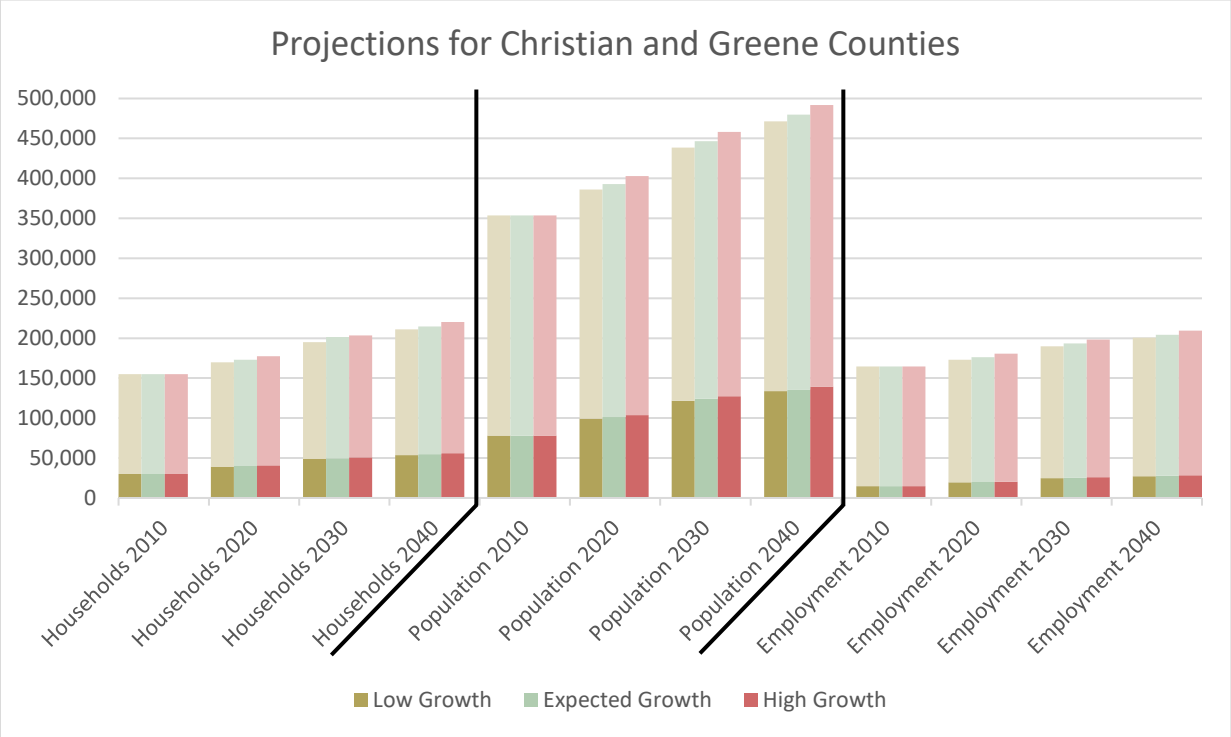


Table 4-1: 2010-2040 Demographic Summary

		High Growth			Expected Growth			Low Growth		
		All Greene	All Christian	**TOTAL**	All Greene	All Christian	**TOTAL**	All Greene	All Christian	**TOTAL**
2010	**Households**	124,873	30,114	**154,987**	124,873	30,114	**154,987**	124,873	30,114	**154,987**
	Population	275,638	77,999	**353,637**	275,638	77,999	**353,637**	275,638	77,999	**353,637**
	Jobs	149,614	14,946	**164,560**	149,614	14,946	**164,560**	149,614	14,946	**164,560**
2020	**Households**	136,375	40,886	**177,261**	132,971	39,864	**172,835**	130,655	39,166	**169,821**
	Population	299,032	103,865	**402,897**	291,563	101,271	**392,834**	286,477	99,508	**385,985**
	Jobs	160,139	20,525	**180,664**	156,134	20,015	**176,149**	153,422	19,663	**173,085**
2030	**Households**	152,628	50,892	**203,520**	151,685	49,620	**201,305**	146,219	48,751	**194,970**
	Population	330,734	127,249	**457,983**	322,464	124,069	**446,533**	316,847	121,901	**438,748**
	Jobs	172,330	25,856	**198,186**	168,029	25,213	**193,242**	165,097	24,770	**189,867**
2040	**Households**	164,037	56,161	**220,198**	159,924	54,755	**214,679**	157,134	53,800	**210,934**
	Population	352,511	139,412	**491,923**	343,694	135,929	**479,623**	337,710	133,555	**471,265**
	Jobs	181,078	28,547	**209,625**	176,560	27,835	**204,395**	173,476	27,348	**200,824**

Figure 4-2: Projections for Christian and Greene Counties



Three growth scenarios were developed, low, expected, and high growth. There is not a large difference between the three growth scenarios. The report did not specify the assumptions used to develop the lower than expected or higher than expected growth rates. The 2040 model forecasts were developed based on the expected growth scenario.

Historic Population Trends

A complete Census count has not been conducted since *Journey 2035*. There are estimates available for each OTO community, however, through July 1, 2014. The OTO region, especially Christian County, experienced incredible growth between 1990 and 2000, with continued strong growth through 2010. Nixa grew the fastest between 2010 and 2014, with Republic next. The communities in OTO's southern region continue this trend, which follows the growth that has been seen over the past few decades.

Table 4-2: Historic Population Trends

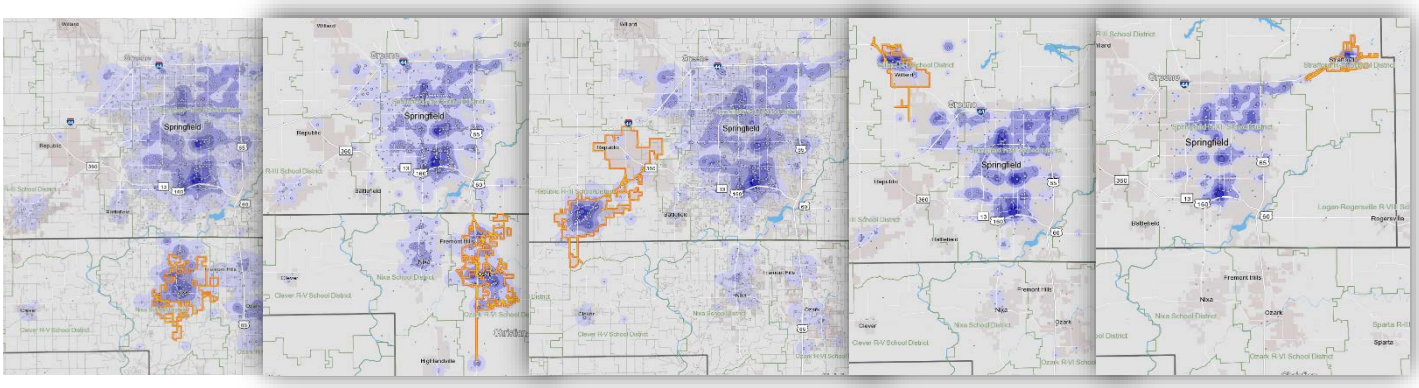
Jurisdiction	1990	2000	2010	1990-2000	2000-2010	1990-2010	2014 Estimate	2010-2014
Christian (All)	32,644	54,285	77,422	66.3%	42.6%	137.2%	82,101	6.0%
Christian (MPO)	--	14,049	16,196	--	15.3%	--	--	--
Greene (All)	207,949	240,391	275,174	15.6%	14.5%	32.3%	285,865	3.9%
Greene (MPO)	--	54,459	68,934	--	26.6%	--	--	--
Battlefield	1,526	2,385	5,590	56.3%	134.4%	266.3%	5,925	6.0%
Fremont Hills	201	597	826	197.0%	38.4%	310.9%	856	3.6%
Nixa	4,707	12,124	19,022	157.6%	56.9%	304.1%	20,570	8.1%
Ozark	4,243	9,665	17,820	127.8%	84.4%	320.0%	18,871	5.9%
Republic	6,292	8,438	14,751	34.1%	74.8%	134.4%	15,680	6.3%
Springfield	140,494	151,580	159,498	7.9%	5.2%	13.5%	165,378	3.7%
Strafford	1,166	1,845	2,358	58.2%	27.8%	102.2%	2,366	0.3%
Willard	2,177	3,193	5,288	46.7%	65.6%	142.9%	5,454	3.1%
OTO Region	--	258,335	310,283	--	20.1%	--	--	--

Commuting Patterns and Congestion

Major Employers

When evaluating the location of major employers for OTO's outlying communities, the same locations continue to be highlighted – downtown and the surrounding institutions of higher education, Sunshine and National and the Mercy Hospital campus, and National and U.S. 65 and the Cox Health Campus.

Figure 4-3: Selected Employment Patterns



Additional concentrations can be seen in OTO's more industrial areas. Overall, this graphic demonstrates that most of the OTO region commutes to similar locations each day for work.

Time Leaving for Work

The morning commute in the OTO region is fairly concentrated between the hours of 6:30 a.m. and 8:30 a.m., with most communities falling into a 90-minute window. The City of Nixa is the exception, with a gap from 7:30 to 7:59 a.m., and the commute picking back up at 8:00 a.m., giving Nixa the longest stretch for the morning commute. This information provides details on when and where to look for morning congestion along OTO's major corridors.

	Christian	Greene	Battlefield	Fremont Hills	Nixa	Ozark	Republic	Springfield	Strafford	Willard
Total:	35,539	126,708	2,795	312	8,715	8,453	6,868	73,106	1,052	2,351
12:00 a.m. to 4:59 a.m.	1,248	4,043	47	0	282	286	347	2,291	10	171
5:00 a.m. to 5:29 a.m.	1,007	3,010	93	0	230	326	157	1,635	57	20
5:30 a.m. to 5:59 a.m.	1,432	5,222	158	6	354	222	397	2,690	73	46
6:00 a.m. to 6:29 a.m.	3,121	7,770	127	18	685	625	546	3,665	111	293
6:30 a.m. to 6:59 a.m.	3,748	12,059	364	27	1,103	700	771	5,858	137	218
7:00 a.m. to 7:29 a.m.	7,215	18,506	599	70	1,582	1,606	1,249	8,832	169	418
7:30 a.m. to 7:59 a.m.	4,200	20,734	494	58	824	1,089	1,151	11,485	195	372
8:00 a.m. to 8:29 a.m.	3,924	14,353	196	22	1,164	994	636	8,175	69	384
8:30 a.m. to 8:59 a.m.	1,444	5,451	85	16	408	354	51	3,274	20	138
9:00 a.m. to 9:59 a.m.	2,072	7,541	54	19	373	740	247	5,192	86	11
10:00 a.m. to 10:59 a.m.	845	3,713	78	11	275	225	204	2,658	11	47
11:00 a.m. to 11:59 a.m.	397	2,697	80	0	62	93	72	2,044	8	29
12:00 p.m. to 3:59 p.m.	1,973	10,490	246	13	575	507	422	7,619	54	148
4:00 p.m. to 11:59 p.m.	2,913	11,119	174	52	798	686	618	7,688	52	56
Average Travel Time to Work	25.5	19.0	22.2	24.4	24.4	23.8	21.9	17.3	22.0	23.6

Figure 4-4: Time Leaving for Work

Travel Time to Work

Table 4-3: Travel Time to Work

	1980	1990	2000	2005-2009	2007-2011	2008-2012	2009-2013
Christian	24.0	27.4	25.1	24.1	24.5	24.9	25.6
Greene	17.2	17.6	19.2	19.5	19.2	18.8	19.0
Battlefield	22.1	22.6	23.1	22.7	23.1	22.1	22.7
Fremont Hills	N/A	17.0	19.8	19.7	23.6	23.2	23.8
Nixa	20.8	19.1	23.8	21.9	22.4	23.4	24.9
Ozark	21.0	19.2	21.6	22.0	23.1	23.3	23.3
Republic	20.5	21.6	25.1	23.4	22.2	22.3	21.5
Springfield	15.4	15.7	17.0	17.6	17.3	16.9	17.3
Strafford	19.2	20.4	22.4	23.0	23.7	20.8	22.1
Willard	20.6	23.2	23.0	23.8	23.1	24.8	26.1
Average of Greene/Christian	**20.6**	**22.5**	**22.2**	**21.8**	**21.9**	**21.9**	**22.3**
Average of OTO Cities	**19.9**	**19.9**	**22.0**	**21.8**	**22.3**	**22.1**	**22.7**

	Blue cells show improvement from prior timeframe
	Red cells show decline from prior timeframe
	White cells show no change from prior timeframe

Travel time to work appears to have gotten worse over the years, but considering the incredible population growth experienced in the region in the past fifteen years, as well as the growth in vehicle miles traveled, the changes in travel time have not been as significant as one would expect. Travel times in Greene County, Battlefield, Republic, and Strafford have actually improved between the 2009-2013 American Community Survey and the 2000 decennial census. The small sample sizes in the American Community Survey could also explain the variations seen over the past few years.

Average Delay

The OTO Congestion Management Process analyzed delay calculated from travel time runs conducted throughout the OTO region in 2005, 2008, and 2012. The table below demonstrates changes between the AM and PM peaks over these time periods. For both AM and PM peak, improvements were seen in all directions except Eastbound. Some of these differences could be related to changes in the corridors selected for analysis during each timeframe. The extents of each corridor do not match from year to year.

Table 4-4: Average Delay

Peak Hour / Direction	2005	2008	2012
	Average Delay per Lane Mile	Average Delay per Lane Mile	Average Delay per Lane Mile
AM Eastbound	5.69	5.03	7.86
AM Westbound	5.73	8.23	7.26
AM Northbound	6.51	9.93	7.06
AM Southbound	7.58	8.62	7.68
PM Eastbound	6.31	8.43	8.76
PM Westbound	6.57	8.87	8.53
PM Northbound	9.11	12.42	11.89
PM Southbound	9.95	11.21	11.14
Average	7.19	9.09	8.77
Source: Data from OTO Travel Time Runs			

This data was also analyzed to determine OTO area roadways that are significantly delayed. This is a Performance Measure for the region. In this case, AM peak improved over 2008, though PM peak did not. It is thought that PM travel is likely influenced by factors other than the journey to or from work, while travel during the AM peak can mostly be attributed to commuting to work and/or school.

Table 4-5: AM Peak Delay

	AM Peak Total		
	2005	2008	2012
Miles 20+ mph below speed limit	12.85	33.63	25.26
Total Travel Time Mileage	265.04	343.23	342.57
Percent Significantly Delayed	5%	10%	7%

Table 4-6: PM Peak Delay

	PM Peak Total		
	2005	2008	2012
Miles 20+ mph below speed limit	18.37	46.23	48.93
Total Travel Time Mileage	264.27	354.8	339.48
Percent Significantly Delayed	7%	13%	14%

Reliability

Since *Journey 2035*, OTO has increased access to data about the region's roadways. This includes data from HERE, which uses over 100 sources and billions of GPS probe points to create its traffic data. This information is available through RITIS (Regional Integrated Transportation Information System) at the University of Maryland CATT (Center for Advanced Transportation Technology) Lab.

Buffer Index

A number of factors provide information for travel along a roadway. To compare these measures across roadways, they must be length neutral. For example, travel time becomes the travel time index and planning time becomes the planning time index. The travel time index is "travel time represented as a percentage of the ideal travel time (travel time/free-flow travel time)," while the planning time index is "the total travel time that should be planned when an adequate buffer time is included (95% travel time/free-flow travel time) [1]." The buffer index, on the other hand, is the buffer time's percent of the average travel time. Buffer time is "the extra time that travelers must add to their average travel time when planning trips to ensure on-time arrival," so the Buffer Index is the "(95% travel time – average travel time)/average travel time [1]." The Buffer Index increases the worse reliability gets.

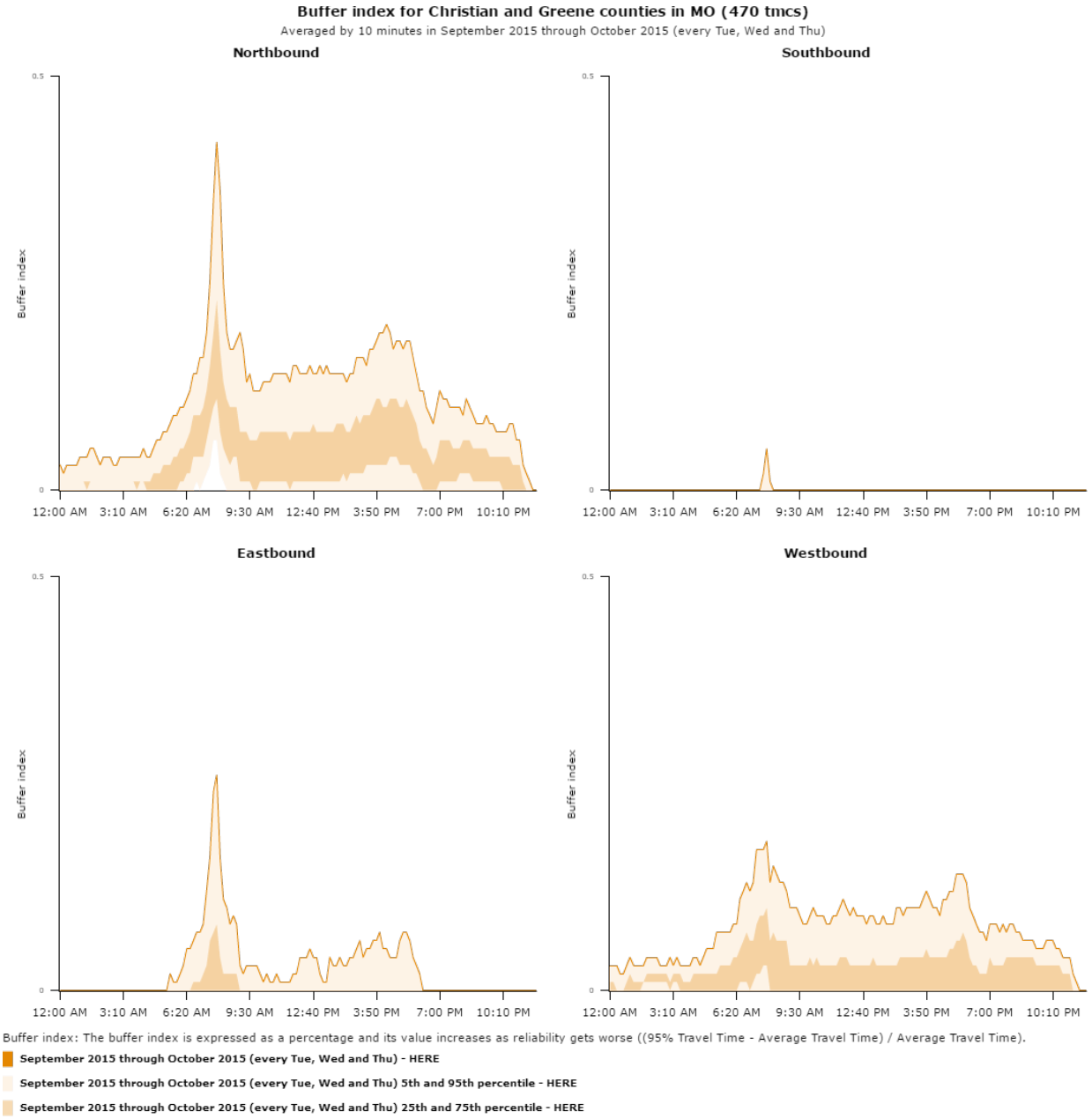
In the OTO

The highlighted roadways in the graphic to the right were used for analysis. For typical workdays in September and October 2015, the northbound roadways in the OTO region are the least reliable, especially in the AM Peak. The eastbound roadways echo this pattern, though with less severity. The westbound roadways show a more pronounced daylong higher buffer index, as well as a PM peak issue. Reliability differs from delay in that it speaks to the unpredictability of travel time along a roadway.

Map 4-7: OTO Network



Figure 4-5: Buffer Index for Christian and Greene Counties in MO (470 tmcs)



Travel Demand Model

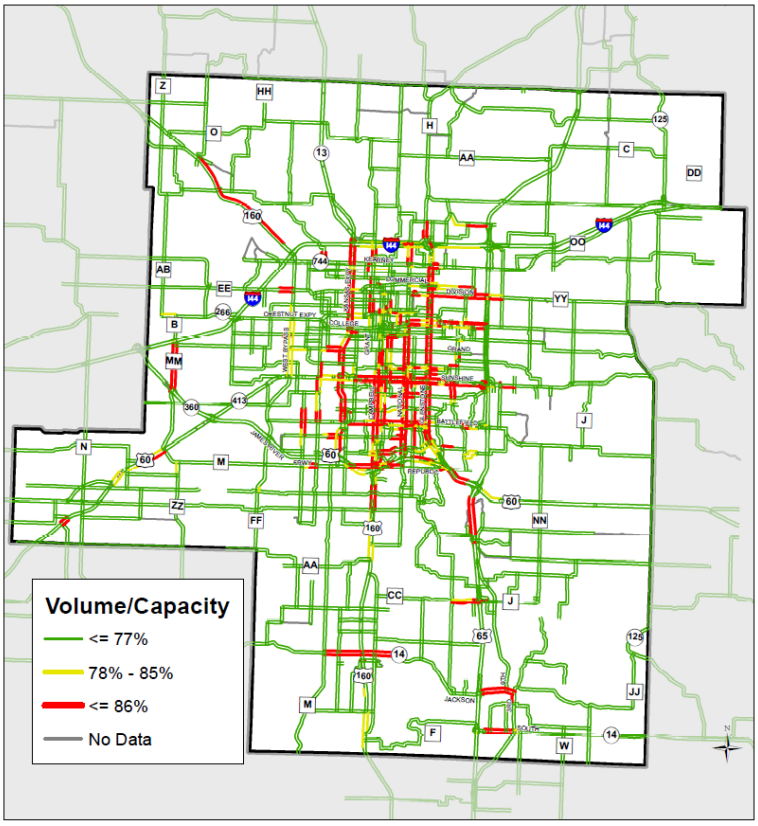
The OTO has developed a new four-step travel demand model with a 2012 base year and transit mode split. The demographic and socioeconomic data found at the beginning of this Chapter were used in the development and calibration of the model. This new model incorporates several unique features, including consideration for node delay in addition to link delay, dynamic trip assignment and distribution, and the use of cellular data to provide information on internal/external trips.

In addition to the 2012 base model, 6 scenarios were developed for the OTO region:

1) 2030 Existing plus Committed Network
2) 2040 Existing plus Committed Network
3) 2040 Regionally Significant Projects
4) 2040 Fuel Price Increase
5) 2040 Transit Share Increase
6) 2040 Southwest OTO Projects

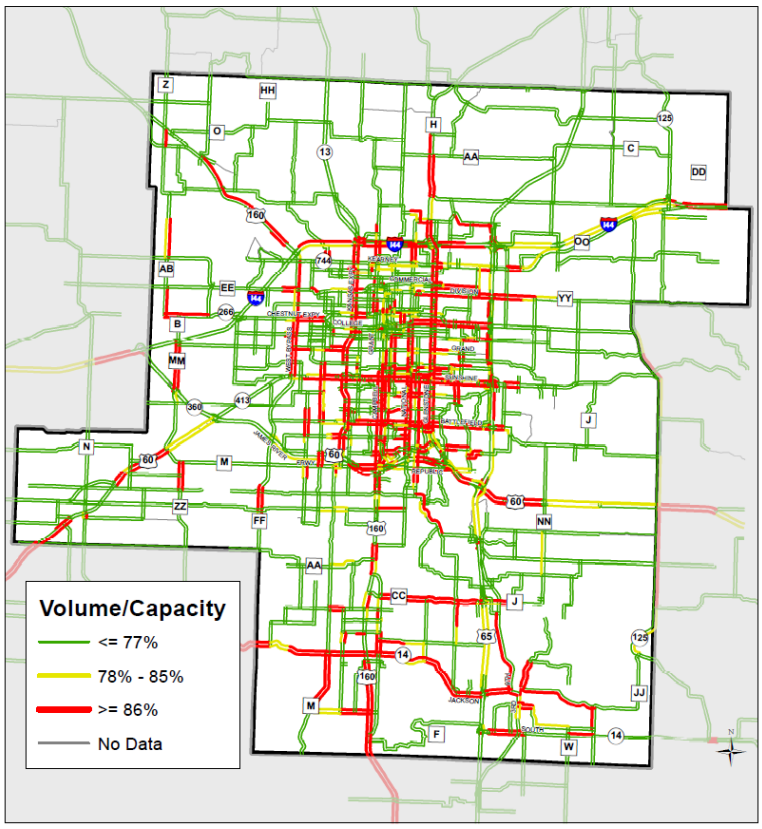
Below is a comparison of the Base scenario and the 2040 Existing plus Committed (no-build) scenario. A report outlining the complete model results can be found in the appendix.

2012 Base Year



Map 4-8: 2012 Base Year

2040 Existing plus Committed Network



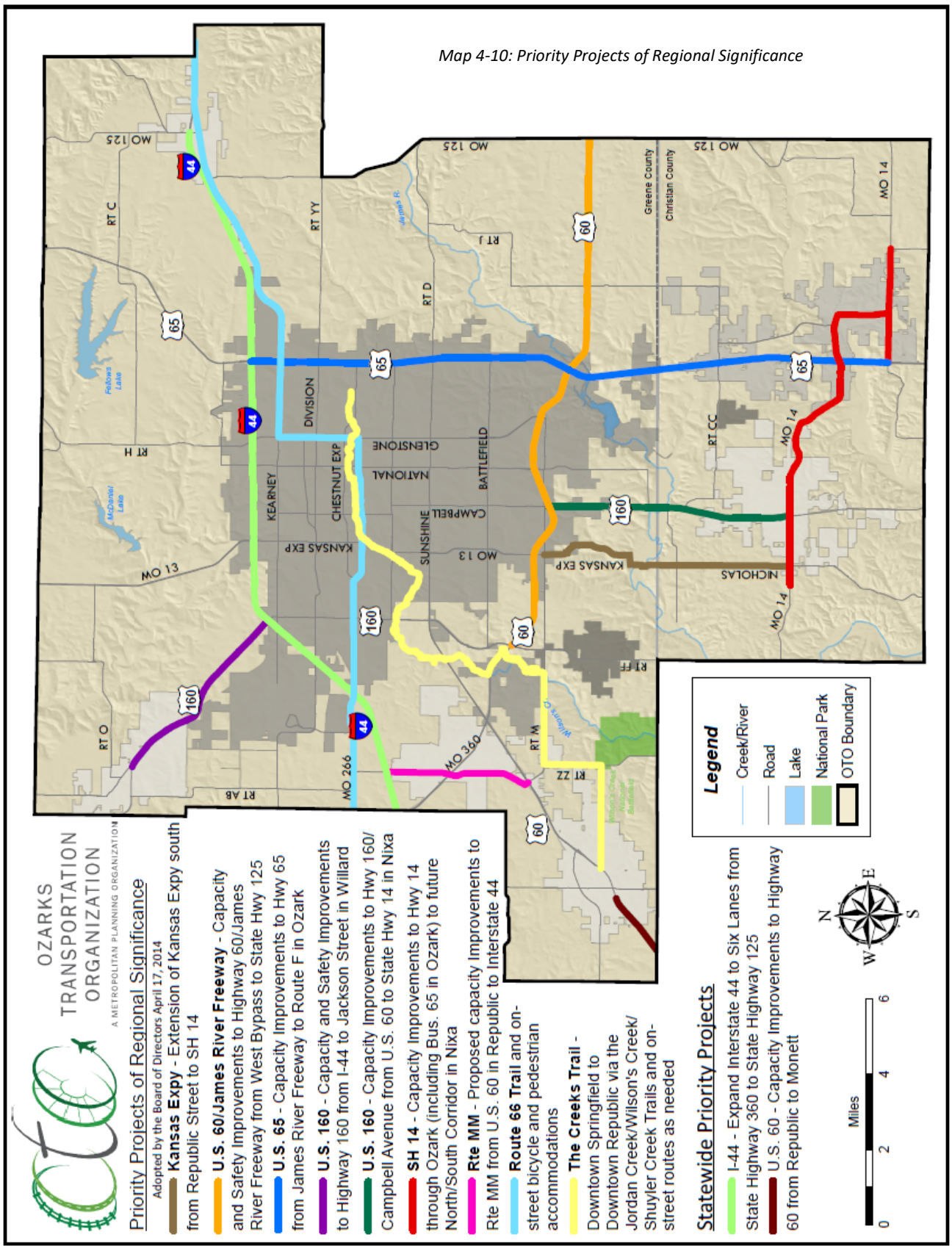
Map 4-9: 2040 Existing plus Committed Network

Compared to the base year, congestion on OTO's arterials is predicted to be more widespread. The existing plus committed improvements are forecasted to ease congestion on U.S. 65 south of James River Freeway, but over time, more congestion is forecasted north of James River Freeway. Congestion is forecasted to increase for Ozark south of CC on U.S. 65. Traffic is believed to be more proliferated along Highways 14 and CC in Christian County and increases are predicted on U.S. 160 through and south of Nixa. U.S. 60 heading southwest from Republic is also likely to see an increase in congestion.

Priority Corridors of Regional Significance

In order to identify priorities at a high level, the OTO has recognized select corridors throughout the region that represent the highest priority for regionally significant projects. This list has been used to communicate legislative priorities, as well as selection criteria for project scoring. This list has been updated as projects have been completed and additional corridors have been identified as priorities. Most recently, two trail corridors have also been added, providing a multi-modal dimension to the list.

Map 4-10: Priority Projects of Regional Significance



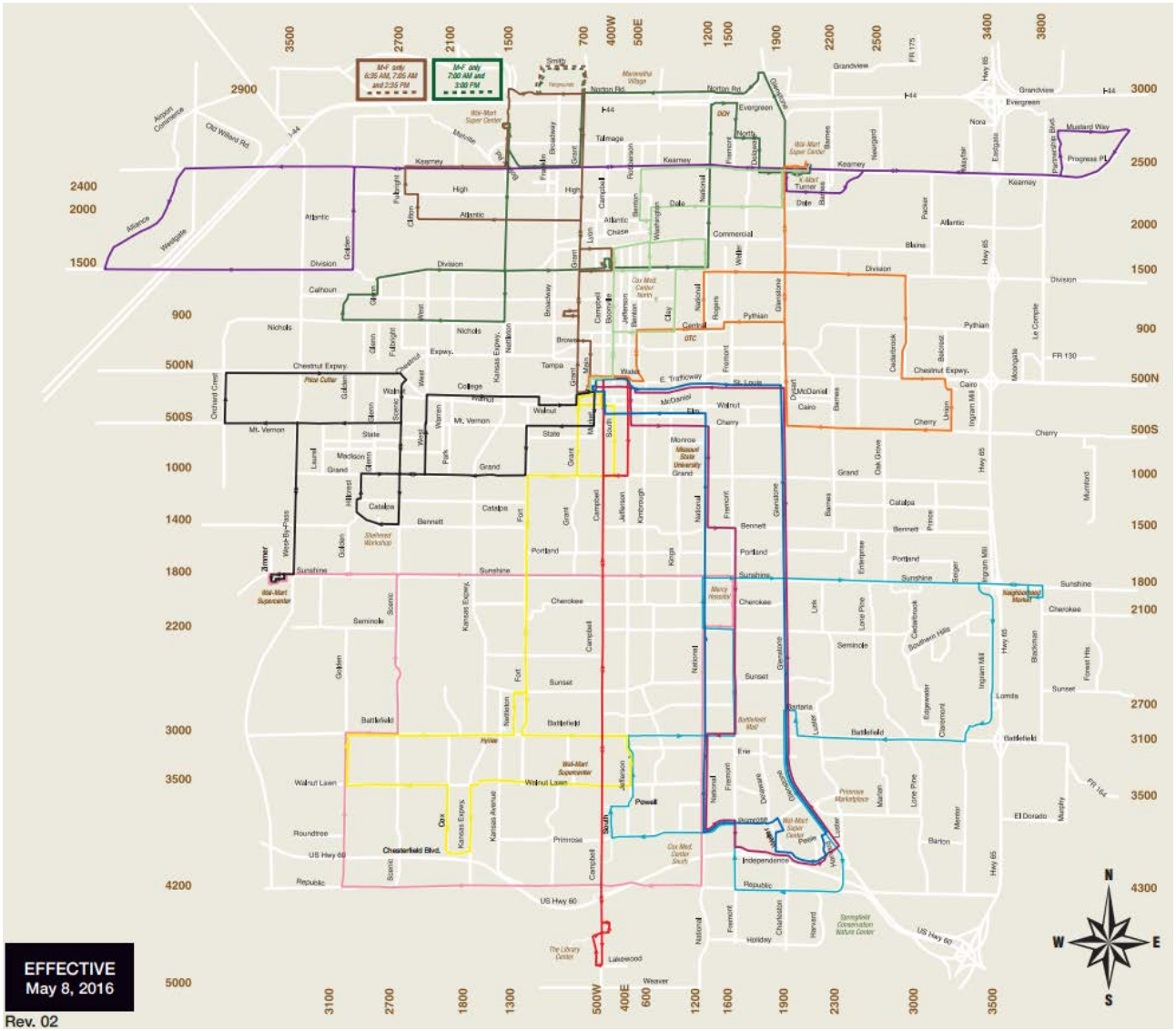
Transit

Providers

City Utilities

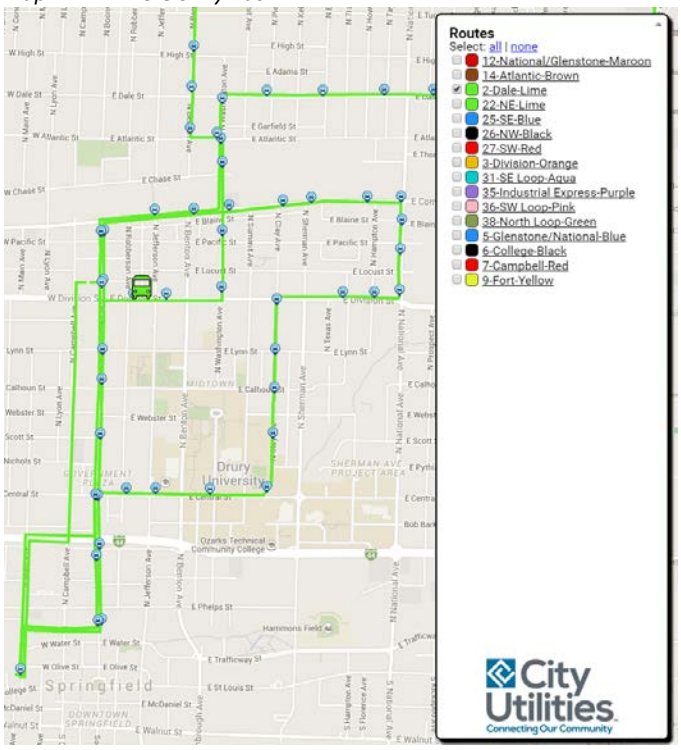
City Utilities is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition. CU Transit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

Map 4-11: City Utilities Day Route Map



City Utilities has 28 fixed-route buses and 7 paratransit buses, as well as nearly 100 shelters and 200 benches. Hours of operation for transit in Springfield are Monday through Saturday 6:00 a.m. to 6:35 p.m., while night service is 6:10 p.m. to 11:10 p.m., Sundays are 7:10 a.m. to 11:10 p.m., and holidays are 8:10 a.m. to 6:10 p.m. The paratransit hours are the same as the fixed route. City Utilities operates 365 days a year. There are 12 day routes, 7 Saturday and evening routes, and four Sunday and holiday routes. The Saturday and evening routes have grown in number since *Journey 2035* was adopted in 2011. Route maps can be found on the City Utilities website - https://www.cutransit.net/routes/. There is also an app and web-based map available called "Where's My Bus?" This allows users to select their route and see the location of the bus, helping riders better plan their transit trips.

Map 4-12: Where's My Bus

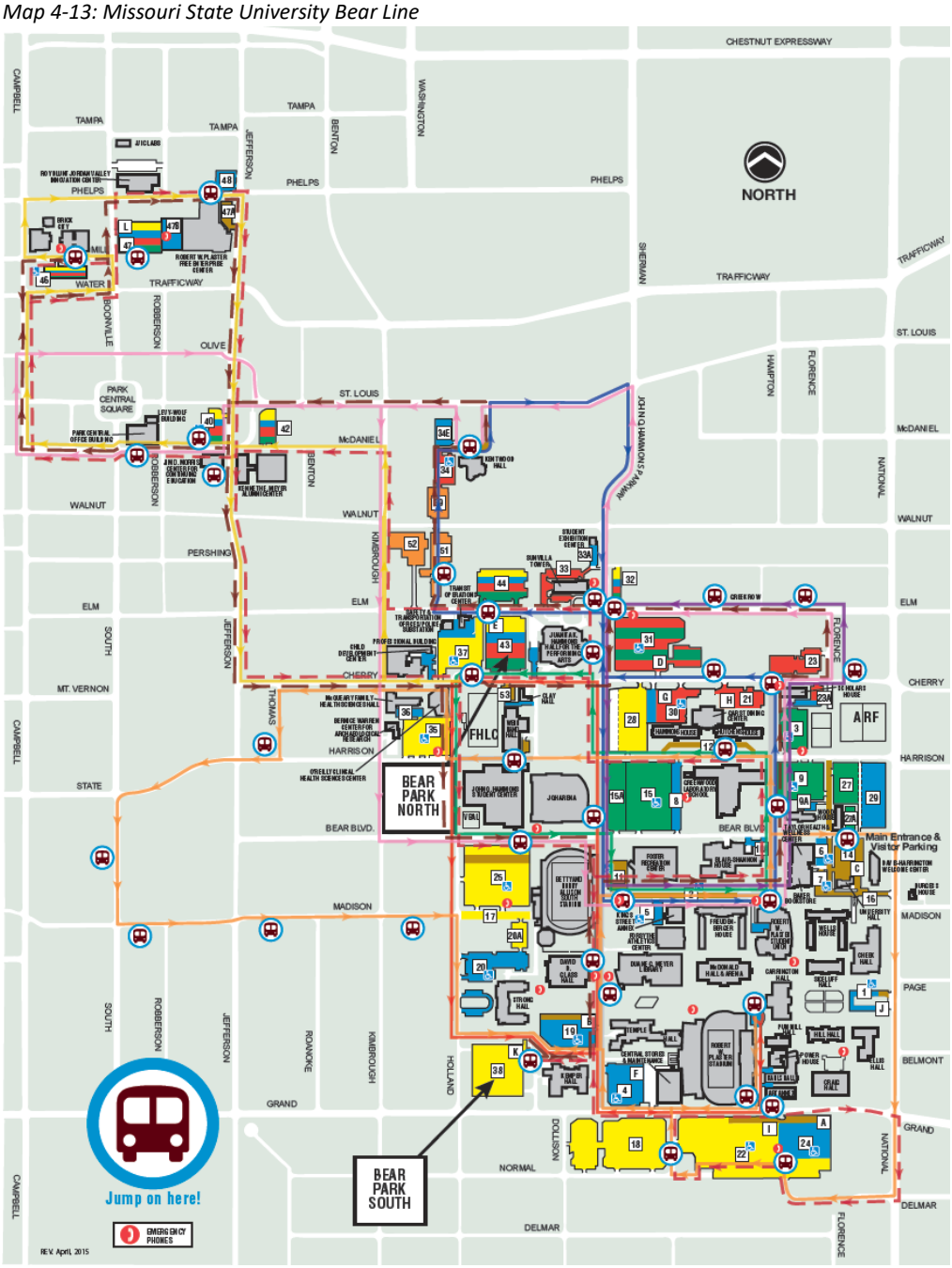


As of May 8, 2016, City Utilities has started operating out of a new Transfer Station located at College and Main in downtown Springfield. This replaces the existing station built in the 1980s. The new station allows for more and bigger buses when needed, as well as additional technology for bus ticketing and operations, including the utilization of real-time traveler information. The new station was also built to accommodate connections with other services, such as the Missouri State University Bear Line or interstate bus travel, such as Mega Bus.

Current transit demand has remained steady. Ridership in 2015 was over 1.5 million unlinked passenger trips for both the fixed-route and paratransit service. The total mileage for the entire system was over 1.2 million and total vehicle hours were over 87,000. The on-time performance of the fixed-route service was 86.2 percent last year, though new passenger counters are in place, which should provide a more detailed picture of when and where the system is experiencing reliability issues. The current information is reported through supervisor checks.

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

Map 4-13: Missouri State University Bear Line



Missouri State University

Missouri State University contracts with a private provider for regular shuttle service in and round the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session.

MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion into the downtown area.

Human Service Transportation Providers

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

Intercity Surface Transportation

The OTO region is currently served by one inter-city bus company, Greyhound Lines, Inc., which serves over 3,700 destinations in North America. This has grown since 2011. There are 39 Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Branson is also served by Greyhound. The Greyhound bus station in Springfield is on the northeast corner of Springfield. Greyhound's service to Kansas City and St. Louis provides a connection to Amtrak service.

Southwest Missouri is not served by passenger train service, though a desire for such service is brought up repeatedly. Current studies, including one commissioned by MoDOT in 2007, have yet to demonstrate the feasibility of passenger train service.

2012 Route Study

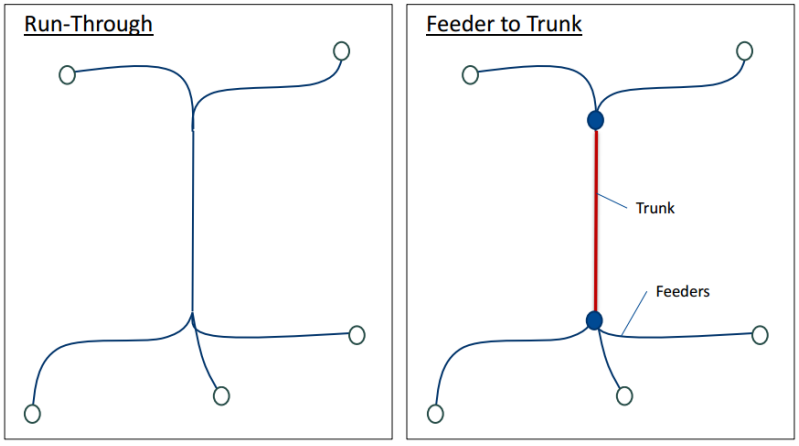
OTO, in partnership with City Utilities Transit, conducted an in-depth transit analysis of both the existing system and a proposed regional system in 2012. The purpose of the study was to determine how well the current fixed-route serves local needs, identify opportunities for improvement, test scenarios, and evaluate a regional service concept. The studies can be found here http://www.ozarkstransportation.org/Documents/OTO_FixedRouteOperationsAnalysis_Apr2012.pdf and here http://www.ozarkstransportation.org/Documents/OTO_RegionalServiceAnalysis_Apr2012.pdf

The study, found on the OTO website, recommended improvements for five different levels of improvement:

1) Improve reliability
2) Improve frequency
3) Expand east-west options on far south side
4) Additional frequency improvements and limited stop service
5) 15-minute frequency and ½-mile spacing

Each scenario presents specific improvements and the estimated necessary capital costs for implementation.

Figure 4-6: 2012 Route Study Scenarios



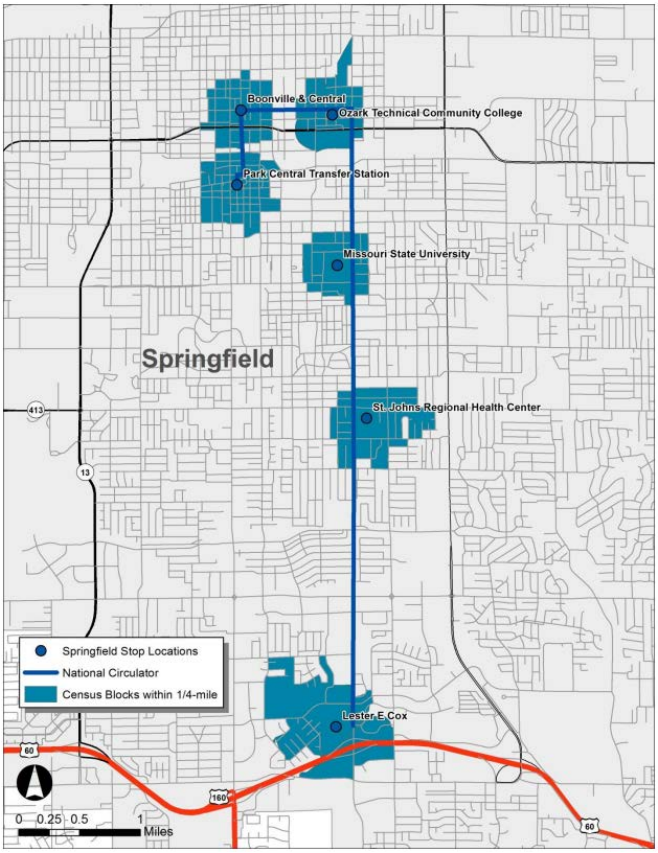
The regional service analysis reviewed eleven candidate communities and two service designs: run-through and feeder-to-trunk. Eight routes were eventually selected for cost and route analysis:

1) Branson
2) Fair Grove
3) Nixa-Ozark
4) Rogersville
5) Republic-Battlefield
6) Strafford
7) Walnut Grove-Ash Grove-Willard
8) Limited Stop Circulator

From this plan, the Limited Stop Circulator has received the most attention as feasible. Using National, this route connects the Medical mile with MSU, OTC, Government Plaza and the downtown Transfer Station. The new transfer station at Main and College was not finalized at the time of this study, but that should not impact the findings related to this proposed route.

This route and variations on it are receiving additional attention through the City of Springfield's Impacting Poverty Initiative. Corresponding to the Major Employers Hot Spot maps seen earlier in this Chapter, this route should effectively serve the public's needs.

Map 4-14: Limited Stop Circulator



Coordinated Public Transit Human Services Transportation Plan

The OTO region has developed the Transit Coordination Plan (TCP), which addresses coordination of transportation provided by human service agencies for the elderly and disabled. The TCP has prioritized multiple strategies as High and Medium. The OTO Local Coordinating Board (LCB) for Transit is responsible for the implementation of these strategies and updates to the Plan. The LCB for Transit is comprised of local human service agency representatives, as well as City Utilities and OATS, Inc.

Strategies

High Priorities (not in priority order)

- Educate public about services through a single source
- Increase/improve mobility services and infrastructure
- Increase utilization of services
- Sustain current mobility services

Medium Priorities (not in priority order)

- Continuation of Local Coordinating Board for Transit
- Develop greater volunteer assistance
- Increasing services – other than those listed as a high priority
- Regionalize service availability
- Share funding programs and benefit information

Bicycle and Pedestrian Planning

Planning Efforts

OTO has an active Bicycle and Pedestrian Planning program, with guidance from the OTO Bicycle and Pedestrian Advisory Committee. In addition to the bicycle and pedestrian measures in the OTO Performance Measures Report, a report is produced annually that highlights bicycle and pedestrian activities in the region as they relate to the 5 Es (Engineering, Encouragement, Enforcement, Evaluation, and Education).

Inventory

OTO strives to maintain an inventory of bicycle and pedestrian facilities in the OTO region. This includes an annual review of new sidewalk construction and working with member jurisdictions to catalogue existing bike routes and trails. This base data feeds the OTO Performance Measures Report, the Bicycle and Pedestrian Annual Report, and serves as the background for the Existing and Future Bicycle and Pedestrian Facilities Map, which is included in the Range of Alternatives Chapter.

A unique concept is included in the OTO regional bicycle and pedestrian plan. Locally, it is referred to as The Link, which is an accessible route for walking and bicycling along low-volume, slow-speed streets, linking greenways and activity centers. The Link crosses major streets at locations with traffic control or warning devices, which make people feel accommodated. Traffic calming and diversions may be used along Link routes so that traffic volumes remain low and speeds remain slow. There is accessible sidewalk on at least one side of the route. Traffic volume on most Link streets is slow and low enough that bicyclists feel safe mixing with motor vehicle traffic. Bike lanes, side paths, and separated bikeways or other facilities are provided where comfort is low. The Link is included on the bicycle/pedestrian facilities map.

Priorities

This plan carries forward the bicycle and pedestrian priorities set forth in *Journey 2035* (not in prioritized order):

Top 5 Policy Priorities

- Sidewalks on School Walking Routes
- Sidewalks on Streets with Commercial Land Use, especially High Volume Bus Routes
- Emphasize Projects that Extend from Communities and Enhance the Regional System
- Complete Bike/Ped Projects with appropriate Roadway Projects
- Develop Implementation Plan for Bike/Ped Plan, including details such as easements

Additional Policy Priorities

- North-South Connections between Trails, including The Link in Springfield
- Streetscapes in Urban Centers
- Trail Connections between Communities
- Development of a Trail Loop around Springfield
- Reclamation of Rail Bed – including following the status of active rail

- Educational Campaign
- Focus on bringing Trails toward Wilson's Creek National Battlefield at a Designated Access Point
- Support for a regional bikeshare program

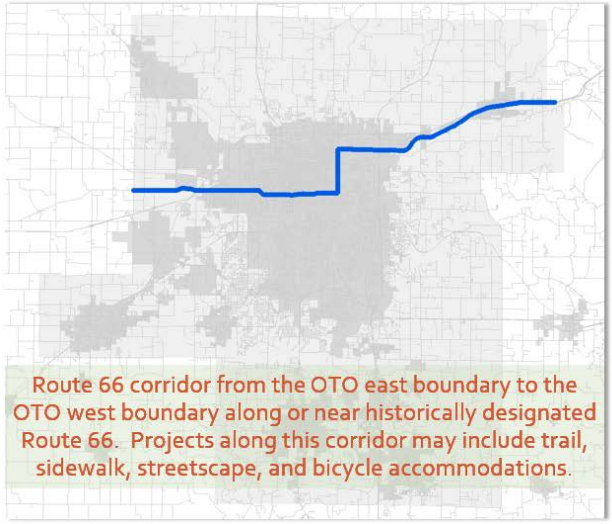
Top Project Priorities

Journey 2035 included several trail projects as priority projects for the Plan. These have mostly been consolidated into two longer projects – the Route 66 Corridor and the Southwest Trail.

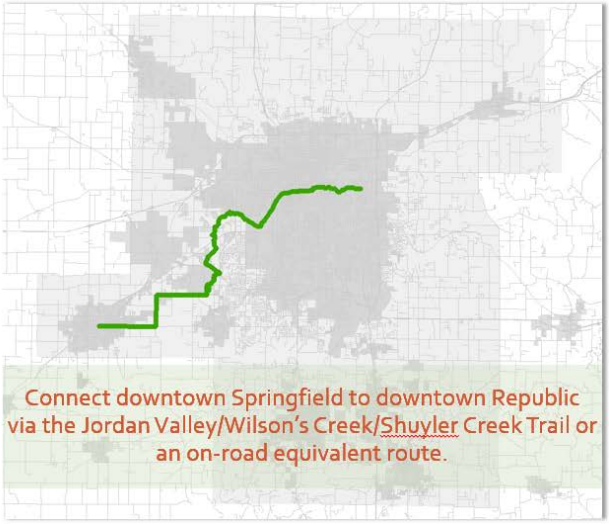
- Route 66 Corridor – *Consolidated*
- Southwest Trail (Creeks Trails) – *Consolidated*
- Trail of Tears – from Close Memorial Park to City of Battlefield – *Carryover from* Journey 2035
- Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County – *Carryover from* Journey 2035
- Christian County and Regional Addendum to the now completed Greene County Destination Plan – *Carryover from* Journey 2035
- James River Trail – from Chrighton Landing east of Springfield to Delaware Landing west of Nixa – *Carryover from* Journey 2035

OTO is also in the process of developing an implementation plan for the top two priority trail corridors. These are incorporated into OTO's Priority Corridors of Regional Significance Map. Each trail is broken into segments, including those that are complete.

Map 4-15: Route 66 Priority Corridor



Map 4-16: Creeks Priority Corridor



Route 66

1) Strafford Trail – Sports Complex to Washington Avenue
2) Strafford Trail – Washington Avenue to Partnership Drive
3) Partnership Drive to Glenstone
4) Glenstone, from Kearney to St. Louis
5) St. Louis, from Glenstone to National
6) St. Louis, from National to Kimbrough
7) Complete from Kimbrough to Market
8) College, from Market to Kansas
9) College, from Kansas to Chestnut Expressway
10) Chestnut Expressway, from College to West Bypass
11) Chestnut Expressway, from West Bypass to I-44
12) Chestnut Expressway (266), from I-44 to OTO West Boundary

Southwest Trail (Creeks Trail System)

1) Jordan Creek, from Cedarbrook to Sherman
2) **Complete** from Sherman to Campbell
3) Jordan Creek, from Campbell to Fort
4) Jordan Creek, from Fort at West Meadows to Mount Vernon w/Alternate
5) **Complete** from Cruise Dog Park to Hillcrest **EXCEPT** Grand Street Crossing
6) Wilson's Creek, from Hillcrest Ave to Rutledge Wilson
7) **Complete** from Rutledge Wilson to Farm Road 156
8) **Complete** from Farm Road 156 to South Creek
9) **Complete** from South Creek to M Highway
10) M Highway, from Wilson's Creek Greenway to ZZ
11) ZZ, from M to Farm Road 182
12) Farm Road 182, from ZZ to Kentwood/Lee
13) **Complete** from Lee to U.S. 60
14) Trail from U.S. 60 to Lindsey on Route 174
15) Route 174 Multi-Use Trail – **Under Construction**

Aviation and Goods Movement

Aviation

The main air facility in southwest Missouri is the Springfield-Branson National Airport. This is the primary air connection to the national and international markets. The region also has a private aircraft airport, the Downtown Airport, which coupled with the general aviation facility at the Springfield-Branson airport, serves the charter and private aircraft needs for the community.

The new midfield terminal at the Springfield-Branson National Airport opened in May of 2009 and was built with expansion in mind. The new terminal was built with 10 gates in operation and can grow to 60 gates at full operation. A number of roadway improvements were made with the opening of the new terminal. This impacted how travelers navigate to the airport. Rather than take Kearney directly to the terminal, drivers now need to use Route 266, Route EE, and the newly built Airport Boulevard. This has put more through traffic on EE and this connection should be monitored for safety.

The general aviation facility at the Springfield-Branson National Airport serves all the additional flights at the airport that are not part of the scheduled passenger flights or related to cargo. Supporting cargo, the airport is also considered part of a 23-county Foreign Trade Zone, allowing for the deferment of U.S. Custom's duty payment until goods are sold in the United States. With nearby Partnership Industrial Center West, freight and intermodal transfers are important considerations for this area of the OTO region.

Freight

The Missouri State Freight Plan (http://www.mofreightplan.org/) was finalized in February of 2015 and outlines how freight moves through Missouri, highlighting major facilities throughout the State and the Springfield region. Stakeholders throughout the region were involved in the planning process, with several meetings in Springfield.

Springfield is home to the following freight facilities:

- Class I railroad – BNSF
- Interstate I-44 and other major highways
- Springfield-Branson National Airport
- Petroleum Product Pipelines and Natural Gas Pipelines
- Six Intermodal Facilities (two air to truck/rail, 3 rail to truck, and 1 truck to truck)

The rail line traveling through Springfield is a major carrier of coal from the Powder River Basin to Memphis, where it is then distributed throughout the southeastern United States.

Springfield is also a source for several of the top 100 freight generators in Missouri. This map corresponds with industrial and warehouse sites within in the region.



Source: MoDOT, ESRI, and ATRI

Map 4-17: Freight Generators

As highlighted in *Journey 2035*, Interstate 44 continues to carry more tonnage than Interstate 70, updated for 2011 numbers. The region is also passage for several secondary truck routes. The value of goods carried on I-44 also outpace I-70. The 2013 MoDOT Traffic Volume maps show truck traffic to be over 26 percent of the traffic on I-44 in the OTO region. MoDOT has completed a purpose and need study for I-44 through the state, which is the first step in an environmental analysis of the corridor.



Map 4-18: Tonnage by Truck

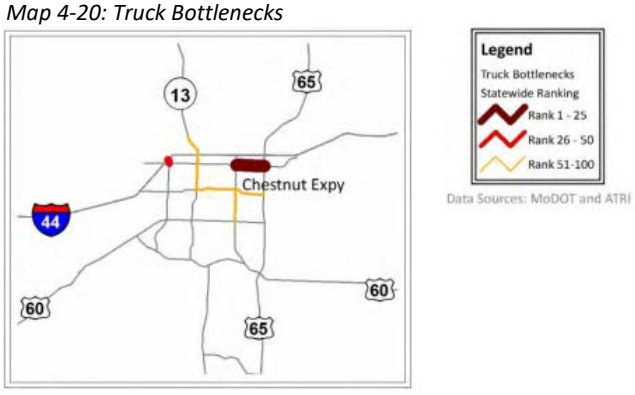


Map 4-19: Value by Truck

The Missouri State Freight Plan identifies the most congested trucking bottlenecks in Springfield. These were determined through the ATRI (American Transportation Research Institute) Freight Performance Measures database, using GPS data from on-board trucking systems. Bottlenecks were determined by evaluating peak travel times in the morning, mid-day, and evening.

The rail system through the OTO region is congested as well, receiving a Level of Service F for a good portion of the rail system in Springfield and traveling to the south and east. Rail level of service is based on volume-to-capacity ratio, which is how much the track is used compared to how much activity it can support. Unlike roadways, which measure capacity based on the number of cars per lane

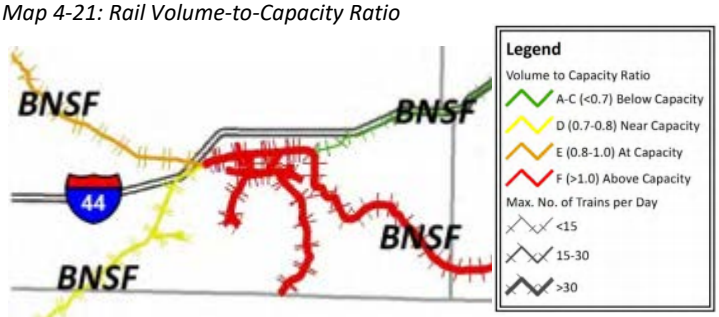
Map 4-20: Truck Bottlenecks



Source: CDM Smith, ATRI, ESRI

that can be accommodated for a given amount of time, railroad capacity takes into account size, speed, and timing of trains [2].

Map 4-21: Rail Volume-to-Capacity Ratio



The recommendations from the Missouri State Freight Plan that fall within the OTO boundary will be considered alongside the projects considered for prioritization. These include:

- Interstate capacity upgrades
- Motor carrier accommodation
- Flexible freight funding

Ongoing Studies and Reports

OTO produces several reports on an ongoing basis, which provide continual feedback on the planning process. Below is a summary of each document and its update schedule.

1. Performance Measures Report
   This is an annual report produced for the performance measures contained in the long range transportation plan. This report provides an overview of each performance measure, how that measure is trending, and factors which may affect that trend.

2. Congestion Management Process Report
   Every three years, the OTO reviews recurring and non-recurring congestion throughout the region in accordance with federal requirements. This congestion is compared to transportation improvements made throughout the region, allowing for evaluation of strategies that address congestion.

3. Annual Transportation Report Card
   OTO is in the process of developing an annual transportation report card that reviews additional statistics about transportation in the region beyond those included in the performance measures report.

4. Growth Trends Report
   Each year, OTO works with local jurisdictions to track new building permits and demolition permits to determine growth in housing units throughout the region. This effort culminates in a report outlining the growth of the region, as well as provides Census information regarding income and employment throughout the region.

5. LRTP Implementation Plan
   Transportation Plan 2040 includes a list of actions that OTO should perform in order to address the goals of this Plan. OTO will produce an annual report outlining progress toward this implementation

plan and how those efforts are helping the region attain its vision of an excellent transportation system.

[1] "Missouri Analytics Tools Help," [Online]. Available: https://missouri.ritis.org/analytics/help/#overview. [Accessed 16 October 2015].

[2] J. McClellan, "Railroad Capacity Issues," in *Research to Enhance Rail Network Performance*, Washington, USA, 2006.

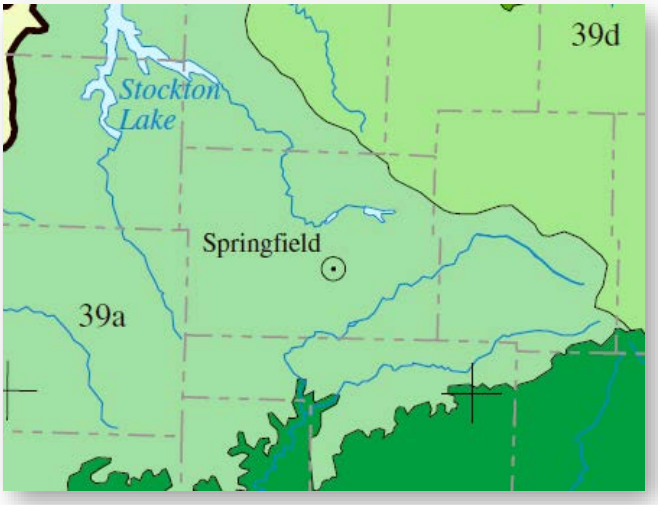
Environmental Considerations

Already this Plan recommends many strategies that benefit the environment by reducing congestion, encouraging transit and promoting facilities that support bicycling and walking. The OTO region and southwest Missouri have experienced an incredible amount of growth over the past 20 years. One attraction is the natural environment and open spaces that exist in this region. The region also has a number of cultural and historic resources that continue to make the area attractive. The transportation system should strive to protect and enhance these advantageous qualities of the Ozarks.

Natural Environment

Ecoregions

Map 5-1: OTO Ecoregions
Source: Environmental Protection Agency



The Ozarks Transportation Organization planning area can be divided into two ecoregions. The majority of the region is covered by the Springfield Plateau, while a portion of the OTO in Christian County is covered by the White River Hills. Ecoregions denote areas of general similarity in ecosystems and in the type, quality, and quantity of environmental resources. They are designed to serve as a spatial framework for the research, assessment, management, and monitoring of ecosystems and ecosystem components. The Springfield Plateau and White River Hills are part of the Ozark Highlands. The Ozark Highlands is characterized by an irregular physiography, forested areas, and limestone bedrock. The Springfield Plateau has moderate topography with karst features and rocky soils. Land cover is a mix of woodland and areas of pastureland in the cleared prairies. Bicyclists throughout the region benefit from the relatively flat nature of the Springfield Plateau. The White River Hills has more extreme topography and is characterized by cliffs, sinkholes, and caves. Much of the land is wooded and is in public lands.

Endangered Species

The Missouri Department of Conservation has identified sixteen terrestrial and aquatic species, as well as eight plant species, as endangered within the State of Missouri. Christian and Greene County both have several of these species, as well as some species unique to each county.

Christian County

Black-tailed Jackrabbit

- State Status – Endangered
- No Federal Status

Gray Bat

- State Status – Endangered
- Federal Status – Endangered

Missouri Bladder-pod

- State Status – Endangered
- Federal Status – Threatened

Plains Spotted Skunk

- State Status – Endangered
- No Federal Status

Greene County

Black-tailed Jackrabbit

- State Status – Endangered
- No Federal Status

Geocarpon

- State Status – Endangered
- Federal Status – Threatened

Gray Bat

- State Status – Endangered
- Federal Status – Endangered

Missouri Bladder-pod

- State Status – Endangered
- Federal Status – Threatened

Niangua Darter

- State Status – Endangered
- Federal Status – Threatened

Ozark Cavefish

- State Status – Endangered
- Federal Status – Threatened

Figure 5-1: Endangered Species in the Ozarks
Source: Environmental Protection Agency
ftp://ftp.epa.gov/wed/ecoregions/mo/moia_front.pdf

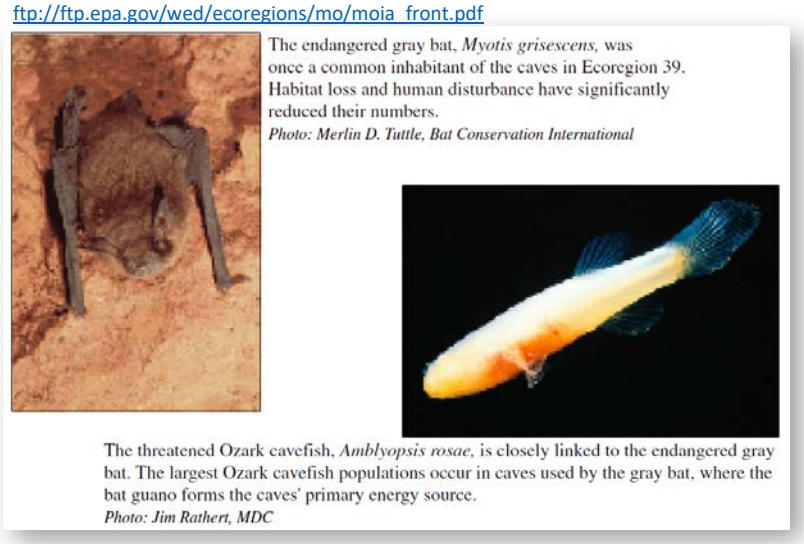


Figure 5-2: Missouri Bladder-Pod
Source: Environmental Protection Agency
ftp://ftp.epa.gov/wed/ecoregions/mo/moia_front.pdf



Cultural and Historical Resources

Items of cultural significance in the region include religious facilities, cemeteries, historical facilities, airports, public and private schools, universities, and local markets. Besides those items on the National Register Listings, Route 66 has a strong presence through the OTO region. Route 66 received its name at the former Historic Colonial Hotel in downtown Springfield. Route 66 travels from Strafford at the east OTO boundary, through Springfield, and out west from there.

Christian County National Register Listings

Ozark Courthouse Square Historic District

- Portions of 2nd Ave, Church, Elm, and 2nd Streets, on the Courthouse Square in Ozark
- The Courthouse is a Classic Revival designed by H. H. Hohenschild
- The buildings on the square were constructed between 1880 and 1945

Southwest Missouri Prehistoric Rock Shelter and Cave Sites Discontiguous Archeological District

- Address restricted
- Cave sites with prehistoric human occupations, circa 12,000 – 250 B.P.

Wilson's Creek National Battlefield

- Southwest of Springfield on MO 174
- The Battlefield includes virtually the entire scene of action of the Battle of Wilson's Creek in 1861.

Greene County National Register Listings

Greene County has many facilities listed on the National Register. Additional details can be found on the State Historic Preservation Office website through the Missouri Department of Natural Resources - http://dnr.mo.gov/shpo/greene.htm.

- Abou Ben Adhem Shrine Mosque
- Ambassador Apartments
- Anderson, Elijah Teague, House
- Bentley House
- Benton Avenue AME Church
- Berry Cemetery
- Boegel and Hine Flour Mill-Wommack Mill
- Boone, Nathan, House, Nathan Boone Homestead State Historic Site
- Camp Manor Apartments
- Campbell Avenue Historic District
- Christ Episcopal Church
- College Apartments
- Commercial Street Historic District
- Day House
- Fallin Brothers Building
- Finkbiner Building
- Franklin Springfield Motor Co. Building
- Gillioz Theater
- Gilmore Barn
- Gottfried Furniture Co. Building
- Greene County Courthouse
- Heer's Department Store
- Holland Building
- Hotel Sansone
- Jefferson Street Footbridge
- Keet-McElhany House
- King, J.E., Manufacturing Co.
- Kite, Robert B. and Vitae A., Apartment Building
- Landers Theater
- Lincoln School
- McDaniel Building
- Marquette Hotel
- Marx-Hurlburt Building
- Mid-Town Historic District
- Netter-Ullman Building
- Oberman, D. M., Manufacturing Co. Building,
- Old Calaboose (Old Springfield City Jail)
- Palace Hotel
- Pearl Apartments and Windsor Apartments
- Pearson Creek Archaeological District
- Producers Produce Co. Plant

- Pythian Home of Missouri
- Rail Haven Motel
- Rock Fountain Court Historic District
- Route 66 Steak 'n Shake
- St. John's Mercy Hospital Building
- St. Paul Block
- Schneider, Henry, Building
- South Avenue Commercial Historic District
- South-McDaniel-Patton Commercial Historic District
- Springfield Furniture Co.
- Springfield Grocer Co. Warehouse
- Springfield National Cemetery
- Springfield Public Square Historic District
- Springfield Seed Co. Office and Wholesale Building
- Springfield Warehouse and Industrial Historic District
- Stone Chapel, Drury College Campus
- U.S. Customhouse and Post Office
- Walnut Street Historic Commercial District
- Walnut Street Historic District
- Washington Avenue Baptist Church (Second Baptist Church)
- West Walnut Street Commercial Historic District
- Wilhoit, E. M., Building
- Wilhoit, Edward M. and Della C., House
- Wilshire Apartments
- Wilson's Creek National Battlefield
- Wise Feed Co. Building
- Woods-Evertz Stove Co. Historic District

Environmental Justice

Environmental justice is a fundamental ideal that ensures federally funded plans and projects do not create a disproportionately adverse effect on minorities, low-income, disabled, elderly and/or under age 18 populations. This ideal is built on the framework of Title VI of the Civil Rights Act of 1964, which states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In 1994, President Clinton issued an Executive Order directed to all Federal agencies to consider and address the effects of all program, policies, and activities on “minority and low-income populations.” This has been further expanded to include the elderly, disabled, and the under 18-years of age populations. President Bush signed an Executive Order in 2000, expanding protection against national origin discrimination, by ensuring programs are accessible by people with limited English proficiency.

Federally funded recipients are to ensure that there are no disproportionate adverse impacts in these communities, or those considered transportation dependent due to age or physical limitations, when allocating or spending federal funds. These recipients are also required to review the benefits and burdens of projects and programs (in this case, transportation improvements) are balanced between the population at large and those traditionally underserved in the planning and programming process.

While it is difficult to make any significant change to the transportation system without negatively affecting someone, the focus of environmental justice is on these impacts and alternative solutions. Any major transportation system change should first consider whether society will be better off with the change, and second, determine the distributional impacts. The first consideration addresses the

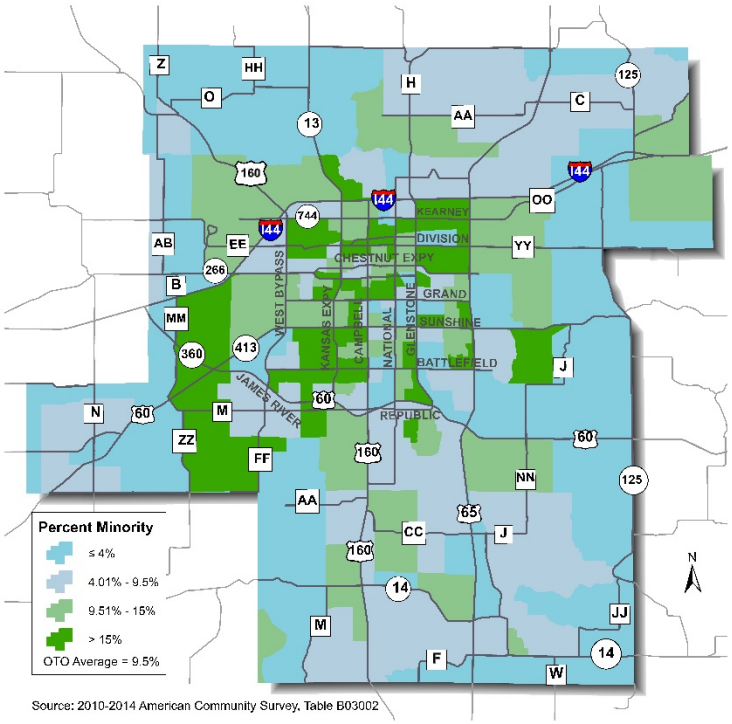
economic efficiency of a project; that is benefit-cost analysis. The second addresses the equity of who will receive more of the benefits and who will pay more of the costs. This question of equity is the concern of environmental justice. If it is determined that a project negatively impacts a population, the project can be rejected or the population impacted can be compensated. Should a project still move forward, attempts should be made to minimize the negative impacts.

Analysis

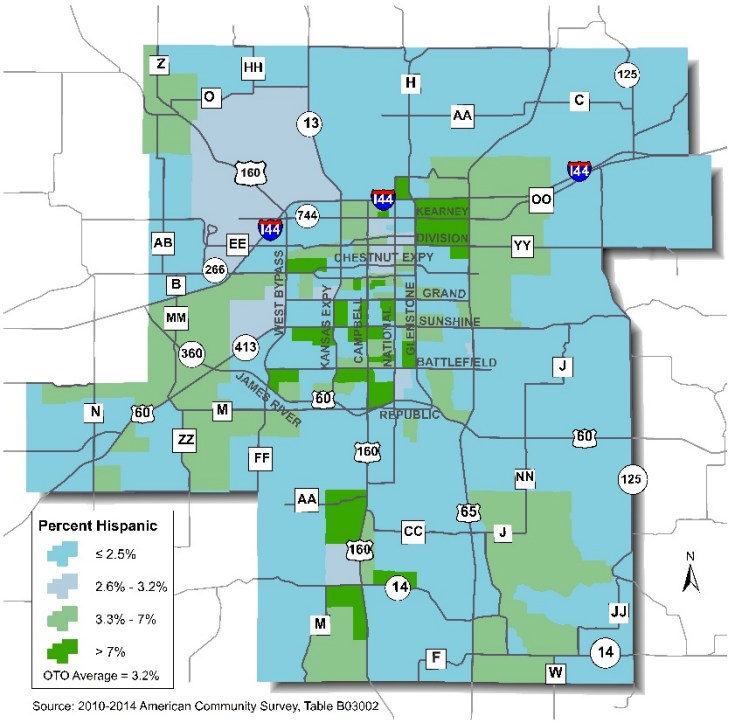
OTO has identified minority and Hispanic, low-income, disabled, elderly and youth, and limited English proficiency populations within the OTO region. Federal guidance identifies significant areas as those which contain more of the vulnerable population than the average for the region. The location of these populations has been compared to the location of the constrained projects included in the Long Range Transportation Plan once they are determined.

Minority and Hispanic Populations

Map 5-2: Minority Population



Map 5-3: Hispanic Population



There is a stronger minority and Hispanic presence in Springfield, though the Hispanic population does have a broader distribution among the surrounding communities, while the minority population is stronger in Springfield. Minority populations are defined as persons who identify as Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian or Other Pacific Islander.

Specific transportation projects that may need further examination to ensure no undue hardship is placed on minority and Hispanic populations would include:

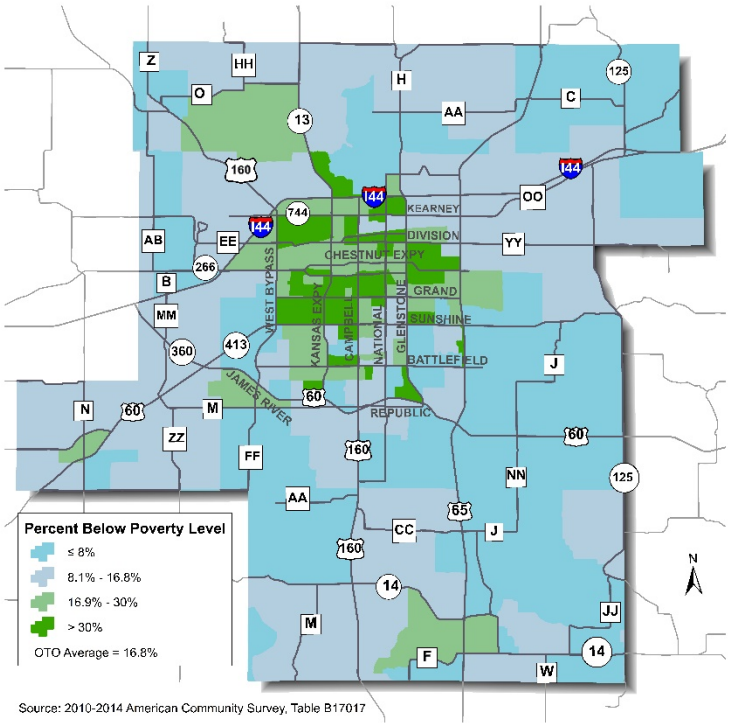
- G403 – Route 13 From WW to Norton Safety Improvements
- M122 – Route FF and Weaver Road Intersection Improvements
- M124 – Route 13 From WW to Norton Capacity and Safety Improvements
- M132 – Route 160 (Massey Boulevard) and Route CC Intersection Improvements
- M141 – Route 160 (Massey Boulevard) and Tracker Road Intersection Improvements
- M146 – Route M (Nicholas Road) and Route 14 (Mt. Vernon Street) Intersection Improvements
- M147 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M150 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M151 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M153 – Route 160 (Massey Boulevard) and South Street Intersection Improvements
- M156 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M157 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M409 – Kansas Expressway and Division Intersection Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M411 – Route 13 (Kansas Expressway) and Walnut Lawn Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M430 – Grade-Separated Railroad Crossing On Route MM
- M45 – Route YY (Division Street) and Eastgate Avenue Intersection Improvements
- M58 – I-44 and Route B/MM Interchange Improvements
- M59 – Route MM (Brookline Boulevard) Capacity Improvements
- M60 – Route MM (Brookline Boulevard) Capacity Improvements
- M85 – Route 13 (Kansas Expressway) And Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- N401 – Route 160 and Rosedale Intersection Improvements
- R401 – Route M and Repmo Drive Intersection Improvements
- SP24 – Campbell Avenue and Republic Intersection Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP401 – Division from National to Glenstone Capacity Improvements
- SP403 – Primrose from South to Kimbrough Capacity Improvements
- SP404 – Republic from Chase to Fairview Capacity Improvements

Low-Income Population

The population below the poverty level is concentrated in Springfield and Republic, though there are strong pockets in central Nixa and Ozark, as well as north of I-44 near Willard and along I-44 near Strafford.

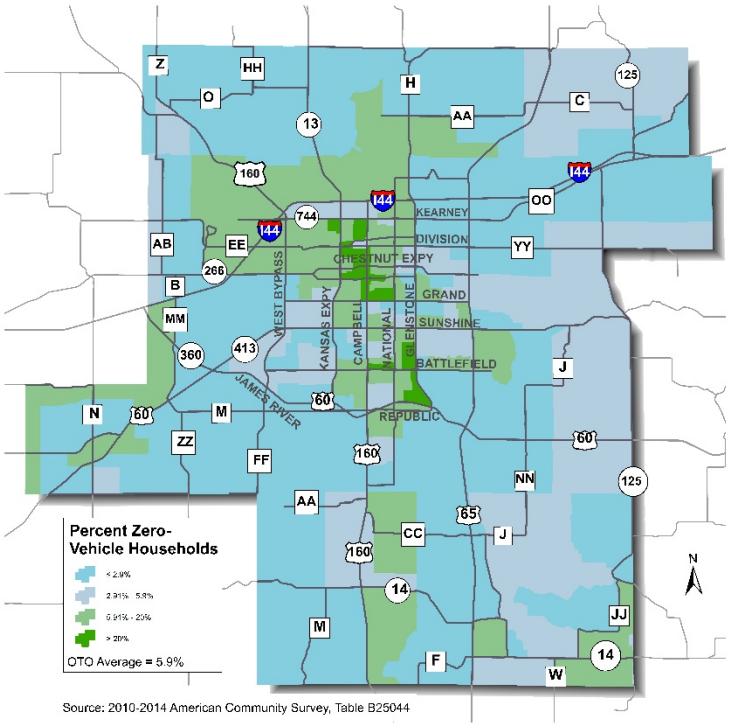
The households without a vehicle are mostly located in Springfield, with other portions allocated near the city centers of Republic and Ozark, as well as along US 160 south.

Map 5-4: Percent Below Poverty Level



Source: 2010-2014 American Community Survey, Table B17017

Map 5-5: Percent Zero Vehicle Households



Source: 2010-2014 American Community Survey, Table B25044

Specific transportation projects that may need further examination to ensure no undue hardship is placed on low-income populations would include:

- G403 – Route 13 From WW to Norton Safety Improvements
- G405 – West Bypass and Farm Road 146 Intersection Improvements
- M13 – Route 160 (West Bypass) and Route 744 (Kearney Street) Intersection Improvements
- M409 – Kansas Expressway and Division Intersection Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M411 – Route 13 (Kansas Expressway) and Walnut Lawn Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M48 – Loop 44 (Chestnut Expressway) Capacity, Safety, and System Improvements
- M75 – Route D (Sunshine Street) Capacity and Operational Improvements
- M85 – Route 13 (Kansas Expressway) and Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP401 – Division from National to Glenstone Capacity Improvements

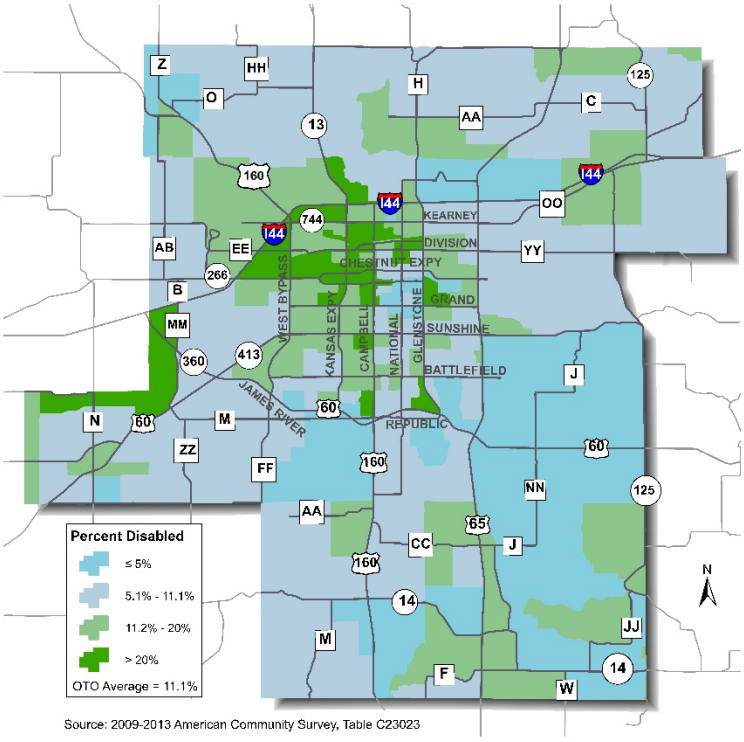
Disabled Population

The population that is disabled is mostly located in central and northwest Springfield.

Specific transportation projects that may need further examination to ensure no undue hardship is placed on disabled populations would include:

- M13 – Route 160 (West Bypass) and Route 744 (Kearney Street) Intersection Improvements
- M409 – Kansas Expressway and Division Intersection Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M430 – Grade-Separated Railroad Crossing on Route MM
- M48 – Loop 44 (Chestnut Expressway) Capacity, Safety, and System Improvements
- M58 – I-44 and Route B/MM Interchange Improvements
- M59 – Route MM (Brookline Boulevard) Capacity Improvements
- M60 – Route MM (Brookline Boulevard) Capacity Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- SP401 – Division from National to Glenstone Capacity Improvements

Map 5-6: Percent Disabled

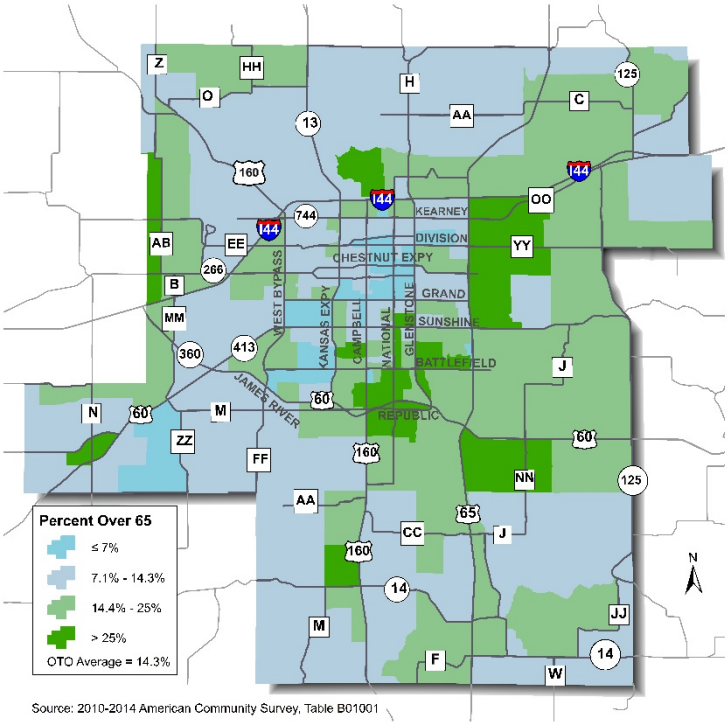


Source: 2009-2013 American Community Survey, Table C23023

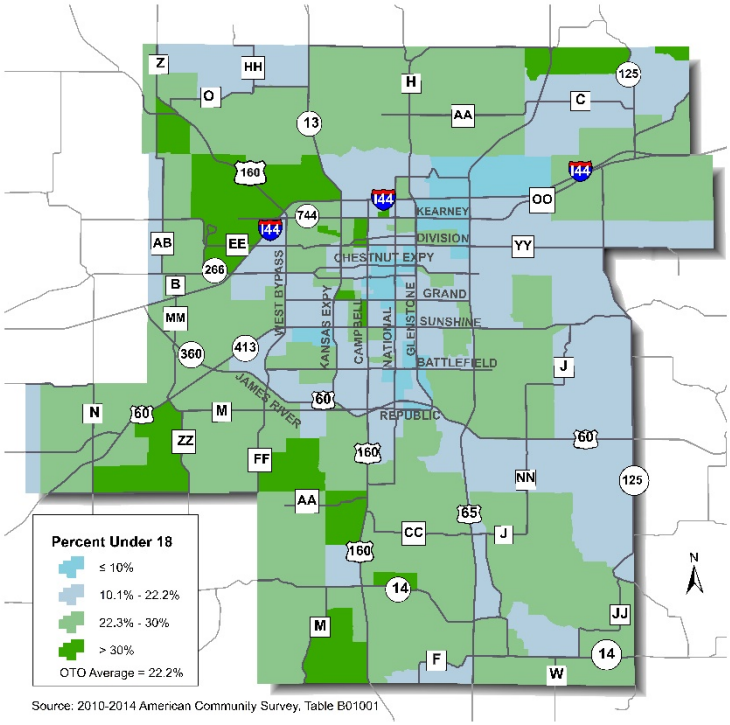
Elderly and Youth Populations

The elderly and youth populations in the region are not generally co-located. The elderly population is more concentrated along the eastern portion of Greene County, while the youth population resides mostly in western Greene County and in Christian County.

Map 5-7: Percent Over Age 65



Map 5-8: Percent Aged Under 18



Specific transportation projects that may need further examination to ensure no undue hardship is placed on elderly populations would include:

- M102 – Route 60 Freeway Improvements
- M113 – Route 60 and Route 174 (Independence Street) Intersection Improvements
- M128 – Route 65 Capacity Improvements
- M129 – Route 65 and Evans Road Interchange Improvements
- M141 – Route 160 (Massey Boulevard) and Tracker Road Intersection Improvements
- M142 – Route 160 (Massey Boulevard) and Kathryn Street/Aldersgate Drive Intersection Improvements
- M143 – Route 160 (Massey Boulevard) and Northview Road Intersection Improvements
- M144 – Route 160 (Massey Boulevard) and Wasson Drive Intersection Improvements
- M146 – Route M (Nicholas Road) and Route 14 (Mt. Vernon Street) Intersection Improvements
- M147 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M150 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M151 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2

- M45 – Route YY (Division Street) and Eastgate Avenue Intersection Improvements
- M75 – Route D (Sunshine Street) Capacity and Operational Improvements
- M85 – Route 13 (Kansas Expressway) and Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- SP24 – Campbell Avenue and Republic Intersection Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP403 – Primrose from South to Kimbrough Capacity Improvements
- SP404 – Republic from Chase to Fairview Capacity Improvements

Specific transportation projects that may need further examination to ensure no undue hardship is placed on youth populations would include:

- G403 – Route 13 from WW to Norton Safety Improvements
- M124 – Route 13 from WW to Norton Capacity and Safety Improvements
- M132 – Route 160 (Massey Boulevard) and Route CC Intersection Improvements
- M141 – Route 160 (Massey Boulevard) and Tracker Road Intersection Improvements
- M156 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M157 – Route 14 (Mt. Vernon Street) Capacity Improvements
- N401 – Route 160 and Rosedale Intersection Improvements
- R401 – Route M and Repmo Drive Intersection Improvements
- R8 – Oakwood Avenue Improvements
- W1 – Route 160 Expansion to Four Lanes
- W4 – Route AB and Route 160 Intersection Improvements
- W5 – Miller Road Widening Project

Limited English-Proficient Population

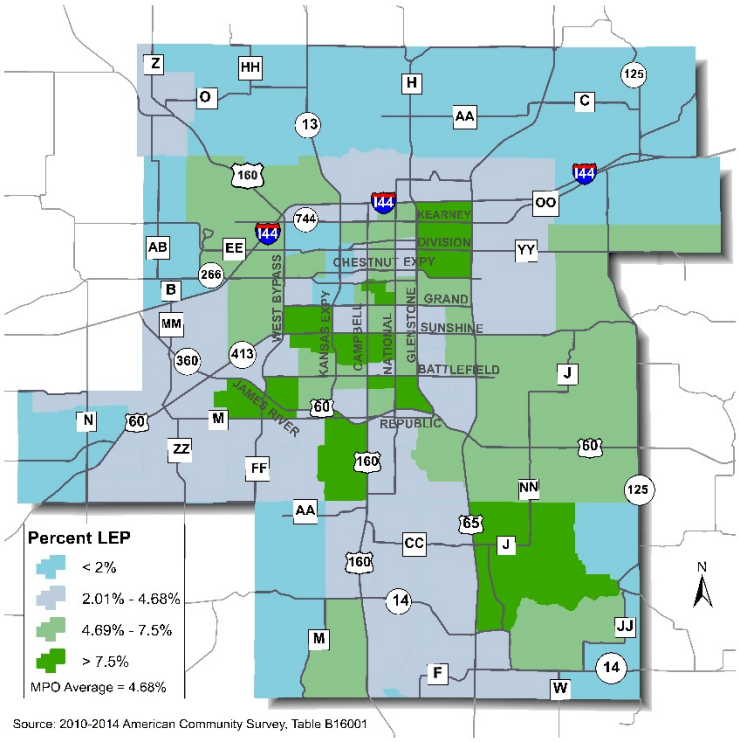
OTO regularly updates the Limited English-Proficient Plan, following federal guidance to properly identify the LEP population in the region, as well as what languages are needed to improve communication with those populations. Demographics of the OTO region are also well-tracked through the OTO Title VI Program, which also incorporates the LEP Plan.

At last analysis in 2013, the OTO had four populations that are considered significant:

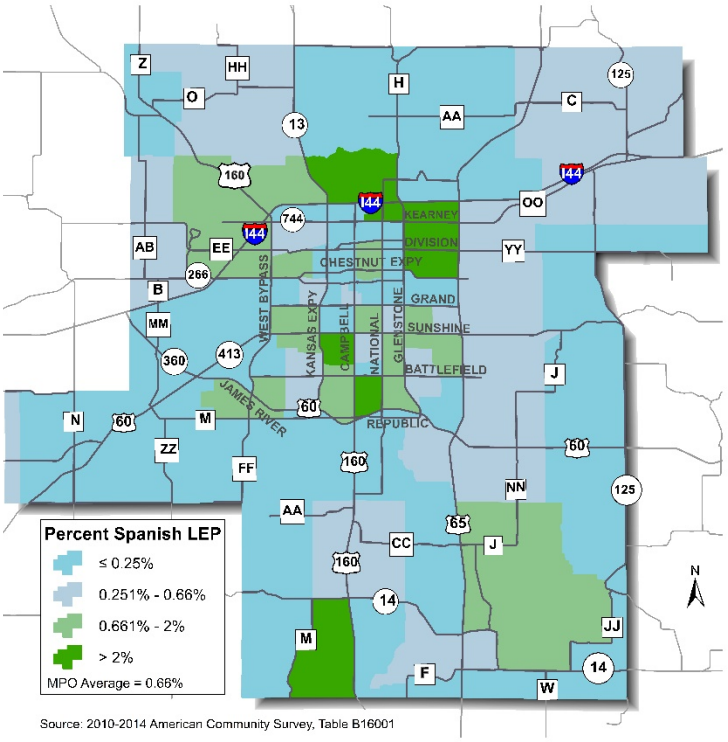
- Spanish
- German
- Chinese
- French

To engage the largest of these populations, OTO has translated the LEP Plan into Spanish and provided the surveys for this Plan into Spanish. OTO meeting agendas, including LRTP subcommittee meetings, provide information in Spanish advising that assistance is available.

Map 5-9: Percent LEP



Map 5-10: Percent Spanish LEP



Specific transportation projects that may need further examination to ensure no undue hardship is placed on Limited English Proficient, including Spanish LEP, populations would include:

- G11 – East/West Arterial – Kansas Extension to Campbell Avenue
- G403 – Route 13 from WW to Norton Safety Improvements
- G405 – West Bypass and Farm Road 156 Intersection Improvements
- G6 – Kansas Expressway Extension – Republic Road to Weaver
- G7 – Kansas Expressway Extension – Weaver Road to Plainview Road
- G8 – Kansas Expressway Extension – Plainview to Cox Road
- M127 – Route 160 and Farm Road 192 (Steinert Road) Intersection Improvements
- M128 – Route 65 Capacity Improvements
- M146 – Route M (Nicholas Road) and Route 14 (Mt. Vernon Street) Intersection Improvements
- M147 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M150 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M151 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M153 – Route 160 (Massey Boulevard) and South Street Intersection Improvements
- M160 - Route 65 Capacity Improvements
- M167 – Route 14 (Jackson Street) Capacity Improvements
- M408 – Route 14 (Jackson Street) Capacity Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M45 – Route YY (Division Street) and Eastgate Avenue Intersection Improvements

- M48 – Loop 44 (Chestnut Expressway) Capacity, Safety, and System Improvements
- M85 – Route 13 (Kansas Expressway) and Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- N401 – Route 160 and Rosedale Intersection Improvements
- O6 – Route 14 (Jackson Street) and Route NN (9th Street) Intersection Improvements
- SP24 – Campbell Avenue and Republic Intersection Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP401 – Division from National to Glenstone Capacity Improvements
- SP404 – Republic from Chase to Fairview Capacity Improvements

Air Quality

Air quality throughout the region is regulated through the Clean Air Act, which was last amended in 1990. The Clean Air Act and its Amendments requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. When areas exceed the levels set by these standards, they are considered non-attainment. The 7 regulated pollutants include:

- Carbon Monoxide
- Lead
- Nitrogen Dioxide
- Particulate Matter (PM_{10})
- Particulate Matter ($PM_{2.5}$)
- Ozone
- Sulfur Dioxide

If these standards are not met, then an area become known as non-attainment. Should an area come back into attainment, then they are on a 20-year maintenance plan, during which time, the area must continue to stay in attainment, or the process starts all over. Currently, no part of the OTO region is non-attainment for any of these pollutants.

Ozone and $PM_{2.5}$

Ozone and PM2.5 are two pollutants that are impacted by mobile emissions. Ground-level ozone is the byproduct of several pollutants (NOx and VOCs) reacting with heat, especially over the course of the day. Particulate matter is the term for a mixture of solid particles and liquid droplets found in the air. Fine particulate matter is the main cause behind haze in parts of the United States. Sources include emissions from power plants, industry, and automobiles.

Ozarks Clean Air Alliance

OTO was a founding member of the Ozarks Clean Air Alliance and has held several leadership positions within the organization. The Ozarks Clean Air Alliance currently serves an eleven county region. OCAA started in 2007 as a subcommittee of the Environmental Collaborative at the Community Partnership of the Ozarks. The group has grown into an active coalition of stakeholders including city, county, and state government officials, local businesses and non-profits, area utility companies, and interested citizens.

Clean Air Action Plan

The Clean Air Action Plan was first adopted in 2009 and originally only addressed ground-level ozone pollutant concerns. Over the past few years, the plan and efforts of the OCAA have grown to include fine particulate matter ($PM_{2.5}$). The Clean Air Action Plan now serves as the Path Forward Document for the Ozone and PM Advance Programs through EPA.

The Advance Program is a collaborative effort between EPA, states, tribes, and local governments. The program encourages reductions in ozone and fine particulate matter attainment areas to help these areas meet the NAAQS. The goal is to help keep these areas in attainment.

Transportation Conformity

Violating Ozone and $PM_{2.5}$ limits can impose additional requirements upon a metropolitan planning area within a non-attainment area. These requirements are known as transportation conformity. This means that the projects proposed in an MPO's long range transportation program, as well as those programmed in the transportation improvement program, must help keep the region within attainment.

Conformity is established by a regional emissions analysis, which determines if projected emissions for the Plan and TIP exceed emissions limits established by a State Implementation Plan (SIP). A SIP contains region-specific information and goals on appropriate emissions levels that will keep a region in attainment. The regional emissions analysis must be conducted following a process established by EPA. This includes providing data produced by the OTO travel demand model. The recently completed travel demand model by OTO meets the requirements for air quality analysis. When finalized, the conformity determination shows that the toal emissions projected for the long range transportation plan or TIP are within the on-road mobile source emission limits established by the SIP. Transportation conformity is a public process that must include interagency consultation.

Staying in attainment is ideal for the OTO region. If OTO were to be non-attainment, the LRTP and TIP must be updated more frequently and some TIP amendments could also trigger a conformity analysis. Also, the initial conformity determination timeframe is considerably short.

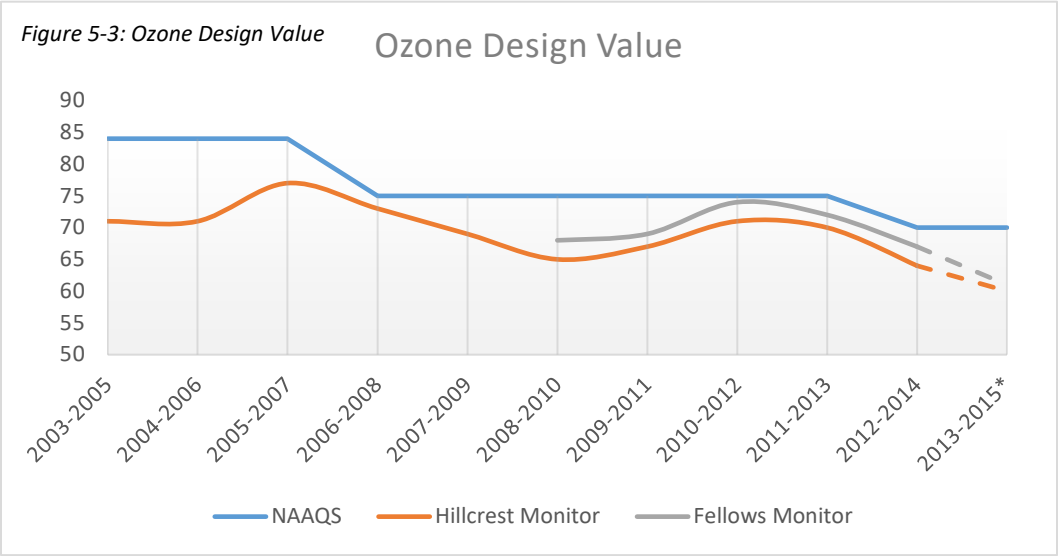
When to Determine Conformity

- On a long range transportation plan or TIP
    - At least every four years
    - 24 months after SIP motor vehicle emissions budgets are found adequate or are approved
    - Within 12 months after new non-attainment designations become effective
- Prior to acceptance of a new or updated long range transportation plan, TIP, and certain plan or TIP amendments
- Prior to the first time a non-exempt federal project is adopted, accepted, approved, or funded (project-level conformity)
    - Applies 12 months after the effective date of non-attainment designation

Meeting the Standards

Even as the standard for Ozone becomes stricter, the OTO region has continued to meet it. The Springfield area has 2 Ozone monitors, one at Fellows Lake and one at Hillcrest High School.

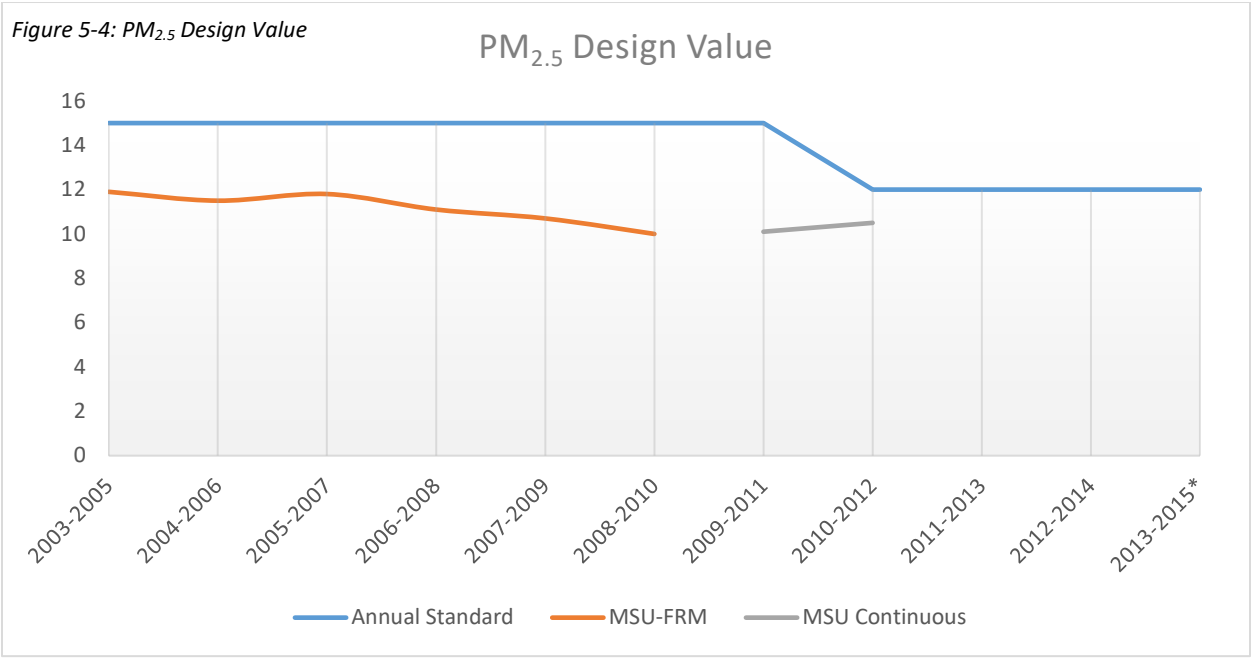
Figure 5-3: Ozone Design Value



* 2013-2015 Design Value will not be certified until 2016

Similar results have been seen with fine particulate matter.

Figure 5-4: $PM_{2.5}$ Design Value



* 2013-2015 Design Value not available due to moving monitor to another location

Water Quality

According to the Victoria Transport Policy Institute, roads and parking facilities concentrate stormwater, increase flooding and siltation, reduce surface and groundwater recharge, and create physical barriers

to fish. Manholes in the roadway can also be a source of infiltration for stormwater into the sewer system.

The Missouri Department of Transportation and local OTO jurisdictions are mindful of requirements to protect water quality during roadway construction. Ozark Greenways has piloted efforts to use trail easements along waterways for riparian corridors, also providing education to farmers on the impacts of cattle in the waterways.

OTO member jurisdictions do need to be aware of impacts from the new Clean Water Rule from EPA. This rule clearly defines and protects tributaries that impact the health of downstream waters. The inclusion of tributaries has expanded which waterways a community may need to protect when designing and constructing a project.

Resiliency

Resilience in transportation can also be referred to as reliability or risk management and considers the transportation network's ability to adapt to unexpected conditions without catastrophically failing.

Reliability in the sense of daily traffic has been considered previously. Extreme weather events can have an additional impact on the resiliency of the transportation system.

Flooding is a major concern along roadways in the OTO area. There have been a number of events that have damaged roadways and necessitated repair in 2015. The flooding has also highlighted those locations lacking alternate routes. Unfortunately, flooding issues can be transient depending upon where the rain falls within the watershed.

OTO has initiated a Traffic Incident Management subcommittee who will review strategies to help the region respond when unexpected events impact the movement of traffic. Strategies include incident response, using ITS and dynamic message signs, and specialized signal timing plans.

Financial Capacity

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for the implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented through 2040.

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds. With the passage of the FAST Act and an increase in state revenues, MoDOT has a more stable funding outlook than what has been the case for the previous few years. This will allow OTO to be confident in the funding levels projected to 2040. The cost share with MoDOT is still suspended, and OTO has not included that funding in its projections, but it should be noted that the availability of that funding would increase the number of projects that could be completed in the region.

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

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

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

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated

to multi-modal programs. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Federal - Statewide

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

National Highway Performance Program

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

Statewide Surface Transportation Block Grant Program

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

Highway Safety Improvement Program

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

Open Container Transfer Provision

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

Federal – Regional Suballocated

The Surface Transportation Block Grant Program (STP) funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

STP-Urban

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

Small-Urban

The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri Highways and Transportation Commission allocates $3.5 million in surface transportation program funds annually to this small-urban program. Project eligibility is the same as that described under the STP-Urban program. Currently, the City of Republic receives this funding in the OTO area, but this is changing now that they are part of the Springfield Urbanized area, while the City of Willard will start receiving Small-Urban as they are now their own urbanized area. As of July 7, 2016, the Missouri and Highways Commission discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

Bridge Rehabilitation and Maintenance

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. As of July 7, 2016, the Missouri and Highways Commission also discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

STP-Set Aside (formerly TAP)

The STP-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School.

Local

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein. In aggregate, these funding sources generate about $50 million per year, however, the local system is vastly larger than the federal-aid system and much of this funding is dedicated to activities on the local system. The projected funding from local sources is that amount required to match federal-aid projects as requested by the local jurisdictions and to cover operations and maintenance needs.

Sales Tax

The Cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements.

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

Development Agreements

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

Missouri Transportation Finance Corporation

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

Neighborhood Improvement District (or Community Improvement District)

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

Charges for Services

Charges for curb cuts and other transportation-related services generate $400,000. These funds are included in the Feasible Funding Sources section.

The City of Republic levies a fee for street lights which nets about $105,550 per year.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating $106,800 for the road and bridge fund.

County Funding Sources

The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

Greene County levies eight cents per $100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be $4,534,400 while personal property tax for 2015 is estimated to be $939,500.

Programmed Projects

The OTO has already identified funding and programmed projects for the 2015-2018 Transportation Improvement Program. Additional projects will be programmed for 2019 with the new TIP to be developed this spring. These can be seen in the Appendix. For this reason, funding projections start in the year 2018.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2040. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act, as well as the improving economy. An inflation rate of 1 percent has been used to develop projections through 2040. Initial year estimates were derived from MoDOT and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Operations and Maintenance

MoDOT Operations and Maintenance Revenues are projected to be $50,601,000 through 2040, based on the FY 2017 allocation of $1,948,000 to the OTO region. The source of this funding is MoDOT Operations. Local funding for Operations and Maintenance is projected to be $22,973,000. This funding is projected to grow one-percent per year.

Table 6-1: Operations and Maintenance Revenue

Timeframe	MoDOT	Local
2018-2022	$ 10,037,000	$ 4,557,000
2023-2027	$ 10,549,000	$ 4,789,000
2028-2032	$ 11,087,000	$ 5,034,000
2033-2037	$ 11,653,000	$ 5,290,000
2038-2040	$ 7,275,000	$ 3,303,000
TOTAL	$ 50,601,000	$ 22,973,000

2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	$9,200,000	$9,200,000	$9,200,000	$9,200,000	$9,292,000
Safety	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,525,000
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$25,506,000	$33,497,000	$34,606,000	$34,102,000	$34,443,020
TOTAL	$37,806,000	$45,797,000	$46,906,000	$46,402,000	$46,860,020
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$5,722,200	$5,836,644	$5,953,377	$6,072,444	$6,193,893
TAP	$400,000	$404,000	$408,040	$412,120	$416,242
Local Match	$1,414,944	$1,443,243	$1,472,108	$1,501,550	$1,531,581
TOTAL	$7,537,144	$7,683,887	$7,833,525	$7,986,115	$8,141,716

TOTAL	**$45,343,144**	**$53,480,887**	**$54,739,525**	**$54,388,115**	**$55,001,736**

2023-2027

Table 6-3: Roadway Revenue Estimates 2023-2027

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	$9,384,920	$9,478,769	$9,573,557	$9,669,292	$9,765,985
Safety	$2,550,250	$2,575,753	$2,601,510	$2,627,525	$2,653,800
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$34,787,450	$35,135,325	$35,486,678	$35,841,545	$36,199,960
TOTAL	$47,322,620	$47,789,846	$48,261,745	$48,738,362	$49,219,746
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,317,771	$6,444,127	$6,573,009	$6,704,469	$6,838,559
TAP	$420,404	$424,608	$428,854	$433,143	$437,474
Local Match	$1,562,213	$1,593,457	$1,625,326	$1,657,832	$1,690,989
TOTAL	$8,300,388	$8,462,191	$8,627,189	$8,795,444	$8,967,022

TOTAL	**$55,623,008**	**$56,252,038**	**$56,888,934**	**$57,533,807**	**$58,186,768**

2028-2032

Table 6-4: Roadway Revenue Estimates 2028-2032

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	$9,863,645	$9,962,282	$10,061,905	$10,162,524	$10,264,149
Safety	$2,680,338	$2,707,142	$2,734,213	$2,761,555	$2,789,171
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$36,561,960	$36,927,579	$37,296,855	$37,669,824	$38,046,522
TOTAL	$49,705,943	$50,197,003	$50,692,973	$51,193,903	$51,699,842
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,975,330	$7,114,836	$7,257,133	$7,402,276	$7,550,321
TAP	$441,849	$446,267	$450,730	$455,237	$459,790
Local Match	$1,724,809	$1,759,305	$1,794,491	$1,830,381	$1,866,989
TOTAL	$9,141,988	$9,320,409	$9,502,354	$9,687,894	$9,877,100

TOTAL	**$58,847,931**	**$59,517,412**	**$60,195,327**	**$60,881,797**	**$61,576,941**

2033-2037

Table 6-5: Roadway Revenue Estimates 2033-2037

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	$10,366,790	$10,470,458	$10,575,163	$10,680,914	$10,787,724
Safety	$2,817,063	$2,845,233	$2,873,686	$2,902,422	$2,931,447
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$38,426,987	$38,811,257	$39,199,370	$39,591,363	$39,987,277
TOTAL	$52,210,840	$52,726,948	$53,248,218	$53,774,700	$54,306,447
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$7,701,328	$7,855,354	$8,012,461	$8,172,711	$8,336,165
TAP	$464,388	$469,031	$473,722	$478,459	$483,244
Local Match	$1,904,328	$1,942,415	$1,981,263	$2,020,888	$2,061,306
TOTAL	$10,070,044	$10,266,801	$10,467,446	$10,672,058	$10,880,715

TOTAL	**$62,280,884**	**$62,993,749**	**$63,715,664**	**$64,446,758**	**$65,187,162**

2038-2040 and TOTAL

Table 6-6: Roadway Revenue Estimates 2038-2040 and Total

MODOT Allocated Funding for OTO area					
	2038	2039	2040		2018-2040
TCOS	$10,895,601	$11,004,557	$11,114,602		$230,174,837
Safety	$2,960,761	$2,990,369	$3,020,272		$62,547,510
Interst./Brdg	$300,000	$300,000	$300,000		$6,900,000
SW TAP	$300,000	$300,000	$300,000		$6,900,000
Flex	$40,387,150	$40,791,021	$41,198,931		$844,501,074
TOTAL	$54,843,512	$55,385,947	$55,933,806		$1,151,023,421
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$8,502,888	$8,672,946	$8,846,405		$165,056,648
TAP	$488,076	$492,957	$497,886		$10,286,521
Local Match	$2,102,532	$2,144,583	$2,187,475		$40,814,008
TOTAL	$11,093,497	$11,310,486	$11,531,766		$216,157,177

TOTAL	**$65,937,008**	**$66,696,432**	**$67,465,572**		**$1,367,180,598**

With the funding projected for operations and maintenance, the total revenue projected through 2040 is $1,440,754,598.

Table 6-7: Revenue Summary

2018-2040		
TCOS		$230,174,837
Safety		$62,547,510
Interst./Brdg		$6,900,000
SW TAP		$6,900,000
Flex		$844,501,074
TOTAL		$1,151,023,421

STP-Urban		$165,056,648
TAP		$10,286,521
Local Match		$40,814,008
TOTAL		$216,157,177

MoDOT Allocated and Suballocated Total		**$1,367,180,598**
Operations and Maintenance		**$73,574,000**
TOTAL REVENUE		**$1,440,754,598**

Transit Funding Projections

Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

Federal Transit Funding

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

Bus and Bus Facilities (5339)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Revenue Estimates

2018-2022

Table 6-8: Transit Revenue Estimates 2018-2022

Source	2018	2019	2020	2021	2022
FTA 5307	$2,655,918	$2,709,036	$2,763,217	$2,818,481	$2,874,851
FTA 5310	$276,610	$282,142	$287,785	$293,540	$299,411
FTA 5339	$278,608	$284,180	$289,864	$295,661	$301,575
City Utilities Local Share	$7,842,000	$7,791,000	$7,907,000	$8,548,000	$8,804,440
State of Missouri	$29,324	$29,617	$29,913	$30,213	$30,515
Medicaid	$29,279	$29,572	$29,867	$30,166	$30,468
Other local agencies	$29,864	$30,461	$31,070	$31,691	$32,325
TOTAL	**$11,141,603**	**$11,156,008**	**$11,338,716**	**$12,047,752**	**$12,373,585**

2023-2027

Table 6-9: Transit Revenue Estimates 2023-2027

Source	2023	2024	2025	2026	2027
FTA 5307	$2,932,348	$2,990,995	$3,050,815	$3,111,831	$3,174,068
FTA 5310	$305,399	$311,507	$317,737	$324,092	$330,574
FTA 5339	$307,606	$313,758	$320,033	$326,434	$332,963
City Utilities Local Share	$9,068,573	$9,340,630	$9,620,849	$9,909,475	$10,206,759
State of Missouri	$30,820	$31,128	$31,439	$31,754	$32,071
Medicaid	$30,772	$31,080	$31,391	$31,705	$32,022
Other local agencies	$32,972	$33,631	$34,304	$34,990	$35,690
TOTAL	**$12,708,490**	**$13,052,729**	**$13,406,568**	**$13,770,281**	**$14,144,147**

2028-2032

Table 6-10: Transit Revenue Estimates 2028-2032

Source	2028	2029	2030	2031	2032
FTA 5307	$3,237,549	$3,302,300	$3,368,346	$3,435,713	$3,504,427
FTA 5310	$337,186	$343,929	$350,808	$357,824	$364,980
FTA 5339	$339,622	$346,414	$353,343	$360,410	$367,618
City Utilities Local Share	$10,512,962	$10,828,351	$11,153,201	$11,487,797	$11,832,431
State of Missouri	$32,392	$32,716	$33,043	$33,373	$33,707
Medicaid	$32,342	$32,665	$32,992	$33,322	$33,655
Other local agencies	$36,404	$37,132	$37,874	$38,632	$39,404
TOTAL	**$14,528,457**	**$14,923,507**	**$15,329,607**	**$15,747,071**	**$16,176,222**

2033-2037

Table 6-11: Transit Revenue Estimates 2033-2037

Source	2033	2034	2035	2036	2037
FTA 5307	$3,574,516	$3,646,006	$3,718,926	$3,793,305	$3,869,171
FTA 5310	$372,280	$379,726	$387,320	$395,067	$402,968
FTA 5339	$374,970	$382,469	$390,119	$397,921	$405,880
City Utilities Local Share	$12,187,404	$12,553,026	$12,929,617	$13,317,505	$13,717,031
State of Missouri	$34,044	$34,385	$34,729	$35,076	$35,427
Medicaid	$33,992	$34,332	$34,675	$35,022	$35,372
Other local agencies	$40,192	$40,996	$41,816	$42,653	$43,506
TOTAL	**$16,617,398**	**$17,070,940**	**$17,537,202**	**$18,016,549**	**$18,509,355**

2038-2040 and TOTAL

Table 6-12: Transit Revenue Estimates 2038-2040 and Total

Source	2038	2039	2040	2018-2040
FTA 5307	$3,946,554	$4,025,485	$4,105,995	**$76,609,853**
FTA 5310	$411,027	$419,248	$427,633	**$7,978,793**
FTA 5339	$413,997	$422,277	$430,723	**$8,036,445**
City Utilities Local Share	$14,128,542	$14,552,398	$14,988,970	**$253,227,961**
State of Missouri	$35,781	$36,139	$36,500	**$754,106**
Medicaid	$35,726	$36,083	$36,444	**$752,944**
Other local agencies	$44,376	$45,263	$46,169	**$861,415**
TOTAL	**$19,016,003**	**$19,536,893**	**$20,072,433**	**$348,221,517**

Table 6-13: Transit Revenue Summary

Source	2018-2040
FTA 5307	**$76,609,853**
FTA 5310	**$7,978,793**
FTA 5339	**$8,036,445**
City Utilities Local Share	**$253,227,961**
State of Missouri	**$754,106**
Medicaid	**$752,944**
Other local agencies	**$861,415**
TOTAL	**$348,221,517**

Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

Project Submissions

Project needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2040. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and projected year of completion. The cost estimates were then inflated by three percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, the LRTP Subcommittee developed a set of prioritization factors based on the goals which had been set within the Plan. Each prioritization factor includes a set of criteria, which are assigned points. Projects were scored based on these criteria. A glossary defining each criterion is included in the Appendix.

Once projects are prioritized, the potential list was compared against available funding. The results can be seen in the constrained project list.

Prioritization Factors

Table 7-1: Prioritization Factors

Factors	Criteria	Points
1. Priority Projects		**25**
Located along a Priority Corridor of Regional Significance	Yes	*25*
	No	*0*
2. Safety		**25**
Fatal/Injury Crash Index	Worse than rates on similar OTO FCs	*15*
	Better than rates on similar OTO FCs	*0*
Safety Concern	Yes	*5*
	No	*0*
Improvement or Removal of At-Grade Railroad Crossing	Yes	*5*
	No	*0*
3. Congestion Management		**20**
Volume-to-Capacity Ratio	Current ≥ 0.86	*7*
	Future (2040) ≥ 0.86	*5*
Complies with MTP Access Management	Yes	*3*
	No	*0*
Included in Regional ITS Arch.	Yes	*5*
	No	*0*
4. Environmental Justice		**5**
	Inside 4 EJ Tracts	*5*
	Inside 3 EJ Tracts	*4*
	Inside 2 EJ Tracts	*3*
	Inside 1 EJ Tract	*2*
	Inside 0 EJ Tracts	*0*
5. Multi-modal		**10**
Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)	Connects more than 2 modes or services	*7*
	Facilitates transfer or intermodal potential between 1 to 2 modes	*5*
	No intermodal potential	*0*
Vehicle Trip Reduction	Project encourages reduction of trips/discourages SOV use	*3*
	No trip reduction	*0*
6. Economic Development		**15**
Improves access to major freight centers or corridors or is in the State Freight Plan	Yes	*5*
	No	*0*
Local Priority Project	Defined leadership and strong political support	*10*
	Unknown or no leadership or political support	*0*
TOTAL		**100**

Programmatic Project List

Maintenance - $401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about $401 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - $18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - $10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - $4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Scoping - $500,000

Scoping projects help identify the solution for an identified need. Often, an entire corridor must be examined to determine the appropriate project to address a problem. This funding is set aside for these broad scoping projects which may not exactly align with a proposed construction project within the constrained project list.

Operations and Maintenance - $73,574,000

Maintenance costs include salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities, unlike the Maintenance category above, such as minor surface treatments, mowing, snow removal, replacing signs, striping, repairing guardrail; and repairing traffic signals.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is $1,440,754,598. The project needs submitted for prioritization and the programmatic needs before inflation add up to $1,756,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about $348,221,517 through 2040 with estimated needs of $949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is $10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	$1,440,754,598
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$933,680,598**

Available Funding (through 2040)	$1,440,754,598
Constrained Costs (Uninflated)	($736,276,601)
Unconstrained Costs (Uninflated)	($515,742,000)
Operations and Maintenance	($73,574,000)
Programmatic Projects	($433,500,000)
Funding Shortfall	**($318,338,003)**

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	$7,013,122	$ -	$ -	$7,013,122	$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	$3,949,115	$ -	$ -	$3,949,115	$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	$ -	$11,068,865	$12,831,848	$23,900,713	$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	$ -	$ -	$24,401,898	$24,401,898	$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	$ -	$7,867,503	$ -	$7,867,503	$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	$3,004,999	$ -	$ -	$3,004,999	$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$44,911,468	$44,911,468	$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	$ -	$12,680,000	$ -	$12,680,000	$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	$1,639,091	$ -	$ -	$1,639,091	$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	$3,170,001	$ -	$ -	$3,170,001	$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,347,332	$ -	$ -	$1,347,332	$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	$ -	$ -	$2,851,522	$2,851,522	$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$19,592,595	$ -	$ -	$19,592,595	$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$7,748,205	$ -	$7,748,205	$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$9,224,054	$ -	$9,224,054	$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	$2,513,272	$ -	$ -	$2,513,272	$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$14,257,609	$14,257,609	$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$28,515,218	$28,515,218	$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	$467,687	$ -	$ -	$467,687	$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	$1,564,785	$ -	$ -	$1,564,785	$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	$2,106,778	$ -	$ -	$2,106,778	$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	$ -	$1,319,655	$ -	$1,319,655	$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	$6,000,000	$11,975,000	$19,750,000	$37,725,000	$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	$ -	$ -	$21,386,413	$21,386,413	$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,986,578	$ -	$ -	$1,986,578	$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	$2,841,090	$ -	$ -	$2,841,090	$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	$2,731,818	$ -	$ -	$2,731,818	$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	$1,092,727	$ -	$ -	$1,092,727	$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	$ -	$2,459,748	$ -	$2,459,748	$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	$2,185,454	$ -	$ -	$2,185,454	$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	$1,715,581	$ -	$ -	$1,715,581	$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,622,545	$ -	$ -	$2,622,545	$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,098,036	$ -	$ -	$2,098,036	$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,240,090	$ -	$ -	$2,240,090	$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	$6,685,304	$ -	$ -	$6,685,304	$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	$8,741,816	$ -	$ -	$8,741,816	$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	$ -	$13,754,909	$ -	$13,754,909	$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	$4,294,417	$ -	$ -	$4,294,417	$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	$5,734,631	$ -	$ -	$5,734,631	$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	$ -	$21,522,793	$ -	$21,522,793	$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	$ -	$4,919,495	$ -	$4,919,495	$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	$ -	$1,885,397	$ -	$1,885,397	$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$ -	$ -	$1,524,138	$1,524,138	$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	$ -	$1,885,397	$ -	$1,885,397	$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	$3,114,272	$ -	$ -	$3,114,272	$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	$2,185,454	$ -	$ -	$2,185,454	$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	$ -	$26,128,670	$ -	$26,128,670	$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	$499,376	$ -	$ -	$499,376	$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	$2,921,952	$ -	$ -	$2,921,952	$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	$ -	$3,228,419	$ -	$3,228,419	$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	$1,381,207	$ -	$ -	$1,381,207	$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	$ -	$ -	$1,461,405	$1,461,405	$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	$1,115,510	$ -	$ -	$1,115,510	$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	$ -	$1,259,268	$ -	$1,259,268	$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	$1,654,061	$ -	$ -	$1,654,061	$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	$642,523	$ -	$ -	$642,523	$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	$ -	$3,074,685	$ -	$3,074,685	$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	$12,321,590	$ -	$ -	$12,321,590	$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	$ -	$36,896,216	$ -	$36,896,216	$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	$ -	$2,459,748	$ -	$2,459,748	$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$ -	$ -	$28,515,218	$28,515,218	$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$9,555,801	$12,298,739	$ -	$21,854,540	$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	$7,321,271	$ -	$ -	$7,321,271	$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	$ -	$ -	$12,200,236	$12,200,236	$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	$ -	$ -	$40,447,411	$40,447,411	$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	$408,680	$ -	$ -	$408,680	$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	$ -	$21,483,437	$ -	$21,483,437	$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	$ -	$2,593,804	$ -	$2,593,804	$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	$ -	$348,054	$ -	$348,054	$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	$972,336	$ -	$ -	$972,336	$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	$ -	$ -	$14,257,609	$14,257,609	$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	$ -	$16,418,816	$ -	$16,418,816	$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	$ -	$14,758,486	$ -	$14,758,486	$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	$ -	$657,983	$ -	$657,983	$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$1,419,452	$ -	$ -	$1,419,452	$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	$ -	$4,919,495	$ -	$4,919,495	$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	$ -	$1,362,700	$ -	$1,362,700	$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE OO TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	$ -	$1,967,798	$ -	$1,967,798	$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	$546,364	$ -	$ -	$546,364	$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	$3,000,000	$ -	$ -	$3,000,000	$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	$ -	$ -	$25,164,680	$25,164,680	$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	$ -	$50,432,208	$ -	$50,432,208	$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	$ -	$49,058,439	$ -	$49,058,439	$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	$ -	$ -	$27,909,269	$27,909,269	$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	$ -	$ -	$30,281,735	$30,281,735	$897,497,201

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	$15,380,000	$10,007,326	$ -	$25,387,326	$922,884,527

Transit Constrained List

Table 7-4: Transit Funding Summary

Available Funding (through 2040)	$348,221,517
Total Needs (through 2040)	($949,601,734)
Funding Shortfall	**($601,380,217)**

As operating expenses continue to grow, City Utilities will need to delay vehicle and other capital purchases, and continue to seek outside funding to help maintain a state of good repair for the transit system. The ratepayers for City Utilities water, gas, and electricity, as well as farebox revenue and advertising are prioritized to cover operating expenses. As City Utilities develops its asset management plan, determining capital purchase needs will be more straightforward. In the meantime, this plan assumes these expenses will be the first delayed, in order to maintain fiscal constraint. Human Service Agencies rely on federal transit funding for vehicles. The costs shown are for the maximum vehicles available to the area. Need for replacement vehicles depends on the ability of local agencies to match the federal funds and the replacement cycles of their individual vehicles, as well as the service needs they are fulfilling.

Table 7-5: Transit Constrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
Operating Expenses	$42,620,000	$49,408,000	$57,277,000	$66,400,000	$44,814,000
Preventative Maintenance	$5,520,000	$6,400,000	$7,419,000	$8,601,000	$5,805,000
Planning	$1,157,000	$1,342,000	$1,555,000	$1,803,000	$1,217,000
Security	$182,000	$211,000	$245,000	$284,000	$192,000
ADA Enhancements	$1,809,000	$2,081,000	$2,412,000	$2,796,000	$1,887,000
8 Fixed-Route and 4 Paratransit Buses	$4,500,000	$0	$0	$0	$0
8 Fixed-Route and 4 Paratransit Buses	$0	$5,137,000	$0	$0	$0
7 Fixed-Route and 1 Paratransit Buses	$0	$0	$4,849,000	$0	$0
6 Fixed-Route Buses	$0	$0	$0	$4,673,900	$0
2 Fixed-Route and 3 Paratransit Buses	$0	$0	$0	$0	$2,380,000
Shelter/Signs/ Amenities	$81,000	$63,000	$233,000	$168,100	$207,000
ITS	$390,000	$453,000	$522,000	$603,000	$551,000
Other Agency Vehicles	$1,799,000	$1,987,000	$2,193,000	$2,422,000	$1,572,000
TOTAL	$58,058,000	$67,082,000	$76,705,000	$87,751,000	$58,625,000
REMAINING FUNDING	$0	$0	$0	$0	$0

Unconstrained Project Lists

There are also two unconstrained project lists, one for roadways and the other for transit. The unconstrained project lists contain the remaining projects that were submitted, but not prioritized for funding. Table 7-6 is sorted by roadway name.

Table 7-6: Roadways Unconstrained List

ID	Location	Name	Roadway	Description	2018 Cost Estimate
O20	OZARK, CHRISTIAN COUNTY	MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH	17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	$6,953,000
O1	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM	NEW ROADWAY	$3,744,000
R10	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE FROM WADE STREET TO ROUTE 60	NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,539,000
R11	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,595,000
M55	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	$2,845,000
M77	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$535,000
N6	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET	ROAD WIDENING	$4,279,000
N7	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14	ROAD WIDENING	$2,139,000
G10	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$25,000,000
R16	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$3,505,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	$1,337,000
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	$209,000
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	$1,605,000
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$900,000
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	$1,673,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	$300,000
G402	GREENE COUNY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	$3,744,000
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	$4,000,000
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	$12,755,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	$1,500,000
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	$261,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	$4,386,000
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	$374,000
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	$8,168,000
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	$9,000,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	$7,000,000
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	$14,876,000
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	$2,625,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	$2,236,000
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	$457,000
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	$1,137,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	$21,372,000
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$792,000
M120	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	$374,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M121	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	$374,000
M80	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION	ROUTE ZZ FROM ROUTE M TO ROUTE MM	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM	$10,601,000
R13	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174	INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$428,000
N1	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160	TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160	ROAD WIDENING	$6,418,000
N403	NIXA	TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD	TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD	CAPACITY IMPROVEMENTS	$2,500,000

Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Also included are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include din Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

Table 7-7: Transit Unconstrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
10 Fixed-Route Buses	$5,000,000	$0	$0	$0	$0
2 Fixed-Route Buses	$0	$1,160,000	$0	$0	$0
8 Fixed-Route and 3 Paratransit Buses	$0	$0	$5,879,000	$0	$0
4 Fixed-Route Buses	$0	$0	$0	$3,116,000	$0
1 Paratransit Bus	$0	$0	$0	$0	$226,000
Shelter/Signs/ Amenities	$93,000	$138,000	$0	$101,900	$0
Route Study Level I Additional Costs	$6,426,105	$6,383,085	$8,743,661	$8,578,333	$5,789,621
Route Study Level II Additional Costs	$13,135,181	$11,517,597	$18,727,716	$15,478,688	$10,446,754
Route Study Level III Additional Costs	$17,339,590	$17,411,821	$23,840,525	$23,400,032	$17,093,366
Route Study Level IV Additional Costs	$19,385,976	$16,909,144	$27,665,828	$22,724,475	$15,337,024
Route Study Level V Additional Costs	$49,579,852	$47,097,901	$70,296,315	$63,295,641	$45,753,264
Limited Stop Circulator	$626,281	$674,683	$726,825	$782,997	$498,553
TOTAL	$111,585,985	$101,292,231	$155,879,870	$137,478,066	$95,144,582

Transportation Plan 2040: Constrained Project List

Map 7-1

Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

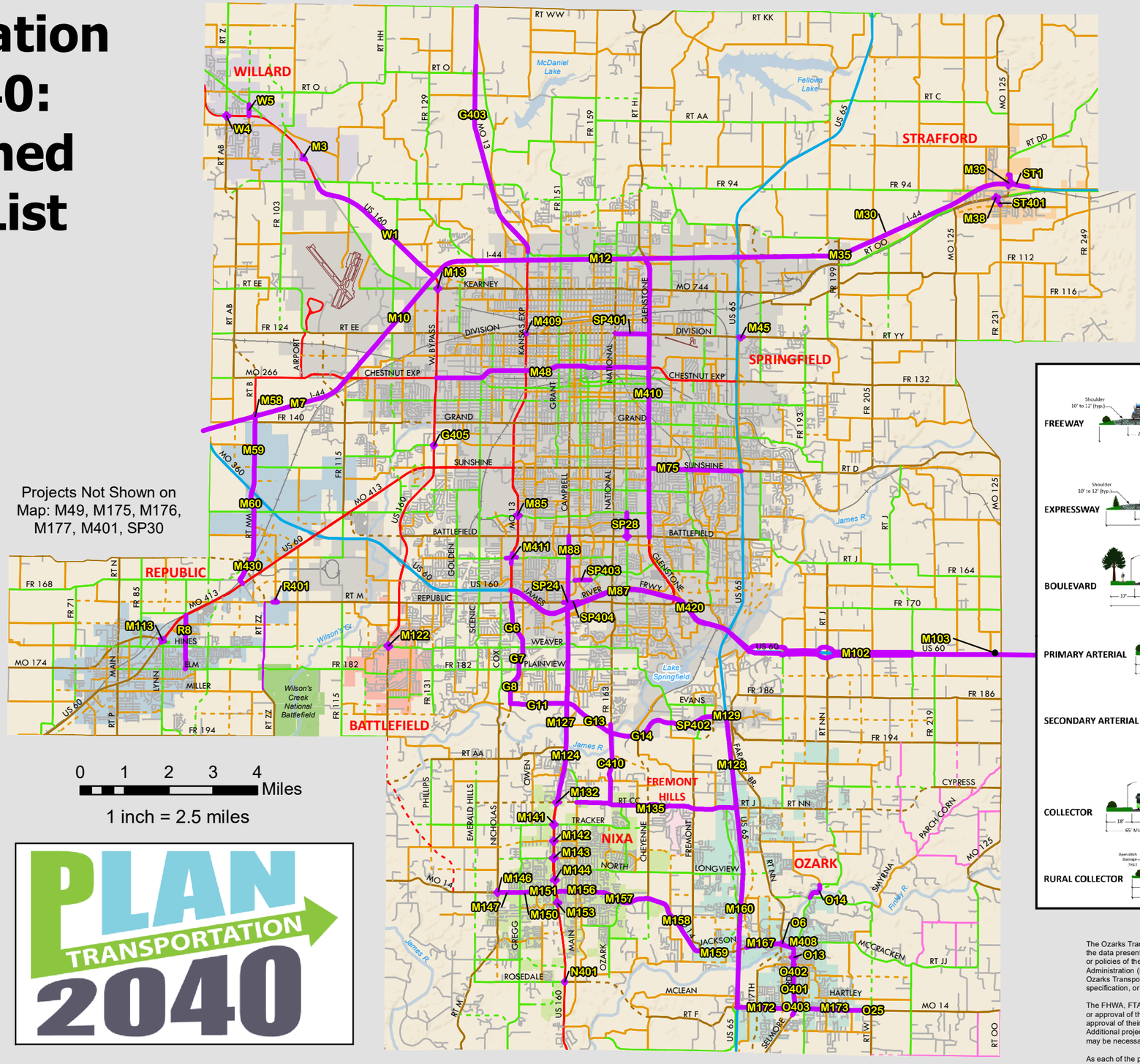
Proposed Roads

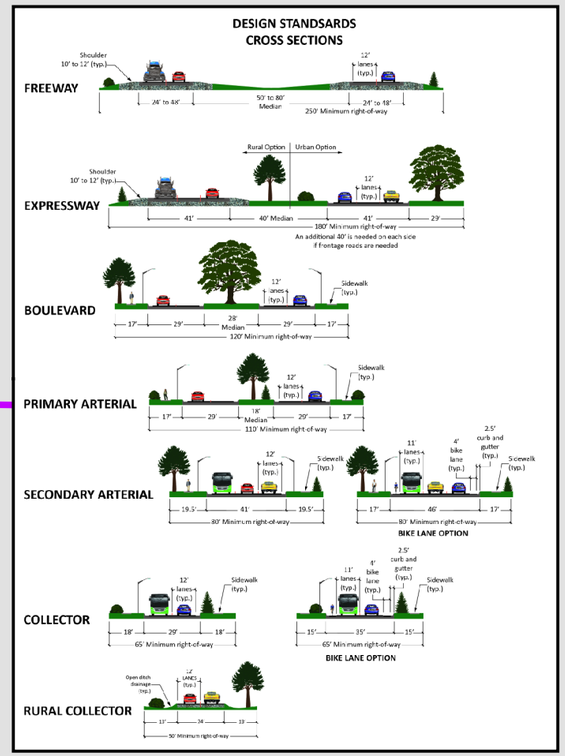
- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street

OTO LRTP

- Constrained Project

Projects Not Shown on Map: M49, M175, M176, M177, M401, SP30





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The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

Implementation Program

Major Thoroughfare Plan

The OTO Major Thoroughfare Plan (MTP) provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area. The MTP was first adopted by the OTO Board of Directors in October 2004, with several amendments since then. The MTP has also been extensively reviewed with each long range transportation plan update.

The MTP classifies roadways based on their intended function and shows both existing and future roadways. These future major transportation corridors should serve as a general guide for securing street rights-of-way, though the locations are general in nature and final alignments will depend upon a detailed location study. The classifications shown on the MTP map direct the application of the OTO design standards, which are discussed in Chapter 2. Additional considerations should be made regarding the application of the MTP roadway classifications besides potential function, including alignment and corridor preservation, as well as land use and development.

Update

To update the Major Thoroughfare Plan for this LRTP update, OTO staff began meeting with local jurisdictions and the MTP Subcommittee in the fall of 2014. In the spring of 2015, OTO staff met again with local jurisdictions to review the changes. In all, over 300 changes have been recommended by OTO staff and member jurisdictions. These are included in Appendix 7. The changes were espcially made available for public review during the various public meetings held in March 2016. Each jurisdiction has also been asked to adopt the Major Thoroughfare Plan alongside the OTO and that process is underway.

Bicycle and Pedestrian Facilities Map

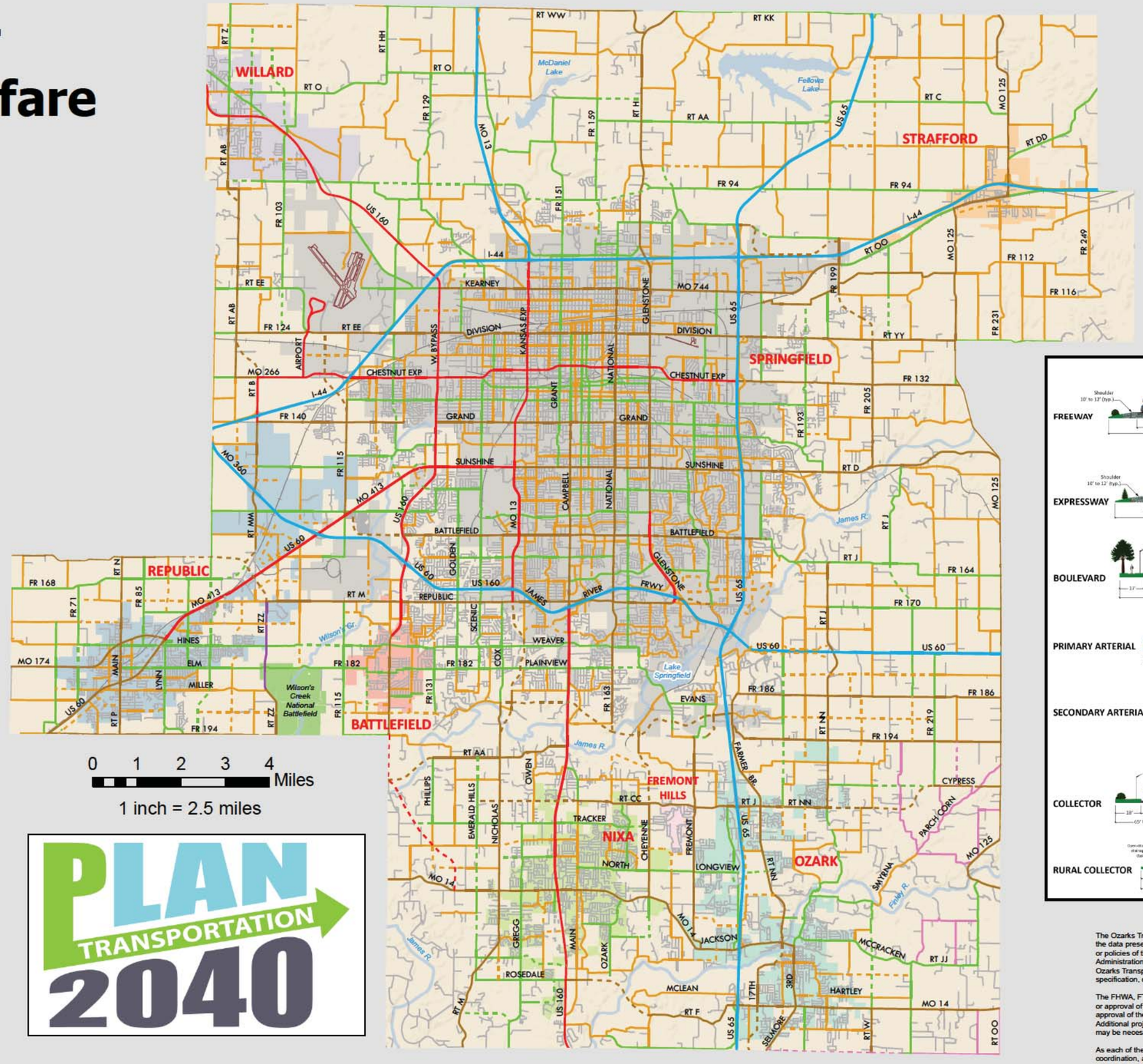
The Bicycle and Pedestrian map shows those facilities which currently exist and those that should receive the most attention in the future. The map is comprehensive, but it is not meant to be the sole source of the region's priorities. Instead, it is meant to be a current representation of the projects and policies in the Plan. Also, priorities are included in the Goals and Actions of this Plan, as well as in Chapter 3. Both the map and the priorities should set the course for bicycle and pedestrian improvements.

This map was first produced with the Comprehensive OTO Area Bicycle-Pedestrian Plan. That version of the map illustrated the trails from Vision 20/20, the on-street connections between communities and trails, connections to the interior city systems, and can be characterized as primarily a bicycle-oriented map. *Journey 2035* incorporated the bicycle-pedestrian plan and its map included both bicycle and pedestrian improvements, emphasizing the connection between modes. Introduced in *Journey 2035* was the Priority Sidewalk Corridor. This concept highlights corridors in need of continuous sidewalk along both sides of the street. The Link was also new to the prior plan. The Link is an enhanced corridor that connects trails across town.

The map presented in *Transportation 2040* has been reviewed for additional connections and has been updated to reflect changes in member jurisdiction bicycle-pedestrian plans. More sections of trail have been identified and community connections have been emphasized.

Major Thoroughfare Plan

Map 8-1



N

Legend

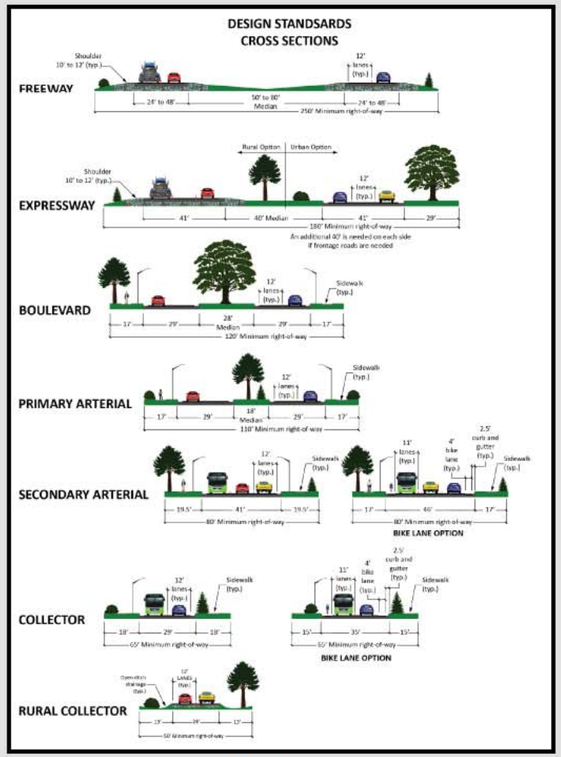
Existing Roads

- FREEWAY
- EXPRESSWAY
- PRIMARY ARTERIAL
- BOULEVARD
- SECONDARY ARTERIAL
- COLLECTOR
- RURAL COLLECTOR
- LOCAL
- Railroad

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street

PLAN TRANSPORTATION 2040



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Bicycle & Pedestrian Facilities

Map 8-2

PLAN TRANSPORTATION 2040

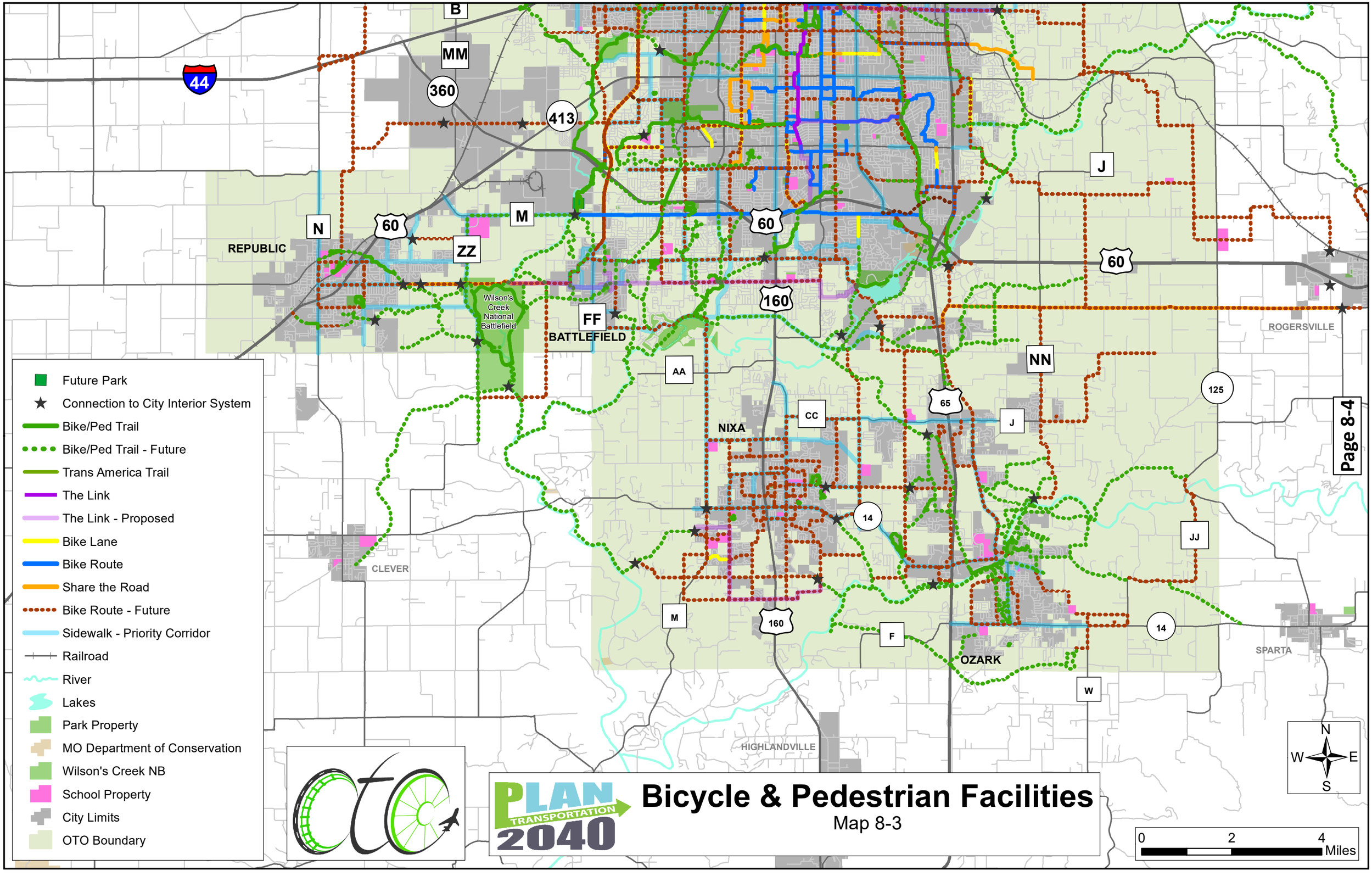
0 2 4 Miles

N W E S

- Future Park
- Connection to City Interior System
- Bike/Ped Trail
- Bike/Ped Trail - Future
- Trans America Trail
- The Link
- The Link - Proposed
- Bike Lane
- Bike Route
- Share the Road
- Bike Route - Future
- Sidewalk - Priority Corridor
- Railroad
- River
- Lakes
- Park Property
- MO Department of Conservation
- Wilson's Creek NB
- School Property
- City Limits
- OTO Boundary

FAIR GROVE
WILLARD
STRAFFORD
KEARNEY
SPRINGFIELD
DIVISION
CHESTNUT EXPY
GRAND
SUNSHINE

Z HH 13 H AA O C 125 160 44 744 AB EE 266 B 360 MM OO YY


B
MM
360
413
44
N
60
M
ZZ
REPUBLIC
Wilson's Creek National Battlefield
FF
BATTLEFIELD
AA
160
60
J
60
ROGERSVILLE
NN
125
65
J
CC
NIXA
14
JJ
CLEVER
M
160
F
OZARK
14
W
SPARTA
HIGHLANDVILLE
Page 8-4
Future Park
Connection to City Interior System
Bike/Ped Trail
Bike/Ped Trail - Future
Trans America Trail
The Link
The Link - Proposed
Bike Lane
Bike Route
Share the Road
Bike Route - Future
Sidewalk - Priority Corridor
Railroad
River
Lakes
Park Property
MO Department of Conservation
Wilson's Creek NB
School Property
City Limits
OTO Boundary
PLAN TRANSPORTATION 2040
Bicycle & Pedestrian Facilities
Map 8-3
N
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Miles

Implementation of *Transportation Plan 2040* Actions

Many of the Actions in Chapter 2 are ongoing and will find themselves integrated into the planning process while others are for specific products OTO can produce for member jurisdictions that will aid in the implementation of the Vision in this Plan. While Chapter 2 organizes the Actions by Goal, it is helpful to also see them organized by types of implementation.

Review Prioritization Processes

Multiple Actions refer to items that should be a part of the OTO Prioritization Process:

- Prioritize projects that encourage job creation, retention, and wage growth.
- Prioritize projects that support the recommendations of state and local highway safety plans.
- Continue to support safe routes to school through TAP prioritization.
- Give priority to Project Selection criterial for improvements that make bus stops more accessible.
- Emphasize system preservation when allocating available funding.
- Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.

System Performance

Several Actions refer to monitoring and improving system performance in the region:

- Use the congestion management system to identify improvements that reduce congestion and improve mobility.
- Publish an annual report documenting system performance.
- Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
- Promote transportation demand management (TDM) strategies.
- Encourage efficient traffic incident management (TIM) principles.
- Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.

Committees

Two new committees are recommended in the Actions:

- Develop a traffic incident management subcommittee.
- Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.

Best Practices

The Actions recommend developing model policies for adoption by OTO jurisdictions:

- Develop and provide to member jurisdictions model policies for a complete street network and other facilities.
- Share best practices via a single resource regarding bicycle and pedestrian facilities.
- Draft a model ordinance providing for subdivision street connections and cross access requirements and encourage area jurisdictions to adopt.

- Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.

Be a Resource

OTO is encouraged to be a resource for the region:

- Encourage a balanced multimodal system providing transportation to all.
- Review development proposals for compliance with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
- Make land use recommendations where gaps in commercial uses exist along arterials and proposed new arterials, expressways, and nodes.
- Create and support the position of a regional bicycle and pedestrian coordinator in partnership with and within the OTO region.
- Educate elected officials and the public regarding the need for additional stable transportation funding.
- Provide letters of support for activities related to *Transportation 2040* priorities.
- Provide presentations to elected officials, board, and community committees on the transportation system.
- Use media outlets to educate the public on transportation issues.

Provide for Consistency

Consistency across plans and across the region is encouraged by multiple Actions:

- Regularly update the Major Thoroughfare Plan and Bicycle/Pedestrian Plan to align with land use decisions by local governments.
- Encourage all jurisdictions to align their design standards with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
- Review local Emergency Management and Hazard Mitigation plans to ensure the transportation is included.
- Review roadway improvement projects for opportunities to provide for all modes of transportation.
- Encourage collaboration among OTO jurisdictions.

Planning Activities

Additional research and planning is necessary to prepare for future decision-making:

- Connect the bicycle network to national routes and provide local bicycle wayfinding.
- Conduct an inventory of flood-vulnerable transportation facilities.
- Look for opportunities to expand transit ridership.
- Identify a high-frequency transit corridor with fewer stops and develop a land use plan to promote the density needed to support transit.
- Continue to develop Bicycle and Pedestrian Implementation plans and update periodically to ensure relevancy.
- Amend Greene County Destination Plan to include Christian County.
- Inventory environmentally sensitive areas for consideration in planning decisions.

- Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
- Support water quality best practices where feasible.
- Identify essential freight corridors and monitor freight performance.
- Conduct a regional freight study to better understand needs and impacts of goods movement.

Support Existing Efforts

The Actions encourage OTO to be supporting of ongoing activities:

- Support the MoDOT Blueprint for Safety and other efforts to reduce traffic accidents.
- Support the coordination of education programs for bicyclists, pedestrians, and motorists.
- Continue to support efforts to bring inter-city passenger rail to Springfield.
- Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.

Implementation Schedule

The long range transportation plan is updated every five years, leaving a short timeframe in which to conduct activities that promote and implement the Goals in the Plan.

Ongoing

- Publish annual system performance report.
- Each year, produce an additional trail implementation plan.
- Continue Ozarks Clean Air Alliance participation to help monitor air quality.
- When programming projects, report on multi-modal opportunities.
- Inform and encourage members to use OTO as a resource.
- Support existing efforts as needed.

Year 1

- Review Prioritization Processes to incorporate recommended priorities.
- Integrate system performance into planning process.
- Establish TIM Subcommittee.
- Establish Funding Opportunity Subcommittee.
- Participate on Southwest Regional Freight Advisory Committee.
- Re-Establish Let's Go Smart website to promote multi-modalism, safety, and TDM.
- Finalize adoption of MTP by member jurisdictions.

Year 2

- Add Christian County to Greene County Destination Plan and include bicycle wayfinding plan.
- Conduct hazards/environmental assessment, including engendered species and flood-vulnerable facilities, as well as a review of applicable hazard mitigation plans.
- Use contacts through SW Freight Advisory Committee to analyze local goods movement and identify freight corridors.
- Develop MTP and Bicycle/Pedestrian review process that includes land use.

Year 3

- Develop a series of model ordinances for complete streets, subdivision street connections, and neighborhood connectivity.
- Explore barriers to transit use.
- Create high-frequency transit corridor plan.

Years 4 and 5

- Encourage adoption of model ordinance concepts through prioritization process.
- Assess progress of *Transportation Plan 2040* and success of Actions in achieving Goals.
- Begin update to *Transportation Plan 2040*.

Rules for Administrative Modification in the LRTP

LRTP Amendments require 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, Missouri Department of Transportation, and U.S. DOT.

23 CFR § 450.104 Definitions

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Revisions Requiring Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section below);
2. Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
3. Moving a project between the Unconstrained and Constrained lists;
4. Changes to the Major Thoroughfare Plan;
5. Increases to a project's total cost estimate greater than 15 percent (or any amount greater than $2,000,000;
6. Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Revisions Allowed as Administrative Modifications:

1. Increases in a project's cost estimate less than 15 percent (up to $2,000,000);
2. Minor changes to the scope of a project;
3. Minor increases to the termini of a non-capacity project (no more than ¼-mile);
4. Moving a project from one time band to another, provided fiscal constraint is maintained;
5. Adding a project to the unconstrained list.

Appendix 1 – Public Input Survey

What transportation projects matter to you?



Before you begin – a little about us

The Ozarks Transportation Organization (OTO) brings together local communities to prioritize transportation funding.

OTO is collecting input for our **Long Range Transportation Plan**, which looks to 2040 to set a vision for the future of transportation in the Springfield metropolitan region. This survey will help guide plan development and future project selection. We ask you to review 14 priority projects, then just answer another 13 questions.

Thank you for taking the time to complete this survey. In return for your participation, we are offering the chance to **WIN** an **Amazon Kindle Fire HD 7** or one of several **gas cards.** If you choose to enter the drawing, you will be directed to a separate questionnaire after this survey where you can provide contact information. This information will not be tied to your answers here.

Survey

Priority Projects

OTO has identified priority corridors of regional significance. We want to know if projects from this list match regional priorities. Please tell us if each of these projects belong on the priority list with an up or down vote.

	#1. Should this project be a priority?	YES	NO
#1A.	U.S. 65 - Six Lanes from James River Freeway to Route F in Ozark	☐	☐
#1B.	State Highway 14 - from west of Nixa to East of Ozark	☐	☐
#1C.	Business Route 65 in Ozark from U.S. 65 to 3rd Street	☐	☐
#1D.	James River Freeway - Six Lanes from U.S. 65 to West Bypass/Route FF	☐	☐
#1E.	U.S. 60 - Convert to a Freeway from Springfield to Rogersville	☐	☐
#1F.	I-44 - Widen to Six Lanes	☐	☐
#1G.	Route 160 - Four Lanes from Springfield to Willard	☐	☐
#1H.	U.S. 65 and Kearney Street Interchange Improvements	☐	☐
#1I.	U.S. 160 - Six Lanes from Springfield to Nixa	☐	☐
#1J.	Intelligent Transportation System (ITS) Improvements	☐	☐
#1K.	I-244 - Designate an Interstate Loop around Springfield	☐	☐
#1L.	Route 60 - Upgrade to Expressway west of Republic	☐	☐
#1M.	Kansas Expressway/Cox Road/Nicholas Road Corridor Improvements between Springfield and Nixa	☐	☐
#1N.	MM in Republic - Widen to 3 Lanes from I-44 to U.S. 60	☐	☐

#2. Are there projects we should add to the list above?

#3. Do you have ideas about specific transportation projects/locations for projects?

Transportation Issues

#4. What do you believe are the most important transportation issues facing the Ozarks Transportation Organization region? *Check all that apply.*

- ☐ Building and maintaining a competitive regional economy
- ☐ Cleaning up the environment/improving air quality
- ☐ Curbing urban/suburban sprawl
- ☐ Preserve the existing transportation system
- ☐ Reducing highway congestion
- ☐ Increased access to transit
- ☐ Decreased funding for transportation infrastructure
- ☐ Improving parks and recreational opportunities
- ☐ Reducing crime
- ☐ Revitalizing urban centers and towns
- ☐ Improving safety on the roads for both motorized and non-motorized vehicles
- ☐ Other

#5. What are the top transportation problems you are most concerned with? *Check all that apply.*

- ☐ Traffic congestion
- ☐ Poor pavement condition
- ☐ Lack of public transportation (bus, rail, etc.)
- ☐ Lack of biking/walking options (bike lanes, sidewalks, crosswalks, etc.)
- ☐ Safety (i.e., speeding, red light running, accidents, etc.)
- ☐ Rising transportation costs (fuel costs, transit fares, etc.)
- ☐ Other

#6. What is the most critical transportation problem in your NEIGHBORHOOD? *Check one.*

- ☐ Lack of highway or road network
- ☐ Lack of sidewalks/crosswalks
- ☐ Lack of bicycle lanes/trails
- ☐ Lack of transit service
- ☐ Lack of safe access to transit and/or lack of amenities (i.e., shelter, benches, trash bins, etc.)
- ☐ Lack of coordination between land use and transportation (roadway type does not match character of surrounding land)
- ☐ Safety issues (i.e., speeding, red light running, accidents, etc.)
- ☐ Traffic congestion
- ☐ Other

#7. How would you prefer to spend your tax dollars for transportation?
Please allocate 100 points among the choices below.

Bicycle lanes and trails	
Sidewalks/crosswalks	
Buses (more efficient buses, shelter, etc.)	
New highway construction (new lanes or roads)	
Intersection/Interchange Improvements	
Highway operations (i.e., coordinating traffic signals)	
Traveler information (i.e. electronic message signs, 511, highway advisory, radio)	
Passenger rail (Amtrak)	
TOTAL	**100**

#8. If additional funding is needed to improve transportation in the region, which of the following potential funding sources would you support?
Rank the top 3, with 1 being the most preferred and 3 being the least.

- Increase in gas tax ☐
- Increase in sales tax (statewide) ☐
- Increase in sales tax (local or regional) ☐
- Increase in vehicle registration fees ☐
- Tolls ☐
- Government backed low-interest loans and bonds ☐
- Private-Public Partnerships ☐

About Yourself

#9. How do you normally get around the region?
For example - car, bike, bus…

Primary
Secondary

#10. What is your vision of transportation in the OTO region in 2040?

#11. What is your home zip code?

#12. What is your work zip code?

#13. What is your age?

- ☐ Younger than 18
- ☐ 18 – 24
- ☐ 25 – 34
- ☐ 35 – 44
- ☐ 45 – 54
- ☐ 55 – 64
- ☐ 65 or older
- ☐ Prefer not to answer

Last Question – You can win!

Would you like to enter a contest especially for those who provide input on Transportation Plan 2040? You have a chance to win a Kindle Fire HD 7 or one of several gas gift cards.

If you select YES, please enter your contact information. This information will not be stored with these survey responses.

- ☐ Yes
- ☐ No

Name: _____

Email: _____

Phone: _____

Terms and Conditions - http://ozarkstransportation.org/Documents/OTOLRTPGiveawayTC.html

Appendix 2 – 2014 Performance Measures Report

This report can be found at http://www.ozarkstransportation.org/Documents/June%20web%20upload/PerformanceMeasuresThroughDec2014.pdf.

Appendix 3 – Roadway and Bike/Ped Design Standards

Ozarks Transportation Organization's

DESIGN Standards

2016



Adopted Standards

The adopted OTO Design Standards and Major Thoroughfare Plan are contained herein. The Board of Directors adopted these Design Standards and Major Thoroughfare Plan on August 18, 2016.

Learn More

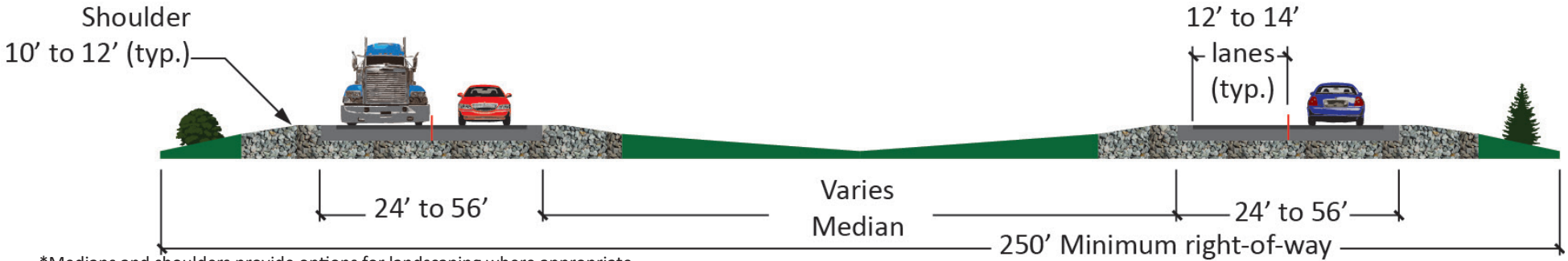
The Ozarks Transportation Organization's Major Thoroughfare Plan (MTP) provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area. The MTP classifies roadways based on their intended function and shows both existing and future roadways. These future major transportation corridors should serve as a general guide for securing street rights-of-way, though the locations are general in nature and final alignments will depend on a detailed location study. The classifications shown on the MTP map direct the application of the OTO Design Standards.

The OTO adopted design standards are desired minimums based on the recommendations of the MTP. These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but it has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO design standards require a variance from a special subcommittee of the OTO Technical Planning Committee.

About the OTO

The Ozarks Transportation Organization is the Springfield-regional Metropolitan Planning Organization, or MPO. The MPO is a body of elected and appointed members who work together with local, state, and federal elected officials and policy-makers, serving to make funding and planning decisions for transportation within the Springfield, MO region.

Freeway



*Medians and shoulders provide options for landscaping where appropriate.

Description

Design Service Volume	20,000 - 100,000
Design Speed	55 - 70 mph
Traffic Flow/Access Priority	99/1
Facility Spacing	4 - 8 miles
Trip Length	Between cities and across metropolitan area (2+ miles)

Basics

Minimum Right-of-Way	250’ minimum
Number of Lanes	4 - 8
Lane Width	12’ to 14’ per lane
Drainage/Shoulders	Variable. Minimum 10’ - 12’ shoulder

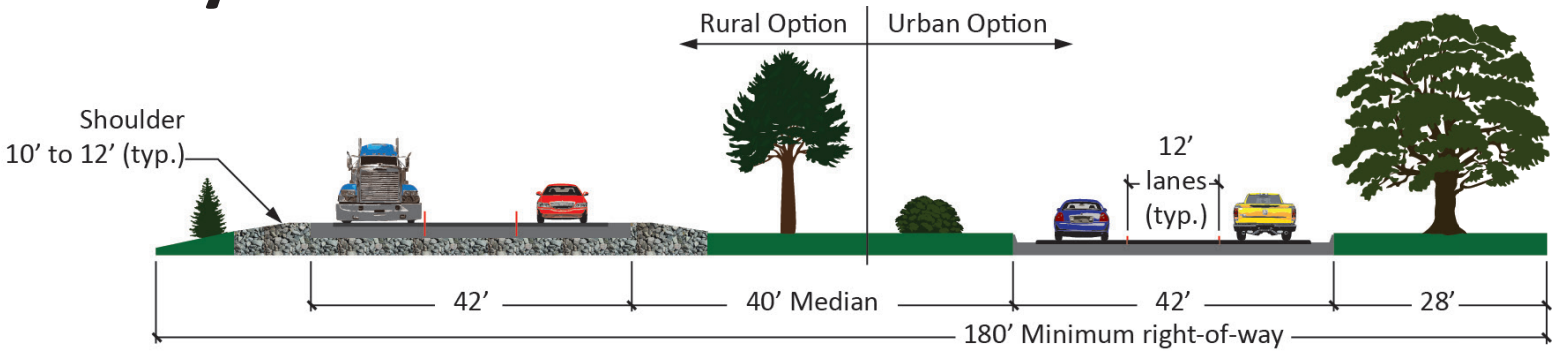
Access

Median	Varies
Full Median Break Spacing	Not permitted
Directional Median Break Spacing	Not permitted
Interchange Spacing	1 - 3 miles
Full Access Intersection Spacing	Not permitted
Residential Driveway Spacing	Not permitted
Commercial Driveway Spacing	Not permitted

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	Pedestrians prohibited (no sidewalks required)
Bicycle Provisions	Bicycles not recommended
Transit Provisions	No stops, express routes only

Expressway



*Medians and shoulders provide options for landscaping where appropriate.

Description

Design Service Volume	20,000 - 50,000
Design Speed	40 - 55 mph
Traffic Flow/Access Priority	90/10
Facility Spacing	3 - 5 miles
Trip Length	Across metropolitan area and between major activity centers (2+ miles)

Basics

Minimum Right-of-Way	180’ + 40’ each side if frontage roads are needed
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12’ (plus shoulders in rural areas only)
Drainage/Shoulders	Curb and gutter or shoulders (rural areas)

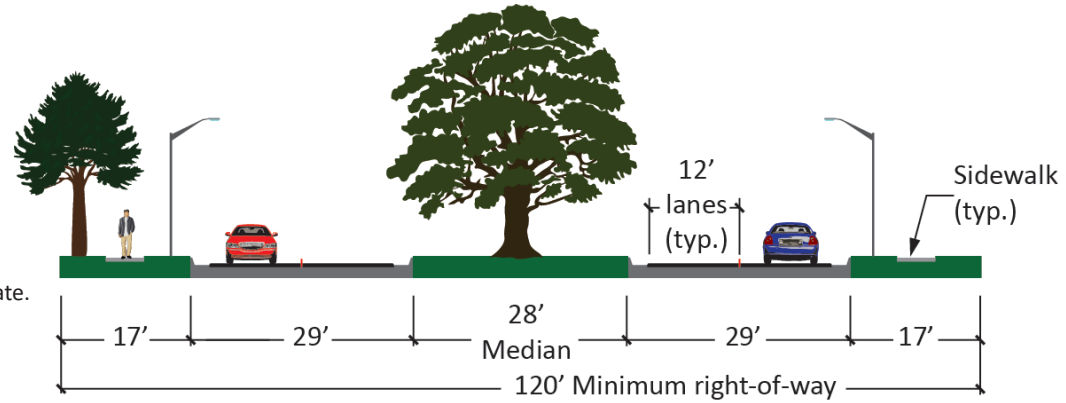
Access

Median	40’ landscaped
Median Breaks	Allowed at signalized intersections only
Full Access Intersection Spacing	1/2 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	660’ (right-in/right-out only)

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	Sidewalks required on frontage roads
Bicycle Provisions	Bicycle lane provided on frontage roads
Transit Provisions	Turnouts at major generators

Boulevard



*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.

Description

Design Service Volume	10,000 - 40,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	3 - 5 miles
Trip Length	Across metropolitan area and between major activity centers (2+ miles)

Basics

Minimum Right-of-Way	120’ plus intersection triangles
Number of Lanes	4
Turning Lanes	At intersections only; left and right turn lanes desired
Lane Width	12’ per lane
Minimum Area Behind Curb	17’ used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; 6’ -10’ for shoulders (if used)

Access

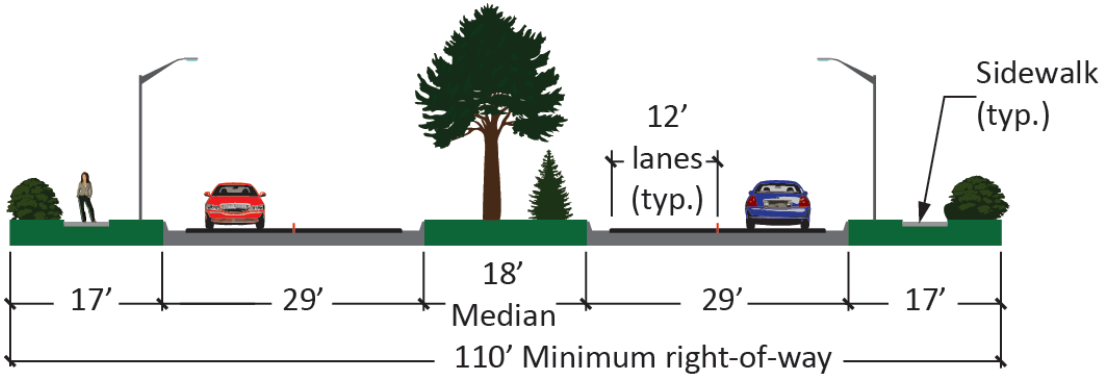
Median	28’ (landscaping desired)
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660’
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330’ center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 6’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Turnouts at major generators

Primary Arterial

*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	110' plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12' per lane
Minimum Area Behind Curb	17' used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Access

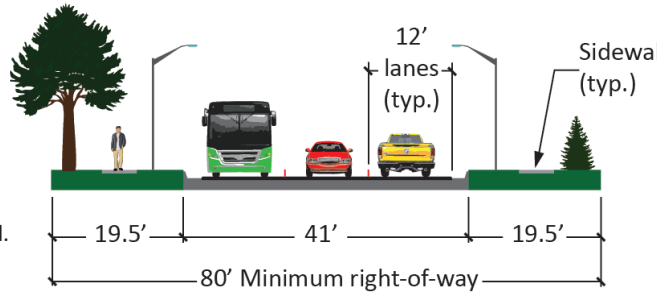
Median	18'
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660'
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

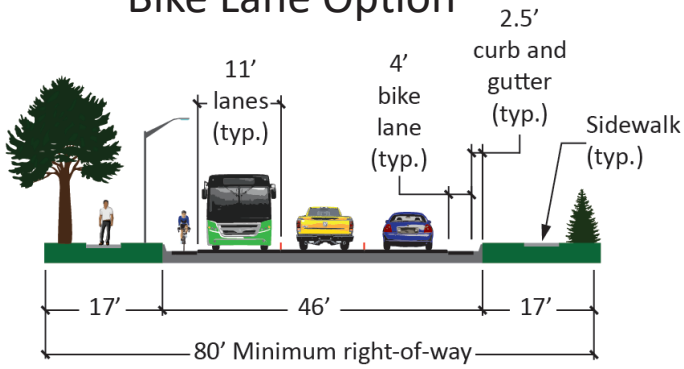
On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

Secondary Arterial

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	6,000 - 20,000
Design Speed	30 - 35 mph
Traffic Flow/Access Priority	60/40
Facility Spacing	1/2 - 1 mile
Trip Length	Between and within activity centers (1 - 4 miles)

Basics

Minimum Right-of-Way	80’ plus intersection triangles
Number of Lanes	2 - 3
Turning Lanes	Left turn lane
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	19.5’ (17’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

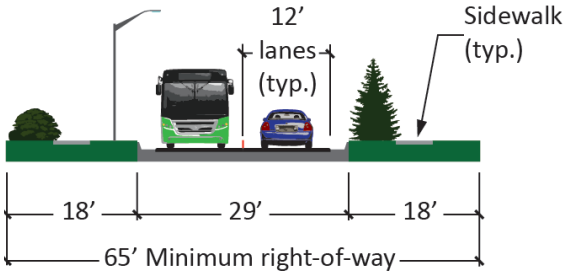
Median	Not required
Full Access Intersection Spacing	660’
Intersection	4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	210’ center-to-center. Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

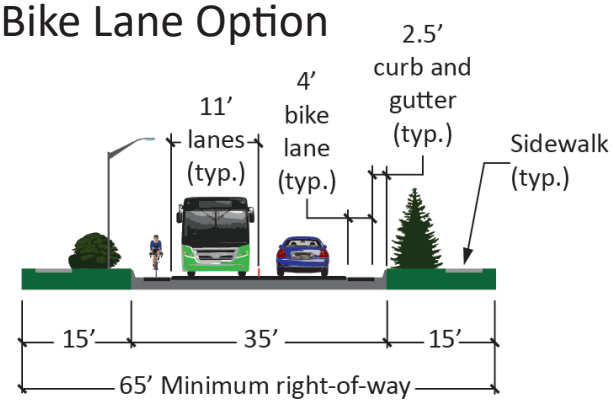
On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

Collector

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	Up to 4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	160’ center-to-center

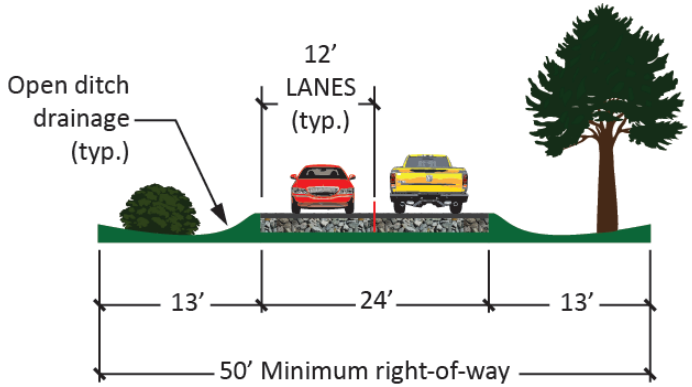
Basics

Minimum Right-of-Way	65’ plus intersection triangles
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	18’ (15’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled regular and paratransit service

Rural Collector



Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Basics

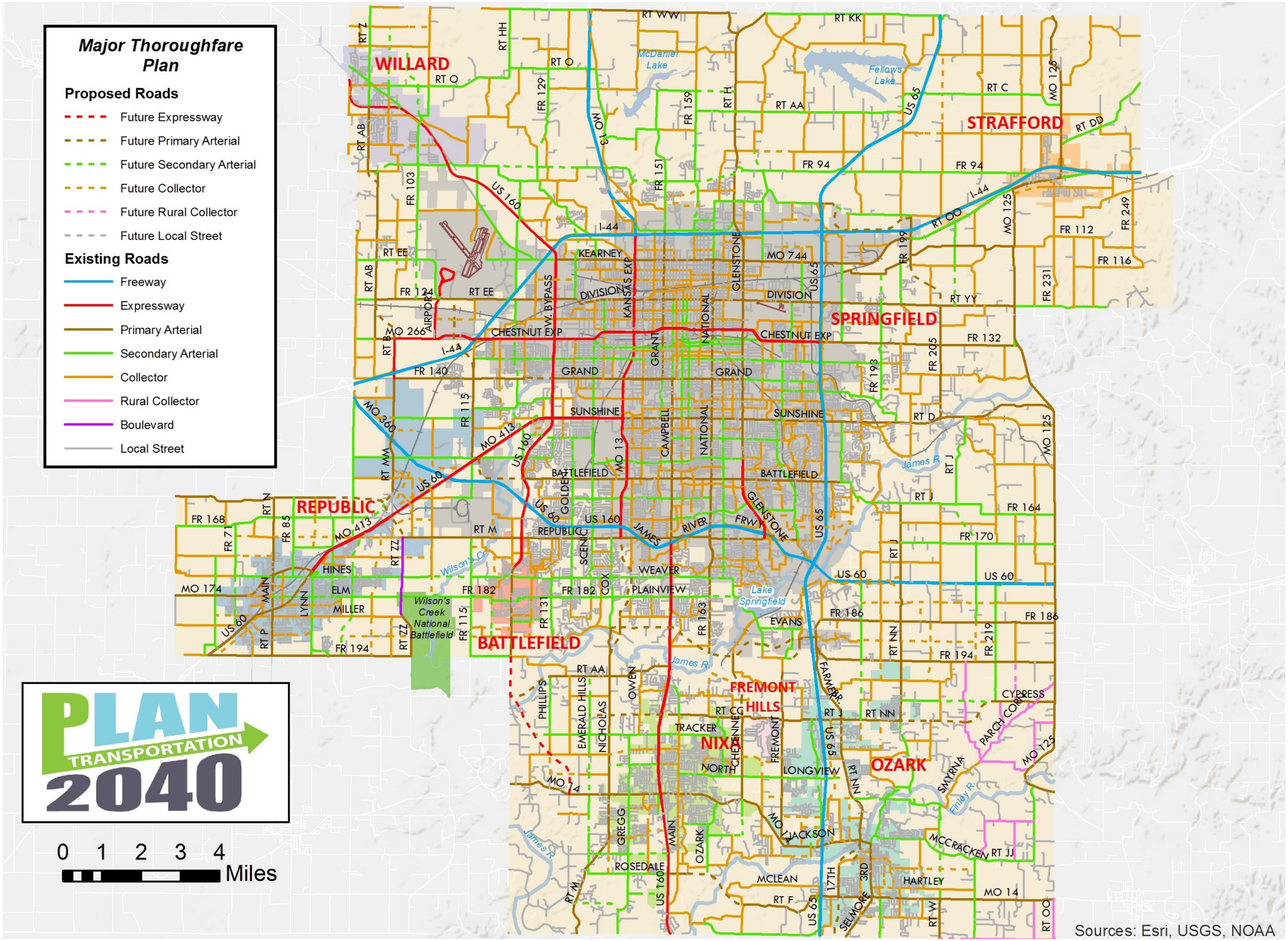
Minimum Right-of-Way	50’
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12’
Minimum Area Behind Curb	13’ used for utilities and open ditch (where appropriate)
Drainage/Shoulders	Open ditch

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	up to 4 lanes
Residential Driveway Spacing	Residential driveways are discouraged; 200’ center-to-center if no other alternative is available
Commercial Driveway Spacing	160’ center-to-center

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	No sidewalks required
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan


Major Thoroughfare Plan
Proposed Roads
Future Expressway
Future Primary Arterial
Future Secondary Arterial
Future Collector
Future Rural Collector
Future Local Street
Existing Roads
Freeway
Expressway
Primary Arterial
Secondary Arterial
Collector
Rural Collector
Boulevard
Local Street
PLAN TRANSPORTATION 2040
0 1 2 3 4 Miles
WILLARD
REPUBLIC
BATTLEFIELD
SPRINGFIELD
STRAFFORD
FREMONT HILLS
NIXA
OZARK
Wilson's Creek National Battlefield
Lake Springfield
McDaniel Lake
Fellows Lake
James R.
Finley R.
Sources: Esri, USGS, NOAA



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. Chesterfield Blvd., Suite 101
417-865-3042

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

Bicycle and Pedestrian Design Standards (*excerpted from* Journey 2035)

Many national organizations define and describe differing types of bicycle facilities and continually improve these definitions and standards to match current best practices. In the past, OTO has recommended following those promoted in the AASHTO Guide for the Development of Bicycle Facilities, the Manual on Uniform Traffic Control Devices, and FHWA's Designing Sidewalks and Trails for Access. The 2011 Edition of the AASHTO Guide for Development of Bicycle Facilities should be released by January of 2012. The FHWA Guide is becoming dated, however, and other documents provide more current information. NACTO, the National Association of City Transportation Officials, has recently published an online and printed Urban Bikeway Design Guide. This includes best practices, but many recommendations are for environments more urban than Springfield. As new guidelines are introduced by varying organizations, the OTO region should assess their suitability for local implementation.

OTO would like to encourage best practices as future bicycle and pedestrian improvements are implemented, but at the same time, would like to provide some general criteria to be followed. The OTO Roadway Design Standards do not provide for bicycle accommodations on freeways, but do allow for them on all other roadway classifications. Sidewalks are required along Boulevards and all other roadways classified Primary Arterial down to Collector. Local roadways should meet the standards set by each jurisdiction. The schematics for secondary arterials and collectors demonstrate how a bicycle lane can be incorporated into the roadway design. The recommended design guidelines apply not only to city streets, but can be utilized along county roadways. Additional standards were set within the prior Comprehensive OTO Area Bicycle-Pedestrian Plan. These standards, however, have not kept pace with current practice. OTO and the Bicycle Pedestrian Advisory Committee have revised these standards to reflect lessons learned to accommodate future best practices.

Pedestrian

- The OTO Minimum Design Standards requires sidewalks to be a minimum of 4 feet wide. The recommended width stated in the Comprehensive OTO Area Bicycle-Pedestrian Plan was 5-feet wide. This plan continues to recommend 5-foot widths for sidewalks.
- Sidewalks should be constructed with a barrier separating pedestrians from the roadway. Where right-of-way allows, this should be accomplished with planting strips and street trees. In more urban areas, on-street parking can also separate the pedestrian from motor vehicles.
- Overall, improved streetscapes, including lighting, can improve safety and security for pedestrians.
- Sidewalks should be built to current ADA (Americans with Disabilities Act) standards. This includes considering the slope, cross-slope, and intersection/crosswalk treatments of all sidewalks. ADA standards should also be taken into account when constructing multi-use trails.
- At intersections and crosswalks, the MUTCD (Manual on Uniform Traffic Control Devices) sets the standards for pedestrian signals and crosswalk markings.
- Pedestrian Level of Service is most impacted by lane width, distance from traffic (including presence of buffers), and motor vehicle speed

Bicycle

Off-Street Bicycle Paths

Paths made of asphalt or other materials on exclusive rights-of-way with minimal cross flow by motor vehicles.

- Minimum width should be 10 feet with 2-foot shoulders.
- Surface should be smooth and preferably paved.
- Maximum grade should be 5 percent.
- Bikeways should be clearly marked by "Bike Route" or similarly appropriate signs.
- Equine and motor vehicles (including mopeds, but excluding motorized assistive devices and path service vehicles) should be prohibited.

On-Street Bicycle Lanes

Striped lanes (pavement markings) with signing along streets.

- Minimum width should be 4-feet on roadways with a shoulder
- Minimum width should be five feet from face of curb and three feet from edge of gutter for curb-and-gutter streets.
- Where the street is too narrow for bike lanes, sharrows should be marked in the outside lanes at intervals of 250 feet or less.
- Bike lanes should be a smooth paved surface, free of bumps and dips.
- A solid white line should delineate lanes.
- Positive guidance should be given to bicyclists and motorists for crossing intersections and describing how bicyclists interact with right-turning motorists.
- Lanes should be one-way facilities carrying traffic in the same direction as motor traffic.
- Drainage grates should be flush with the surface and of a bicycle tire-friendly design.
- Lanes should be clearly marked by standard "Bike Route" signs mounted on posts.
- Bicycles should be considered in the timing of traffic signal cycles and in the placement of stop signs.

On-Street Signed Shared Roadways

Streets and county roads shared with motor vehicles and designated by signs. They are intended to provide continuity to other facilities or to designate preferred routes through high-demand corridors.

- On streets with moderate traffic volumes, a 14-foot curb lane can accommodate both bicycles and motor vehicles.
- Streets with low traffic volumes (5,400 vehicles per day) and speed limits of 30 mph or less are adequate for designation as a bike route.
- Bicyclists and pedestrians can be accommodated on shoulders of roadways with adequate continuous shoulder width.
- Streets designed as bike routes should have a smooth paved surface, free of bumps and dips.
- Drainage grates should be flush with the surface and of a design that will not allow bicycle tires to drop into the grate.

- Bike routes should be designated by standard “Bike Route” signs, which should be mounted on posts.
- County roadways designated as shared roadways should have mounted “Share the Road” signs.
- Sharrows and other on-street markings may be used to provide additional guidance and awareness.
- Bicycles should be considered in the timing of traffic signal cycles and in the placement of stop signs.

Bicycle Boulevards

A system of local and collector streets with low speeds and low traffic volumes that provide connections to off-street bicycle and multipurpose paths and local attractions.

- Streets identified as bicycle boulevards provide continuity for bicyclists while discouraging use by through motor vehicles with geometric changes in the roadway such as traffic calming devices and diverters.
- Traffic control devices, warning devices, and refuge spaces are used where bicycle boulevards cross major streets.
- Streets identified as bicycle boulevards should normally have standard 12-foot traffic lanes with curbs and gutters.
- Speed limits should generally be 25 mph or less.
- Streets identified as bicycle boulevards should have a smooth paved surface, free of bumps and dips.
- Drainage grates should be flush with the surface and of a design that will not allow bicycle tires to drop into the grate.
- A system of signing and marking should be used to provide identification of the route and guidance along the route. Sharrows should be used to show the joint use by bicyclists and motor vehicles.

Suitable Local Streets

All local streets with low traffic volume and low speeds may be used to provide connections among specific destinations. Local streets are not designated by signs or markings.

Additional Guidelines

General

- Off-street paths are a suitable place for children, seniors, recreational riders, and commuters.
- The on-street system, consisting of striped lanes, sharrows, and signed-only routes, will be primarily oriented to utilitarian trips.
- Connections will be provided between the linear paths and the on-street system.
- Whenever space allows on the designated on-street system, striped lanes or sharrows will be used instead of merely erecting signs.
- If spacing does not allow for a striped lane, sharrows are another way to provide bicycle accommodation.

- The edge of the road must be kept well swept and maintained for both streets with bicycle lanes and signed routes.
- Sidewalks are not appropriate for bicycling except by very slow riders and young children. Bicyclists using sidewalks should yield to pedestrians and act as pedestrians when crossing driveways and streets.
- Bicyclists on sidewalks are often not seen by motorists at intersections/driveways and can be more effectively seen when acting as a vehicle in the roadway.
- Bicycle Level of Service calculations support wider bike lanes, minimal truck traffic, reduced traffic speed, and reduced traffic volumes.

Off-Street Bicycle and Multipurpose Paths

- Where usage is low-to-moderate, bicycles are permitted on paths that also permit uses such as walking, running, and roller-blading.
- Where usage is high, a separate path is needed for commuter bicyclists who often travel at speeds six times that of other users or a width of 16 feet or more is needed to provide adequate separation on the path.
- In corridors serving a high volume of cyclists, bicycle paths are the preferred type of bikeway when land is available for their development.
- Bicycle paths are generally two-way facilities or a pair of one-way paths.
- Paths provide the best mobility where the path is between two major trip generators or between a major trip generator and a service area for that trip generator.
- Paths function best when isolated from motor vehicles, such as along floodways, abandoned railways, or in parks, campuses, or other vehicle-free areas.
- Intersecting roadways and driveways create hazards and delays on bicycle paths and should be minimized.
- Bicycle path crossings for streets function best at mid-block locations (desirably more than 300 feet from an intersection) when grade separated crossings cannot be provided so that both bicyclists and motorists can see all movements and be aware of the crossing point.
- Use of a crosswalk at intersections requires the user to be aware of motorists turning right and left from the parallel street as well as all movements on the cross street and functions best when bicyclists dismount and act as pedestrians.
- The recommended all-paved width for a two-directional bike path is 10 feet. Whenever possible 12-foot paths will be built for comfort and safety. An 8-foot width should only be used when there is low bicycle use, little expected pedestrian use, and no anticipated maintenance vehicles. Bicycle paths may use narrow facilities on bridges and tunnels for short distances where a facility with adequate width is not available.
- A minimum of a 2-foot clear zone should be maintained adjacent to both sides of a bicycle path.
- The recommended width of bicycle path structures (overpasses, underpasses, long bridges) is 12-feet (8-foot minimum with 2-foot clear zone on each side).
- The minimum width for one-directional bicycle paths is 5-feet.

On-Street Bicycle Lanes

- There are two locations for on-street bicycle lanes (assuming parallel parking) –
    - Adjacent to the curb
    - Adjacent to paved shoulders
- When parking is permitted on streets with bicycle lanes, lanes should always be placed between the parking lane and motor vehicle lanes, but a 3-foot door zone should be painted between the outside parking edge and the start of the bicycle lane.
- Bicycle lanes should always be one-way facilities and carry traffic in the same direction as motor vehicle traffic.
- Contra-flow lanes can be considered on one-way streets when marked with a double yellow stripe and consideration is given at all intersections that the roadway functions as a two-way roadway.
- Two-way bicycle lanes on one side of the roadway are not acceptable as they promote riding against the flow of motor vehicle traffic.
- Bicycle lanes should be 5-feet wide (the gutter pan plus 3-feet).
- If the bicycle lane is a combined bicycle/parking lane, it should be at least 13-feet wide and shall not be less than 12-feet.
- Combined bicycle lane/parking lanes should only be used in locations where parking is already at a minimum.
- Paved shoulders intended for use by bicyclists should not exceed 8-feet because they tend to look like auto driving lanes and could inadvertently be used as such.

On-Street Shared Roadways

- There are two types of on-street signed bicycle routes –
    - Wide curb lanes
    - Signed-only routes
- Wide Curb Lanes
    - On arterials and collector streets with high motor vehicle volumes, truck traffic and/or bus traffic, the outside travel lane should at least be 14-feet wide with two feet of gutter so it can accommodate cyclists.
    - A wide curb lane is not striped as a “bicycle route” unless the roadway is designated as part of the regional bicycle route system.
    - Safety would be greatly enhanced if shoulders were added to the paved county roadways, even if just 3-feet wide.
- Signed-only routes
    - When the volume and speed of motorized traffic is low and intersections are widely spaced, bicyclists can be safely accommodated. This often includes local and collector residential streets.
    - On streets designated as bicycle routes, signs will be erected to indicate that the street is suitable for bicycling and to alert motorists to the possible presence of bicyclists.
    - Pavement markings should be used as well. Sharrows may be used to provide additional guidance and awareness.

Other Local and Collector Streets

- Low-volume local and collector streets do not require markings or signage to be considered suitable for bicycle travel.
- Local residential streets should be interconnected with collector streets.
- When bicyclists and motorists will be sharing the same travel lane, design standards should offer street widths that promote traffic calming and safety.

Appendix 4 – Model Report

The 2012 Travel Demand Model Report can be found here - http://www.ozarkstransportation.org/Documents/TravelDemandModel2012.pdf.

Appendix 5 – FY 2018-2020 Transportation Improvement Program Project List

C) Aviation Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NA1200		**MIDFIELD TERMINAL ENTITLEMENT COST REIMBURSEMENT**					
	CON	FAA (AIP)	2,790,000	2,790,000	2,790,000	0	8,370,000
	CON	LOCAL	310,000	310,000	310,000	0	930,000
	ADMIN	FAA (AIP)	0	0	0	2,790,000	2,790,000
	ADMIN	LOCAL	0	0	0	310,000	310,000
		Total	**3,100,000**	**3,100,000**	**3,100,000**	**3,100,000**	**12,400,000**
NA1202		**ACQUIRE SNOW REMOVAL EQUIPMENT**					
	CON	FAA (AIP)	0	900,000	0	0	900,000
	CON	LOCAL	0	100,000	0	0	100,000
		Total	**0**	**1,000,000**	**0**	**0**	**1,000,000**
NA1203		**AIR CARRIER RAMP EXPANSION/GLYCOL CONTAINMENT**					
	CON	FAA (AIP)	0	0	5,400,000	0	5,400,000
	CON	LOCAL	0	0	600,000	0	600,000
		Total	**0**	**0**	**6,000,000**	**0**	**6,000,000**

C) Aviation Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NA1206		**CONSTRUCT GENERAL AVIATION FACILITIES, PHASES I/II**					
	CON	FAA (AIP)	855,000	0	0	0	855,000
	CON	LOCAL	95,000	0	0	0	95,000
		Total	**950,000**	**0**	**0**	**0**	**950,000**
NA1300		**RUNWAY PAVEMENT CONDITION STUDY**					
	CON	FAA (AIP)	0	180,000	0	0	180,000
	CON	LOCAL	0	20,000	0	0	20,000
		Total	**0**	**200,000**	**0**	**0**	**200,000**
NA1301		**REPLACE PERIMETER FENCING**					
	CON	FAA (AIP)	0	0	405,000	0	405,000
	CON	LOCAL	0	0	45,000	0	45,000
		Total	**0**	**0**	**450,000**	**0**	**450,000**
NA1501		**RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS**					
	CAPITAL	LOCAL	0	80,000	0	0	80,000
	CON	FAA (AIP)	0	720,000	0	0	720,000
		Total	**0**	**800,000**	**0**	**0**	**800,000**

C) Aviation Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NA1503		**TAXIWAY A & P DIRECT ACCESS MITIGATION**					
	CON	FAA (AIP)	0	1,170,000	0	0	1,170,000
	CON	LOCAL	0	130,000	0	0	130,000
		Total	**0**	**1,300,000**	**0**	**0**	**1,300,000**
NA1601		**TAXIWAY C & N DIRECT ACCESS MITIGATION**					
	CON	FAA (AIP)	0	0	292,500	0	292,500
	CON	LOCAL	0	0	32,500	0	32,500
		Total	**0**	**0**	**325,000**	**0**	**325,000**
NA1602		**UPGRADE ACCESS CONTROL SYSTEM**					
	CON	FAA (AIP)	0	900,000	0	0	900,000
	CON	LOCAL	0	100,000	0	0	100,000
		Total	**0**	**1,000,000**	**0**	**0**	**1,000,000**
NA1603		**TAXIWAY B & N DIRECT ACCESS MITIGATION**					
	CON	FAA (AIP)	0	765,000	0	0	765,000
	CON	LOCAL	0	85,000	0	0	85,000
		Total	**0**	**850,000**	**0**	**0**	**850,000**

C) Aviation Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NA1701		**TAXIWAY U & B DIRECT ACCESS MITIGATION**					
	CON	FAA (AIP)	1,620,000	0	0	0	1,620,000
	CON	LOCAL	180,000	0	0	0	180,000
		Total	**1,800,000**	**0**	**0**	**0**	**1,800,000**
NA1801		**GLYCOL CONTAINMENT AND STORAGE FACILITIES**					
	CON	FAA (AIP)	0	0	4,950,000	0	4,950,000
	CON	LOCAL	0	0	550,000	0	550,000
		Total	**0**	**0**	**5,500,000**	**0**	**5,500,000**
NA1802		**REHAB/RESURFACE AIRPORT PERIMETER ROAD**					
	CON	FAA (AIP)	0	0	1,350,000	0	1,350,000
	CON	LOCAL	0	0	150,000	0	150,000
		Total	**0**	**0**	**1,500,000**	**0**	**1,500,000**
NA1803		**Reconstruct T-Hanger Taxiways**					
	CON	FAA (AIP)	0	855,000	0	0	855,000
	CON	LOCAL	0	95,000	0	0	95,000
		Total	**0**	**950,000**	**0**	**0**	**950,000**

C) Aviation Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NA1901		**REPLACE ARFF VEHICLE**					
	CAPITAL	LOCAL	0	0	70,000	0	70,000
	CON	FAA (AIP)	0	0	630,000	0	630,000
		Total	**0**	**0**	**700,000**	**0**	**700,000**
NA1902		**EXTEND TAXIWAY W**					
	CON	FAA (AIP)	0	0	2,430,000	0	2,430,000
	CON	LOCAL	0	0	270,000	0	270,000
		Total	**0**	**0**	**2,700,000**	**0**	**2,700,000**
NA1903		**REALIGN RUNWAY N**					
	CON	FAA (AIP)	0	0	3,780,000	0	3,780,000
	CON	LOCAL	0	0	420,000	0	420,000
		Total	**0**	**0**	**4,200,000**	**0**	**4,200,000**
NA1904		**RUNWAY 2-20 LIGHTING**					
	CON	FAA (AIP)	0	0	360,000	0	360,000
	CON	LOCAL	0	0	40,000	0	40,000
		Total	**0**	**0**	**400,000**	**0**	**400,000**

C) Aviation Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NA1905		**GLYCLO COLLECTION SYSTEM - CARGO**					
	CON	FAA (AIP)	0	0	4,950,000	0	4,950,000
	CON	LOCAL	0	0	550,000	0	550,000
		Total	**0**	**0**	**5,500,000**	**0**	**5,500,000**

D) Bicycle & Pedestrian Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
EN1506	**6900809**	**ROUTE 174 MULTI-USE TRAIL PHASE I**					
	ENG	LOCAL	65,388	0	0	0	65,388
	CON	FHWA (TAP)	205,465	0	0	0	205,465
	CON	LOCAL	64,654	0	0	0	64,654
		Total	**335,507**	**0**	**0**	**0**	**335,507**
EN1508	**5911802**	**COLLEGE STREET PHASE III**					
	CON	FHWA (TAP)	250,000	0	0	0	250,000
	CON	LOCAL	179,000	0	0	0	179,000
		Total	**429,000**	**0**	**0**	**0**	**429,000**
EN1513		**FF AND WEAVER ROAD SIDEWALKS**					
	ENG	FHWA (STBG-U)	114,803	0	0	0	114,803
	ENG	LOCAL	28,700	0	0	0	28,700
	ROW	FHWA (STBG-U)	10,505	0	0	0	10,505
	ROW	LOCAL	2,626	0	0	0	2,626
	CON	FHWA (STBG-U)	375,172	0	0	0	375,172
	CON	LOCAL	93,793	0	0	0	93,793
		Total	**625,599**	**0**	**0**	**0**	**625,599**

D) Bicycle & Pedestrian Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
EN1701	**8P3007D**	**PEDESTRIAN CROSSING SAFETY IMPROVEMENTS IN SPRINGFIELD**					
	ENG	FHWA (STP)	120,000	0	0	0	120,000
	ENG	MoDOT	30,000	0	0	0	30,000
	ROW	FHWA (STP)	1,600	0	0	0	1,600
	ROW	MoDOT	400	0	0	0	400
	CON	FHWA (STAP)	128,000	0	0	0	128,000
	CON	FHWA (STP)	116,000	0	0	0	116,000
	CON	MoDOT	61,000	0	0	0	61,000
		Total	**457,000**	**0**	**0**	**0**	**457,000**
EN1702	**8P3007B**	**EAST KEARNEY STREET ADA IMPROVEMENTS**					
	ENG	FHWA (STP)	180,800	0	0	0	180,800
	ENG	MoDOT	45,200	0	0	0	45,200
	ROW	FHWA (STP)	1,600	0	0	0	1,600
	ROW	MoDOT	400	0	0	0	400
	CON	FHWA (STAP)	212,000	0	0	0	212,000
	CON	FHWA (STP)	159,200	0	0	0	159,200
	CON	MoDOT	92,800	0	0	0	92,800
		Total	**692,000**	**0**	**0**	**0**	**692,000**

D) Bicycle & Pedestrian Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
EN1703	**8P3007C**	**WEST KEARNEY STREET ADA IMPROVEMENTS**					
	ENG	FHWA (STAP)	8,600	0	0	0	8,600
	ENG	FHWA (STP)	63,400	0	0	0	63,400
	ENG	MoDOT	18,000	0	0	0	18,000
	ROW	FHWA (STP)	1,600	0	0	0	1,600
	ROW	MoDOT	400	0	0	0	400
	CON	FHWA (STAP)	146,400	0	0	0	146,400
	CON	MoDOT	36,600	0	0	0	36,600
		Total	**275,000**	**0**	**0**	**0**	**275,000**
EN1704	**8S3077**	**ROUTE CC AND ROUTE M ADA IMPROVEMENTS**					
	ENG	FHWA (STP)	16,800	18,400	0	0	35,200
	ENG	MoDOT	4,200	4,600	0	0	8,800
	ROW	FHWA (STP)	1,600	0	0	0	1,600
	ROW	MoDOT	400	0	0	0	400
	CON	FHWA (STAP)	0	77,000	0	0	77,000
	CON	FHWA (STP)	0	3,000	0	0	3,000
	CON	MoDOT	0	20,000	0	0	20,000
		Total	**23,000**	**123,000**	**0**	**0**	**146,000**

D) Bicycle & Pedestrian Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
EN1705	**8S3078**	**ADA IMPROVEMENTS ON VARIOUS ROUTES**					
	ENG	FHWA (STP)	1,600	71,200	72,000	0	144,800
	ENG	MoDOT	400	17,800	18,000	0	36,200
	ROW	FHWA (STP)	0	400	0	0	400
	CON	FHWA (STAP)	0	0	300,000	0	300,000
	CON	FHWA (STP)	0	0	44,800	0	44,800
	CON	MoDOT	0	0	86,200	0	86,200
	ADMIN	FHWA (STP)	0	1,600	0	0	1,600
		Total	**2,000**	**91,000**	**521,000**	**0**	**614,000**
EN1706	**8P3065**	**SCOPING FOR ADA IMPROVEMENTS**					
	ENG	FHWA (STP)	8,000	8,800	8,800	8,000	33,600
	ENG	MoDOT	2,000	2,200	2,200	2,000	8,400
		Total	**10,000**	**11,000**	**11,000**	**10,000**	**42,000**
EN1707	**0S3021I**	**ENHANCEMENT PROJECTS AT VARIOUS LOCATIONS**					
	CON	FHWA (STAP)	0	0	0	0	0
	CON	MoDOT	0	0	0	0	0
		Total	**0**	**0**	**0**	**0**	**0**

D) Bicycle & Pedestrian Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1309	**8P3007**	**PEDESTRIAN AND ADA ACCOMMODATIONS SCOPING**					
	ENG	MoDOT	5,000	5,000	0	0	10,000
	ENG	MoDOT-AC	20,000	20,000	0	0	40,000
		Total	**25,000**	**25,000**	**0**	**0**	**50,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
CC0901	**8S0736**	**ROUTES CC/J/NN SCOPING**					
	ENG	FHWA (STP)	1,600	1,600	0	0	3,200
	ENG	MoDOT	400	400	0	0	800
		Total	**2,000**	**2,000**	**0**	**0**	**4,000**
CC1102	**8P0605**	**ROUTE 65 CAPACITY IMPROVEMENTS**					
	ENG	FHWA (NHPP)	1,600	1,600	0	0	3,200
	ENG	MoDOT	400	400	0	0	800
		Total	**2,000**	**2,000**	**0**	**0**	**4,000**
CC1601	**8S3064**	**ROUTE 160 SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	900	900	6,400	0	8,200
	ENG	MoDOT	100	100	1,600	0	1,800
	CON	FHWA (SAFETY)	0	0	52,200	0	52,200
	CON	MoDOT	0	0	5,800	0	5,800
		Total	**1,000**	**1,000**	**66,000**	**0**	**68,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
CC1701	**8S3074**	**ROUTE CC PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (STP)	1,600	21,600	0	0	23,200
	ENG	MoDOT	400	5,400	0	0	5,800
	CON	FHWA (STP)	0	396,000	0	0	396,000
	CON	MoDOT	0	99,000	0	0	99,000
		Total	**2,000**	**522,000**	**0**	**0**	**524,000**
CC1702	**8S3076**	**ROUTE JJ AND ROUTE AA PAVEMENT AND SAFETY IMPROVEMENTS**					
	ENG	FHWA (STP)	4,000	32,800	0	0	36,800
	ENG	MoDOT	1,000	8,200	0	0	9,200
	CON	FHWA (STP)	0	627,200	0	0	627,200
	CON	MoDOT	0	156,800	0	0	156,800
		Total	**5,000**	**825,000**	**0**	**0**	**830,000**
CC1703	**8P0588**	**SCOPING FOR ROUTE 14 ROADWAY IMPROVEMENTS**					
	ENG	FHWA (STP)	4,000	4,000	4,000	4,000	16,000
	ENG	MoDOT	1,000	1,000	1,000	1,000	4,000
		Total	**5,000**	**5,000**	**5,000**	**5,000**	**20,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
GR1403	**8P0683G**	**FREEWAY IMPROVEMENTS ON RTE. 60 EAST**					
	ENG	FHWA (NHPP)	8,000	8,000	8,000	8,000	32,000
	ENG	MoDOT	2,000	2,000	2,000	2,000	8,000
		Total	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
GR1501		**KANSAS EXPRESSWAY EXTENSION**					
	ENG	FHWA (STBG-U)	1,679,927	0	0	0	1,679,927
	ENG	LOCAL	419,982	0	0	0	419,982
		Total	**2,099,909**	**0**	**0**	**0**	**2,099,909**
GR1502		**EAST-WEST ARTERIAL (RIVERBLUFF BLVD) PHASE I**					
	ENG	FHWA (STBG-U)	0	0	0	1,120,000	1,120,000
	ENG	LOCAL	0	0	0	280,000	280,000
		Total	**0**	**0**	**0**	**1,400,000**	**1,400,000**
GR1601		**BRIDGE REPLACEMENT, BRIDGE #1670228**					
	CON	FHWA (BRO)	320,000	0	0	0	320,000
	CON	LOCAL	80,000	0	0	0	80,000
		Total	**400,000**	**0**	**0**	**0**	**400,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
GR1602	**8I3047**	**I-44 PAVEMENT IMPROVEMENTS EAST OF STRAFFORD**					
	ENG	FHWA (NHPP)	27,900	0	0	0	27,900
	ENG	MoDOT	3,100	0	0	0	3,100
	CON	FHWA (NHPP)	315,000	0	0	0	315,000
	CON	MoDOT	35,000	0	0	0	35,000
		Total	**381,000**	**0**	**0**	**0**	**381,000**
GR1603	**8S3063**	**KANSAS EXPRESSWAY SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	6,300	0	0	0	6,300
	ENG	MoDOT	700	0	0	0	700
	CON	FHWA (SAFETY)	45,000	0	0	0	45,000
	CON	MoDOT	5,000	0	0	0	5,000
		Total	**57,000**	**0**	**0**	**0**	**57,000**
GR1701	**8P0601B**	**ROUTE 160 ROADWAY IMPROVEMENTS I-44 TO FR 94**					
	ENG	FHWA (STP)	8,000	8,000	80,000	373,600	469,600
	ENG	MoDOT	2,000	2,000	20,000	93,400	117,400
	CON	FHWA (STP)	0	0	0	0	0
	CON	MoDOT	0	0	0	0	0
		Total	**10,000**	**10,000**	**100,000**	**467,000**	**587,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
GR1702	**8S3090**	**ROUTE H CHIP SEAL**					
	ENG	FHWA (STP)	4,000	0	0	0	4,000
	ENG	MoDOT	91,000	0	0	0	91,000
		Total	**95,000**	**0**	**0**	**0**	**95,000**
GR1703	**8S3092**	**ROUTE H PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (STP)	800	1,600	9,600	0	12,000
	ENG	MoDOT	200	400	2,400	0	3,000
	CON	FHWA (STP)	0	0	161,600	0	161,600
	CON	MoDOT	0	0	40,400	0	40,400
		Total	**1,000**	**2,000**	**214,000**	**0**	**217,000**
GR1704	**8S3082**	**ROUTE YY PAVEMENT AND SAFETY IMPROVEMENTS**					
	ENG	FHWA (STP)	1,600	2,400	32,000	0	36,000
	ENG	MoDOT	400	600	8,000	0	9,000
	CON	FHWA (STP)	0	0	636,000	0	636,000
	CON	MoDOT	0	0	159,000	0	159,000
		Total	**2,000**	**3,000**	**835,000**	**0**	**840,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
GR1705	**8S3083**	**ROUTE Z PAVEMENT AND SAFETY IMPROVEMENTS**					
	ENG	FHWA (STP)	800	800	13,600	0	15,200
	ENG	MoDOT	200	200	3,400	0	3,800
	CON	FHWA (STP)	0	0	261,600	0	261,600
	CON	MoDOT	0	0	65,400	0	65,400
		Total	**1,000**	**1,000**	**344,000**	**0**	**346,000**
GR1706	**8I3098**	**SCOPING FOR I-44 INTERCHANGE IMPROVEMENTS**					
	ENG	FHWA (STP)	1,800	1,800	1,800	18,000	23,400
	ENG	MoDOT	200	200	200	2,000	2,600
		Total	**2,000**	**2,000**	**2,000**	**20,000**	**26,000**
MO1105	**5B0800X**	**SAFE AND SOUND BRIDGE PROGRAM**					
	PMT	MoDOT	284,000	284,000	284,000	284,000	1,136,000
		Total	**284,000**	**284,000**	**284,000**	**284,000**	**1,136,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1505	**8P2243**	**ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM (2018)**					
	ENG	FHWA (STP)	800	116,500	0	0	117,300
	ENG	MoDOT	200	29,200	0	0	29,400
	CON	FHWA (STP)	0	500,800	0	0	500,800
	CON	MoDOT	0	125,200	0	0	125,200
		Total	**1,000**	**771,700**	**0**	**0**	**772,700**
MO1607	**8P3050**	**RESURFACING ON VARIOUS PRIMARY ROUTES (2019)**					
	ENG	FHWA (NHPP)	8,000	24,800	65,600	0	98,400
	ENG	MoDOT	2,000	6,200	16,400	0	24,600
	CON	FHWA (NHPP)	0	0	5,244,800	0	5,244,800
	CON	MoDOT	0	0	1,311,200	0	1,311,200
		Total	**10,000**	**31,000**	**6,638,000**	**0**	**6,679,000**
MO1608	**8P3054**	**ANNUAL ON-CALL WORK ZONE ENFORCEMENT PROGRAM (2017)**					
	ENG	FHWA (SAFETY)	2,700	0	0	0	2,700
	ENG	MoDOT	300	0	0	0	300
	PMT	FHWA (SAFETY)	32,400	0	0	0	32,400
	PMT	MoDOT	3,600	0	0	0	3,600
		Total	**39,000**	**0**	**0**	**0**	**39,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1609	**8P3052**	**SCOPING FOR BRIDGE IMPROVEMENTS**					
	ENG	MoDOT	2,000	2,000	2,000	0	6,000
	ENG	MoDOT-AC	8,000	8,000	8,000	0	24,000
		Total	**10,000**	**10,000**	**10,000**	**0**	**30,000**
MO1610	**8P3053**	**SCOPING FOR VARIOUS SAFETY IMPROVEMENTS**					
	ENG	MoDOT	2,000	2,000	2,000	0	6,000
	ENG	MoDOT-AC	8,000	8,000	8,000	0	24,000
		Total	**10,000**	**10,000**	**10,000**	**0**	**30,000**
MO1611	**8P3051**	**SCOPING FOR RESURFACING ON VARIOUS PRIMARY ROUTES**					
	ENG	MoDOT	2,000	2,000	2,000	0	6,000
	ENG	MoDOT-AC	8,000	8,000	8,000	0	24,000
		Total	**10,000**	**10,000**	**10,000**	**0**	**30,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1612	**8S3060**	**WEST CHESTNUT EXPRESSWAY PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (NHPP)	105,600	0	0	0	105,600
	ENG	MoDOT	26,400	0	0	0	26,400
	CON	FHWA (NHPP)	1,355,200	0	0	0	1,355,200
	CON	MoDOT	338,800	0	0	0	338,800
		Total	**1,826,000**	**0**	**0**	**0**	**1,826,000**
MO1613	**8P3057**	**ROUTE 14 PAVEMENT AND SAFETY IMPROVEMENTS**					
	ENG	FHWA (STP)	60,800	0	0	0	60,800
	ENG	MoDOT	15,200	0	0	0	15,200
	CON	FHWA (STP)	428,800	0	0	0	428,800
	CON	MoDOT	107,200	0	0	0	107,200
		Total	**612,000**	**0**	**0**	**0**	**612,000**
MO1614	**8S3058**	**ROUTE EE PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (STP)	110,400	0	0	0	110,400
	ENG	MoDOT	27,600	0	0	0	27,600
	CON	FHWA (STP)	785,600	0	0	0	785,600
	CON	MoDOT	196,400	0	0	0	196,400
		Total	**1,120,000**	**0**	**0**	**0**	**1,120,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1615	**8S3059**	**SCOPING FOR RESURFACING ON RTE. AB**					
	ENG	FHWA (STP)	90,400	0	0	0	90,400
	ENG	MoDOT	22,600	0	0	0	22,600
	CON	FHWA (STP)	638,400	0	0	0	638,400
	CON	MoDOT	159,600	0	0	0	159,600
		Total	**911,000**	**0**	**0**	**0**	**911,000**
MO1616	**8S3061**	**NORTH GLENSTONE AVENUE PAVEMENT REHABILITATION**					
	ENG	FHWA (NHPP)	201,600	176,000	0	0	377,600
	ENG	MoDOT	50,400	44,000	0	0	94,400
	ROW	FHWA (NHPP)	0	21,600	0	0	21,600
	ROW	MoDOT	0	5,400	0	0	5,400
	CON	FHWA (NHPP)	0	2,269,600	0	0	2,269,600
	CON	MoDOT	0	567,400	0	0	567,400
		Total	**252,000**	**3,084,000**	**0**	**0**	**3,336,000**
MO1617	**8P3056**	**EXPRESSWAY INTERSECTION SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	202,500	0	0	0	202,500
	ENG	MoDOT	22,500	0	0	0	22,500
	CON	FHWA (SAFETY)	2,880,000	0	0	0	2,880,000
	CON	MoDOT	320,000	0	0	0	320,000
		Total	**3,425,000**	**0**	**0**	**0**	**3,425,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1618	**8I3055**	**I-44 RAMP SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	134,100	0	0	0	134,100
	ENG	MoDOT	14,900	0	0	0	14,900
	CON	FHWA (SAFETY)	1,658,700	0	0	0	1,658,700
	CON	MoDOT	184,300	0	0	0	184,300
		Total	**1,992,000**	**0**	**0**	**0**	**1,992,000**
MO1619	**8S0556**	**ROUTE H BRIDGE OVER SOUTH DRY SAC**					
	ENG	FHWA (NHPP)	228,800	0	0	0	228,800
	ENG	MoDOT	57,200	0	0	0	57,200
	ROW	FHWA (NHPP)	1,600	0	0	0	1,600
	ROW	MoDOT	400	0	0	0	400
	CON	FHWA (NHPP)	567,200	0	0	0	567,200
	CON	MoDOT	141,800	0	0	0	141,800
		Total	**997,000**	**0**	**0**	**0**	**997,000**
MO1701	**8Q3001**	**ITS OPERATIONS AND MANAGEMENT (2017)**					
	PMT	FHWA (STBG-U)	315,000	0	0	0	315,000
	PMT	FHWA (STP)	234,400	0	0	0	234,400
	PMT	LOCAL	78,750	0	0	0	78,750
	PMT	MoDOT	58,600	0	0	0	58,600
		Total	**686,750**	**0**	**0**	**0**	**686,750**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1705	**8P3009**	**ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM (2020)**					
	ENG	FHWA (STP)	800	800	1,600	10,400	13,600
	ENG	MoDOT	200	200	400	2,600	3,400
	CON	FHWA (STP)	0	0	0	152,800	152,800
	CON	MoDOT	0	0	0	38,200	38,200
		Total	**1,000**	**1,000**	**2,000**	**204,000**	**208,000**
MO1706	**0P3021**	**SAFETY PROJECTS AT VARIOUS LOCATIONS**					
	CON	FHWA (SAFETY)	0	0	0	821,000	821,000
	CON	MoDOT	0	0	0	91,000	91,000
		Total	**0**	**0**	**0**	**912,000**	**912,000**
MO1708	**8I3070**	**ANNUAL ON-CALL WORK ZONE ENFORCEMENT (2018)**					
	ENG	FHWA (SAFETY)	900	2,700	0	0	3,600
	ENG	MoDOT	100	300	0	0	400
	PMT	FHWA (SAFETY)	0	32,400	0	0	32,400
	PMT	MoDOT	0	3,600	0	0	3,600
		Total	**1,000**	**39,000**	**0**	**0**	**40,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1709	**8I3071**	**ANNUAL ON-CALL WORK ZONE ENFORCEMENT (2019)**					
	ENG	FHWA (SAFETY)	1,800	1,800	3,600	0	7,200
	ENG	MoDOT	200	200	400	0	800
	PMT	FHWA (SAFETY)	0	0	32,400	0	32,400
	PMT	MoDOT	0	0	3,600	0	3,600
		Total	**2,000**	**2,000**	**40,000**	**0**	**44,000**
MO1710	**8P3088**	**INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS (2018)**					
	ENG	FHWA (STP)	208,000	439,200	0	0	647,200
	ENG	MoDOT	52,000	109,800	0	0	161,800
	ROW	FHWA (STP)	240,000	0	0	0	240,000
	ROW	MoDOT	60,000	0	0	0	60,000
	CON	FHWA (STP)	0	3,866,400	0	0	3,866,400
	CON	MoDOT	0	966,600	0	0	966,600
		Total	**560,000**	**5,382,000**	**0**	**0**	**5,942,000**
MO1711	**8P3087**	**INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS (2020)**					
	ENG	FHWA (STP)	8,000	8,000	264,000	367,200	647,200
	ENG	MoDOT	2,000	2,000	66,000	91,800	161,800
	ROW	FHWA (STP)	0	0	254,400	0	254,400
	ROW	MoDOT	0	0	63,600	0	63,600
	CON	FHWA (STP)	0	0	0	4,101,600	4,101,600
	CON	MoDOT	0	0	0	1,025,400	1,025,400
		Total	**10,000**	**10,000**	**648,000**	**5,586,000**	**6,254,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1712	**8P3089**	**PAVEMENT IMPROVEMENTS ON VARIOUS MAJOR ROUTES (2020)**					
	ENG	FHWA (NHPP)	1,600	1,600	59,200	345,600	408,000
	ENG	MoDOT	400	400	14,800	86,400	102,000
	CON	FHWA (NHPP)	0	0	0	7,133,600	7,133,600
	CON	MoDOT	0	0	0	1,783,400	1,783,400
		Total	**2,000**	**2,000**	**74,000**	**9,349,000**	**9,427,000**
MO1713	**8P3091**	**EXPRESSWAY INTERSECTION SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	1,800	600,300	0	0	602,100
	ENG	MoDOT	200	66,700	0	0	66,900
	CON	FHWA (SAFETY)	0	4,727,700	0	0	4,727,700
	CON	MoDOT	0	525,300	0	0	525,300
		Total	**2,000**	**5,920,000**	**0**	**0**	**5,922,000**
MO1714	**8P3097**	**PAVEMENT IMPROVEMENTS ON VARIOUS MAJOR ROUTES (2021)**					
	ENG	FHWA (NHPP)	1,600	1,600	1,600	33,600	38,400
	ENG	MoDOT	400	400	400	8,400	9,600
		Total	**2,000**	**2,000**	**2,000**	**42,000**	**48,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1715	**8P3100**	**INTERSECTION SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	227,000	0	0	0	227,000
	ENG	MoDOT	25,000	0	0	0	25,000
	CON	FHWA (SAFETY)	1,595,700	0	0	0	1,595,700
	CON	MoDOT	177,300	0	0	0	177,300
		Total	**2,025,000**	**0**	**0**	**0**	**2,025,000**
MO1716	**8Q3072**	**ITS OPERATIONS AND MANAGEMENT (2018)**					
	ENG	FHWA (STP)	800	800	0	0	1,600
	ENG	MoDOT	200	200	0	0	400
	PMT	FHWA (STBG-U)	0	331,000	0	0	331,000
	PMT	FHWA (STP)	0	234,400	0	0	234,400
	PMT	LOCAL	0	82,750	0	0	82,750
	PMT	MoDOT	0	58,600	0	0	58,600
		Total	**1,000**	**707,750**	**0**	**0**	**708,750**
MO1717	**8Q3073**	**ITS OPERATIONS AND MANAGEMENT (2019)**					
	ENG	FHWA (STP)	800	800	800	0	2,400
	ENG	MoDOT	200	200	200	0	600
	PMT	FHWA (STP)	0	0	234,400	0	234,400
	PMT	MoDOT	0	0	58,600	0	58,600
		Total	**1,000**	**1,000**	**294,000**	**0**	**296,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1718	**0I3003O**	**I-44 PAVEMENT REPAIR**					
	ENG	FHWA (NHPP)	12,600	0	0	0	12,600
	ENG	MoDOT	1,400	0	0	0	1,400
	CON	FHWA (NHPP)	180,000	0	0	0	180,000
	CON	MoDOT	20,000	0	0	0	20,000
		Total	**214,000**	**0**	**0**	**0**	**214,000**
MO1719	**8P3067**	**SCOPING FOR BRIDGE IMPROVEMENTS**					
	ENG	FHWA (NHPP)	38,400	38,400	38,400	38,400	153,600
	ENG	MoDOT	9,600	9,600	9,600	9,600	38,400
		Total	**48,000**	**48,000**	**48,000**	**48,000**	**192,000**
MO1720	**8P3068**	**SCOPING FOR BRIDGE PREVENTIVE MAINTENANCE**					
	ENG	FHWA (NHPP)	4,000	4,000	4,000	4,000	16,000
	ENG	MoDOT	1,000	1,000	1,000	1,000	4,000
		Total	**5,000**	**5,000**	**5,000**	**5,000**	**20,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1721	**8P3069**	**SCOPING FOR SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	26,100	27,000	27,000	27,000	107,100
	ENG	MoDOT	2,900	3,000	3,000	3,000	11,900
		Total	**29,000**	**30,000**	**30,000**	**30,000**	**119,000**
MO1722	**8P3099**	**SCOPING FOR PAVEMENT IMPROVEMENTS ON MAJOR ROUTES**					
	ENG	FHWA (NHPP)	16,800	16,800	16,800	18,400	68,800
	ENG	MoDOT	4,200	4,200	4,200	4,600	17,200
		Total	**21,000**	**21,000**	**21,000**	**23,000**	**86,000**
MO1723	**8S3066**	**SCOPING FOR PAVEMENT IMPROVEMENTS ON MINOR ROUTES**					
	ENG	FHWA (STP)	3,200	3,200	4,000	3,200	13,600
	ENG	MoDOT	800	800	1,000	800	3,400
		Total	**4,000**	**4,000**	**5,000**	**4,000**	**17,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NX1701	**8P0588H**	**ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST**					
	ENG	FHWA (NHPP)	40,000	431,200	240,000	0	711,200
	ENG	MoDOT	10,000	107,800	60,000	0	177,800
	ROW	FHWA (NHPP)	0	992,800	0	0	992,800
	ROW	MoDOT	0	248,200	0	0	248,200
	CON	FHWA (NHPP)	0	0	5,572,000	0	5,572,000
	CON	MoDOT	0	0	1,393,000	0	1,393,000
		Total	**50,000**	**1,780,000**	**7,265,000**	**0**	**9,095,000**
NX1702	**8P3093**	**ROUTE 14 CAPACITY IMPROVEMENTS FROM M TO ESTES**					
	ENG	FHWA (STP)	389,600	257,600	0	0	647,200
	ENG	MoDOT	97,400	64,400	0	0	161,800
	ROW	FHWA (STP)	888,000	0	0	0	888,000
	ROW	MoDOT	222,000	0	0	0	222,000
	CON	FHWA (STP)	0	4,469,600	0	0	4,469,600
	CON	MoDOT	0	1,117,400	0	0	1,117,400
		Total	**1,597,000**	**5,909,000**	**0**	**0**	**7,506,000**
NX1703	**8S3075**	**ROUTE M PAVEMENT IMPROVEMENTS RTE 14 TO BUTTERFIELD**					
	ENG	FHWA (STP)	1,600	12,000	0	0	13,600
	ENG	MoDOT	400	3,000	0	0	3,400
	CON	FHWA (STP)	0	223,200	0	0	223,200
	CON	MoDOT	0	55,800	0	0	55,800
		Total	**2,000**	**294,000**	**0**	**0**	**296,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
NX1704	**8P3033**	**SCOPING FOR RTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH**					
	ENG	FHWA (NHPP)	1,600	1,600	1,600	1,600	6,400
	ENG	MoDOT	400	400	400	400	1,600
		Total	**2,000**	**2,000**	**2,000**	**2,000**	**8,000**
NX1705	**8P3051C**	**ROUTE 160 PAVEMENT IMPROVEMENTS PLAINVIEW TO FINLEY CREEK**					
	ENG	FHWA (NHPP)	1,600	32,000	187,200	0	220,800
	ENG	MoDOT	400	8,000	46,800	0	55,200
	CON	FHWA (NHPP)	0	0	3,739,200	0	3,739,200
	CON	MoDOT	0	0	934,800	0	934,800
		Total	**2,000**	**40,000**	**4,908,000**	**0**	**4,950,000**
OK1401	**8P3015**	**INTERSECTION IMPROVEMENTS AT JACKSON AND NN**					
	ENG	MoDOT	400	400	0	0	800
	ENG	MoDOT-AC	1,600	1,600	0	0	3,200
		Total	**2,000**	**2,000**	**0**	**0**	**4,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
OK1701	**8P3096**	**JACKSON STREET CAPACITY IMPROVEMENTS 16TH TO NN**					
	ENG	FHWA (STP)	16,000	193,600	257,600	0	467,200
	ENG	MoDOT	4,000	48,400	64,400	0	116,800
	ROW	FHWA (STP)	0	8,000	0	0	8,000
	ROW	MoDOT	0	2,000	0	0	2,000
	CON	FHWA (STP)	0	0	2,271,200	0	2,271,200
	CON	MoDOT	0	0	567,800	0	567,800
		Total	**20,000**	**252,000**	**3,161,000**	**0**	**3,433,000**
OK1702	**8P3101**	**SOUTH STREET CAPACITY IMPROVEMENTS 19TH TO 3RD**					
	ENG	FHWA (STP)	340,000	490,400	0	0	830,400
	ENG	MoDOT	85,000	122,600	0	0	207,600
	ROW	FHWA (STP)	20,000	0	0	0	20,000
	ROW	MoDOT	5,000	0	0	0	5,000
	CON	FHWA (STP)	0	4,492,800	0	0	4,492,800
	CON	MoDOT	0	1,123,200	0	0	1,123,200
		Total	**450,000**	**6,229,000**	**0**	**0**	**6,679,000**
OK1703	**8P0605H**	**ROUTE 65 ROADWAY IMPROVEMENTS EVANS TO CC**					
	ENG	FHWA (STP)	40,000	340,800	408,800	0	789,600
	ENG	MoDOT	10,000	85,200	102,200	0	197,400
	CON	FHWA (STP)	0	0	5,696,000	0	5,696,000
	CON	MoDOT	0	0	1,424,000	0	1,424,000
		Total	**50,000**	**426,000**	**7,631,000**	**0**	**8,107,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
RG0901	**8P0683E**	**SCOPING FOR INTERCHANGE AT ROUTE 60 & ROUTE 125**					
	ENG	FHWA (NHPP)	8,000	8,000	8,000	8,000	32,000
	ENG	MoDOT	2,000	2,000	2,000	2,000	8,000
		Total	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
RG1201	**8P2381**	**ROUTE 60 AND ROUTE 125 INTERSECTION**					
	ENG	FHWA (NHPP)	800	800	800	20,800	23,200
	ENG	MoDOT	200	200	200	5,200	5,800
	CON	FHWA (NHPP)	0	0	0	261,600	261,600
	CON	MoDOT	0	0	0	65,400	65,400
		Total	**1,000**	**1,000**	**1,000**	**353,000**	**356,000**
RP1502	**6900811**	**HINES AND OAKWOOD CORRIDOR IMPROVEMENTS**					
	ENG	FHWA (STBG-U)	151,512	0	0	0	151,512
	ENG	LOCAL	37,878	0	0	0	37,878
	CON	FHWA (STBG-U)	1,550,991	0	0	0	1,550,991
	CON	LOCAL	458,250	0	0	0	458,250
		Total	**2,198,631**	**0**	**0**	**0**	**2,198,631**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
RP1701	**8P0865**	**SCOPING FOR ROADWAY IMPROVEMENTS ON ROUTE 60 FROM FR 194 TO WEST**					
	ENG	FHWA (NHPP)	8,000	8,000	8,000	8,000	32,000
	ENG	MoDOT	2,000	2,000	2,000	2,000	8,000
		Total	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
RP1702	**8S3084**	**ROUTE MM PAVEMENT AND SAFETY IMPROVEMENTS**					
	ENG	FHWA (STP)	800	800	8,000	0	9,600
	ENG	MoDOT	200	200	2,000	0	2,400
	CON	FHWA (STP)	0	0	154,400	0	154,400
	CON	MoDOT	0	0	38,600	0	38,600
		Total	**1,000**	**1,000**	**203,000**	**0**	**205,000**
SP1106	**8P0850B**	**EASTGATE AVENUE RELOCATION**					
	ENG	FHWA (STP)	128,800	0	0	0	128,800
	ENG	MoDOT	32,200	0	0	0	32,200
	ROW	FHWA (STP)	1,600	0	0	0	1,600
	ROW	MoDOT	400	0	0	0	400
	CON	FHWA (STBG-U)	706,330	0	0	0	706,330
	CON	FHWA (STP)	943,200	0	0	0	943,200
	CON	LOCAL	572,670	0	0	0	572,670
	CON	MoDOT	235,800	0	0	0	235,800
		Total	**2,621,000**	**0**	**0**	**0**	**2,621,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1109	**8P2196**	**EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS**					
	CON	FHWA (130)	2,250,000	0	0	0	2,250,000
	CON	FHWA (NHPP)	2,763,298	0	0	0	2,763,298
	CON	FHWA (STBG-U)	391,612	0	0	0	391,612
	CON	MoDOT	690,824	0	0	0	690,824
	CON	MoDOT-GCSA	750,000	0	0	0	750,000
	CON	OTHER	343,000	0	0	0	343,000
		Total	**7,188,734**	**0**	**0**	**0**	**7,188,734**
SP1112	**8P2293**	**ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**					
	ENG	FHWA (NHPP)	133,600	370,400	0	0	504,000
	ENG	MoDOT	33,400	92,600	0	0	126,000
	CON	FHWA (HPP)	0	166,134	0	0	166,134
	CON	FHWA (NHPP)	0	2,756,800	0	0	2,756,800
	CON	MoDOT	0	689,200	0	0	689,200
		Total	**167,000**	**4,075,134**	**0**	**0**	**4,242,134**
SP1122		**KANSAS EXPRESSWAY AND BROADMOOR**					
	CON	FHWA (STP)	115,000	0	0	0	115,000
		Total	**115,000**	**0**	**0**	**0**	**115,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1204	**8O2397**	**EVANS ROAD BRIDGE OVER ROUTE 65**					
	ENG	FHWA (NHPP)	24,000	88,800	0	0	112,800
	ENG	MoDOT	6,000	22,200	0	0	28,200
	CON	FHWA (NHPP)	0	656,800	0	0	656,800
	CON	MoDOT	0	164,200	0	0	164,200
		Total	**30,000**	**932,000**	**0**	**0**	**962,000**
SP1209	**5938802**	**SHUTTLE TRANSITWAY PHASE I**					
	CON	LOCAL	3,155	0	0	0	3,155
		Total	**3,155**	**0**	**0**	**0**	**3,155**
SP1401	**8P2390**	**SIGNAL REPLACEMENT PROGRAM - KANSAS EXPRESSWAY**					
	ENG	FHWA (NHPP)	1,600	1,600	1,600	7,000	11,800
	ENG	MoDOT	400	400	400	0	1,200
	CON	FHWA (NHPP)	0	0	0	0	0
	CON	MoDOT	0	0	0	0	0
		Total	**2,000**	**2,000**	**2,000**	**7,000**	**13,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1405	**8P3032**	**SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS**					
	ENG	FHWA (NHPP)	1,600	1,600	0	0	3,200
	ENG	MoDOT	400	400	0	0	800
		Total	**2,000**	**2,000**	**0**	**0**	**4,000**
SP1415	**8P3036**	**ROUTE 65 AND DIVISION STREET INTERCHANGE**					
	ENG	FHWA (NHPP)	89,600	0	0	0	89,600
	ENG	MoDOT	22,400	0	0	0	22,400
	CON	FHWA (NHPP)	1,215,108	0	0	0	1,215,108
	CON	FHWA (STBG-U)	1,089,292	0	0	0	1,089,292
	CON	LOCAL	271,823	0	0	0	271,823
	CON	MoDOT	303,777	0	0	0	303,777
		Total	**2,992,000**	**0**	**0**	**0**	**2,992,000**
SP1419	**8I3044**	**SCOPING FOR I-44 ROADWAY IMPROVEMENTS**					
	ENG	FHWA (I/M)	9,000	9,000	9,000	9,000	36,000
	ENG	MoDOT	1,000	1,000	1,000	1,000	4,000
		Total	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1602	**8P3048**	**ROUTE 65 PAVEMENT IMPROVEMENTS IN SPRINGFIELD**					
	ENG	FHWA (NHPP)	344,000	0	0	0	344,000
	ENG	MoDOT	86,000	0	0	0	86,000
	CON	FHWA (NHPP)	4,950,400	0	0	0	4,950,400
	CON	MoDOT	1,237,600	0	0	0	1,237,600
		Total	**6,618,000**	**0**	**0**	**0**	**6,618,000**
SP1604	**8S3062**	**CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS**					
	ENG	FHWA (SAFETY)	7,200	0	0	0	7,200
	ENG	MoDOT	800	0	0	0	800
	CON	FHWA (SAFETY)	50,400	0	0	0	50,400
	CON	MoDOT	5,600	0	0	0	5,600
		Total	**64,000**	**0**	**0**	**0**	**64,000**
SP1605		**MT. VERNON STREET BRIDGE OVER JORDAN CREEK**					
	ROW	FHWA (BRM)	40,000	0	0	0	40,000
	ROW	LOCAL	10,000	0	0	0	10,000
	CON	FHWA (BRM)	942,905	0	0	0	942,905
	CON	LOCAL	257,095	0	0	0	257,095
		Total	**1,250,000**	**0**	**0**	**0**	**1,250,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1701	**8P3051B**	**ROUTE 160 PAVEMENT IMPROVEMENTS JRF TO PLAINVIEW**					
	ENG	FHWA (NHPP)	1,600	16,800	0	0	18,400
	ENG	MoDOT	400	4,200	0	0	4,600
	CON	FHWA (NHPP)	0	298,400	0	0	298,400
	CON	MoDOT	0	74,600	0	0	74,600
		Total	**2,000**	**394,000**	**0**	**0**	**396,000**
SP1702	**8P3102**	**JAMES RIVER FREEWAY PAVEMENT AND RAMP IMPROVEMENTS**					
	ENG	FHWA (NHPP)	408,800	0	0	0	408,800
	ENG	MoDOT	102,200	0	0	0	102,200
	CON	FHWA (NHPP)	0	2,944,800	0	0	2,944,800
	CON	MoDOT	0	736,200	0	0	736,200
		Total	**511,000**	**3,681,000**	**0**	**0**	**4,192,000**
SP1703	**8P3079**	**ROUTE 65 GUARDRAIL IMPROVEMENTS KEARNEY TO SUNSHINE**					
	ENG	FHWA (NHPP)	56,800	0	0	0	56,800
	ENG	MoDOT	14,200	0	0	0	14,200
	CON	FHWA (NHPP)	324,000	0	0	0	324,000
	CON	MoDOT	81,000	0	0	0	81,000
		Total	**476,000**	**0**	**0**	**0**	**476,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1704	**8P3079B**	**ROUTE 65 GUARDRAIL IMPROVEMENTS N. OF KEARNEY AND S. OF SUNSHINE**					
	ENG	FHWA (NHPP)	1,600	23,200	46,400	0	71,200
	ENG	MoDOT	400	5,800	11,600	0	17,800
	CON	FHWA (NHPP)	0	0	388,000	0	388,000
	CON	MoDOT	0	0	97,000	0	97,000
		Total	**2,000**	**29,000**	**543,000**	**0**	**574,000**
SP1705	**8P3080**	**ROUTE 65 PAVEMENT IMPROVEMENTS N. OF KEARNEY AND S. OF SUNSHINE**					
	ENG	FHWA (NHPP)	8,000	128,000	450,400	0	586,400
	ENG	MoDOT	0	32,000	112,600	0	144,600
	CON	FHWA (NHPP)	0	0	7,820,800	0	7,820,800
	CON	MoDOT	2,000	0	1,955,200	0	1,957,200
		Total	**10,000**	**160,000**	**10,339,000**	**0**	**10,509,000**
SP1706	**8P3081**	**ROUTE 65 PAVEMENT IMPROVEMENTS CHESTNUT TO SUNSHINE**					
	ENG	FHWA (NHPP)	285,600	0	0	0	285,600
	ENG	MoDOT	71,400	0	0	0	71,400
	CON	FHWA (I/M)	3,585,600	0	0	0	3,585,600
	CON	MoDOT	896,400	0	0	0	896,400
		Total	**4,839,000**	**0**	**0**	**0**	**4,839,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1707	**8S3085**	**EASTGATE AVENUE PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (STP)	800	800	12,000	0	13,600
	ENG	MoDOT	200	200	3,000	0	3,400
	CON	FHWA (STP)	0	0	235,200	0	235,200
	CON	MoDOT	0	0	58,800	0	58,800
		Total	**1,000**	**1,000**	**309,000**	**0**	**311,000**
SP1708	**8P3050C**	**KEARNEY STREET PAVEMENT IMPROVEMENTS KANSAS TO GLENSTONE**					
	ENG	FHWA (NHPP)	1,600	1,600	2,400	40,000	45,600
	ENG	MoDOT	400	400	600	10,000	11,400
	CON	FHWA (NHPP)	0	0	0	798,400	798,400
	CON	MoDOT	0	0	0	199,600	199,600
		Total	**2,000**	**2,000**	**3,000**	**1,048,000**	**1,055,000**
SP1709	**8P3103**	**SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS**					
	ENG	FHWA (NHPP)	16,000	16,000	16,000	16,000	64,000
	ENG	MoDOT	4,000	4,000	4,000	4,000	16,000
		Total	**20,000**	**20,000**	**20,000**	**20,000**	**80,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1710	**8P3050B**	**GLENSTONE AVENUE PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (NHPP)	1,600	1,600	2,400	38,400	44,000
	ENG	MoDOT	400	400	600	9,600	11,000
	CON	FHWA (NHPP)	0	0	0	590,400	590,400
	CON	MoDOT	0	0	0	147,600	147,600
		Total	**2,000**	**2,000**	**3,000**	**786,000**	**793,000**
SP1711	**8P3049B**	**JAMES RIVER FREEWAY PAVEMENT IMPROVEMENTS**					
	ENG	FHWA (NHPP)	31,200	0	0	0	31,200
	ENG	MoDOT	7,800	0	0	0	7,800
	CON	FHWA (NHPP)	392,000	0	0	0	392,000
	CON	MoDOT	98,000	0	0	0	98,000
		Total	**529,000**	**0**	**0**	**0**	**529,000**
SP1712	**8P3094**	**JAMES RIVER FREEWAY GUARDRAIL IMPROVEMENTS**					
	ENG	FHWA (NHS)	187,200	0	0	0	187,200
	ENG	MoDOT	46,800	0	0	0	46,800
	CON	FHWA (NHS)	1,152,000	0	0	0	1,152,000
	CON	MoDOT	288,000	0	0	0	288,000
		Total	**1,674,000**	**0**	**0**	**0**	**1,674,000**

E) Roadways Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
SP1713	**8S3058B**	**ROUTE EE AND AIRPORT BOULEVARD RESURFACING**					
	ENG	LOCAL	270,210	0	0	0	270,210
		Total	**270,210**	**0**	**0**	**0**	**270,210**
WI1301	**8P2389**	**WILLARD INTERSECTION IMPROVEMENTS**					
	ENG	FHWA (STP)	800	800	800	800	3,200
	ENG	MoDOT	200	200	200	200	800
	CON	FHWA (STP)	0	0	0	0	0
	CON	MoDOT	0	0	0	0	0
		Total	**1,000**	**1,000**	**1,000**	**1,000**	**4,000**

F) Transit Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
CU1514		**FTA 5310 NEW FREEDOM-TYPE PROJECTS**					
	CAPITAL	FTA (5310)	51,880	0	0	0	51,880
	CAPITAL	LOCAL	12,970	0	0	0	12,970
		Total	**64,850**	**0**	**0**	**0**	**64,850**
CU1700		**OPERATING ASSISTANCE - FIXED ROUTE**					
	OPER	FTA (5307)	1,700,000	0	0	0	1,700,000
	OPER	LOCAL	1,750,000	0	0	0	1,750,000
	OPER	MoDOT	50,000	0	0	0	50,000
		Total	**3,500,000**	**0**	**0**	**0**	**3,500,000**
CU1701		**PREVENTIVE MAINTENANCE**					
	MAINT	FTA (5307)	447,792	0	0	0	447,792
	MAINT	LOCAL	111,948	0	0	0	111,948
		Total	**559,740**	**0**	**0**	**0**	**559,740**
CU1702		**ADA PARATRANSIT MAINTENANCE OF EXISTING OPERATIONS**					
	OPER	FTA (5307)	255,000	0	0	0	255,000
	OPER	LOCAL	64,826	0	0	0	64,826
		Total	**319,826**	**0**	**0**	**0**	**319,826**

F) Transit Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
CU1704		**TRANSIT PLANNING - FTA 5307**					
	OPER	FTA (5307)	160,000	0	0	0	160,000
	OPER	LOCAL	40,000	0	0	0	40,000
		Total	**200,000**	**0**	**0**	**0**	**200,000**
CU1705		**TRANSIT SECURITY - FTA 5307**					
	CAPITAL	FTA (5307)	25,930	0	0	0	25,930
	CAPITAL	LOCAL	6,482	0	0	0	6,482
		Total	**32,412**	**0**	**0**	**0**	**32,412**
CU1707		**NEW FREEDOM GRANT - SECTION 5310**					
	CAPITAL	FTA (5310)	206,076	0	0	0	206,076
	CAPITAL	LOCAL	51,519	0	0	0	51,519
		Total	**257,595**	**0**	**0**	**0**	**257,595**
CU1709		**PURCHASE FIXED ROUTE BUS**					
	CAPITAL	FTA (5339)	416,000	0	0	0	416,000
	CAPITAL	LOCAL	73,412	0	0	0	73,412
		Total	**489,412**	**0**	**0**	**0**	**489,412**

F) Transit Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1506		**FTA 5310 HUMAN AGENCY CAPITAL PURCHASES**					
	CAPITAL	FTA (5310)	419,470	0	0	0	419,470
	CAPITAL	LOCAL	104,867	0	0	0	104,867
		Total	**524,337**	**0**	**0**	**0**	**524,337**
MO1507		**MODOT 5310 ADMIN**					
	ADMIN	FTA (5310)	46,608	0	0	0	46,608
		Total	**46,608**	**0**	**0**	**0**	**46,608**
MO1724		**5310-Arc of the Ozarks**					
	CAPITAL	FTA (5310)	41,643	0	0	0	41,643
	CAPITAL	LOCAL	10,411	0	0	0	10,411
		Total	**52,054**	**0**	**0**	**0**	**52,054**
MO1725		**5310-Burrell**					
	CAPITAL	FTA (5310)	26,392	0	0	0	26,392
	CAPITAL	LOCAL	6,598	0	0	0	6,598
		Total	**32,990**	**0**	**0**	**0**	**32,990**

F) Transit Section

TIP #	STIP #/ Phase	Project Name/ Fund Source	Funding Data FY2017	FY2018	FY2019	FY2020	Total
MO1726		**5310-Council of Churches**					
	CAPITAL	FTA (5310)	52,000	0	0	0	52,000
	CAPITAL	LOCAL	13,000	0	0	0	13,000
		Total	**65,000**	**0**	**0**	**0**	**65,000**
MO1727		**5310-OATS**					
	CAPITAL	FTA (5310)	61,572	0	0	0	61,572
	CAPITAL	LOCAL	15,394	0	0	0	15,394
		Total	**76,966**	**0**	**0**	**0**	**76,966**
MO1728		**5310-MoDOT Admin**					
	ADMIN	FTA (5310)	32,383	0	0	0	32,383
		Total	**32,383**	**0**	**0**	**0**	**32,383**
MO1729		**5310-Traditional Projects Reserve**					
	CAPITAL	FTA (5310)	136,783	0	0	0	136,783
	CAPITAL	LOCAL	34,196	0	0	0	34,196
		Total	**170,979**	**0**	**0**	**0**	**170,979**

Appendix 6 – Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

OTO maintains a map showing the Priority Projects of Regional Significance. Projects along these corridors received the total point value.

2. Safety

2.1. Fatal/Injury Crash Index

Worse rates on similar OTO FCs = 15 Points

Better than rates on similar OTO FCs = 0

MoDOT tracks crash rates along roadways in the OTO region. Each roadway is classified according to the Federal Functional Classification System. A combined Injury and Fatal 3 Year Average Crash Rate was determined for each type of roadway according to the Federal Functional Classification. This same rate for an individual project's roadway was compared to the rate by functional class. A project with a worse crash rate than the rate for similar functional classifications received the total point value.

2.2. Safety Concern

Yes = 5 Points

No = 0 Points

The MoDOT Southwest District maintains a list of locations with safety needs and concerns. This list was referenced to determine if a project was a safety concern. If a project appeared in the Southwest District Safety Plan, it received the total point value.

2.3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 5

If a project improves or removes an at-grade railroad crossing, it received the total point value.

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current greater than or equal to 0.86 = 7 Points

Future (2040) greater than or equal to 0.86 = 5 Points

The OTO manages a travel demand model which calculates the volume-to-capacity ratio for the roadways in the OTO region. Generally, a roadway must be a minor arterial on the federal functional classification system to be included in the travel demand model. The model includes a base scenario and a future no-build scenario. In this case, the base year is 2012 and that is used for the "Current" V/C for scoring. The no-build scenario is for 2040, but also includes projects committed through 2018. The ratio of 0.86 was chosen as that is considered Level of Service E (or at capacity). A project along a roadway in the Base 2012 Scenario receives the 7 points if it's volume-to-capacity ratio is greater than or equal to 0.86. The project can separately receive points if it is along a roadway that is also at 0.86 in the 2040 No-Build Scenario.

3.2. Complies with Major Thoroughfare Plan Access Management

Yes = 3 Points

No = 0 Points

The OTO maintains a Major Thoroughfare Plan with Design Standards, which directs how roadways in the region should be designed and built. Projects which are described as improving access management and building to the standard, as well as new projects which will be built with access management, receive the total point value.

3.3. Included in Regional ITS Architecture

Yes = 5

No = 0

The Regional ITS Architecture is a plan which includes Intelligent Transportation System improvements needed throughout the region. If a project includes ITS technologies, it receives the total point value.

4. Environmental Justice

4.1. Environmental Justice Tracts

Inside 4 EJ Tracts = 5 points

Inside 3 EJ Tracts = 4 points

Inside 2 EJ Tracts = 3 points

Inside 1 EJ Tract = 2 points

Inside 0 EJ Tracts = 0 points

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority, Elderly and/or Under Age 18, Low-Income, and Disabled. Each of these categories has been mapped by Census Tract. If the value for a category is greater than the average for the MPO area as a whole, then it is considered an EJ (environmental justice) tract. If the project falls within one or more EJ Tracts, then it receives points on a sliding scale.

5. Multi-Modal

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

Connects more than 2 modes or services = 7 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 5 points

No intermodal potential = 0 points

A project can receive the total point value of 7 points if it connects more than 2 modes, but if it only connects to one or two additional modes, then it can only receive 5 points. A single-mode project does not receive points in this category.

5.2. Vehicle Trip Reduction

Project encourages reduction of trips/discourages SOV use = 3 points

No trip reduction = 0 points

SOV means single-occupancy vehicle. If a project includes bicycle and/or pedestrian accommodations, it receives the total point value.

6. Economic Development

6.1. Improves Access to Major Freight Centers or Corridors or is in the State Freight Plan

Yes = 5

No = 0

Access to Major Freight Centers is defined as along a U.S. Highway or direct access to a U.S. Highway and connecting routes that connect one U.S. route to another. If a project met this requirement it received the total point value. Projects along assets listed on the Southwest District map in the Statewide Freight Plan were considered a Yes for total point value.

6.2. Local Priority Project

Defined leadership and strong political support = 10

Unknown or no leadership or no political support = 0

Each jurisdiction was asked to identify priority projects. Identified projects received the total point value.

Appendix 7 – MTP Change Notes

Battlefield

B1. Remove the future Secondary Arterial between South Farm Road 115 and South Farm Road 111.

B2. Remove the future Collector between South Farm Road 115 and a point approximately 83 feet west of South State Highway FF.

B3. Remove the future Collector between West Farm Road 190 and a future Collector (B2).

B4. Remove the future Local Street that would serve as an outer road for South State Highway FF.

B5. Remove the future Local Street between South Lewis Street and the future Local Street (B4).

B6. Remove the future Secondary Arterial between West 3rd Street and West Elm Street.

B7. Reclassify South Ridgecrest Drive between West Sexton Street and West Republic Street: Local Street to Collector.

B8. Reclassify South Farm Road 125 between West Republic Street and West Farm Road 172: Local Street to Collector. Remove the future Collector that runs the same length.

B9. Reclassify West Farm Road 172 between South Farm Road 125 and South Ridgeview Avenue: Local Street to Collector. Remove the future Collector that runs the same length.

B10. Reclassify South Ridgeview Avenue between West Farm Road 172 and a point approximately 138 feet south of West Eagle Crest Street: Local Street to Collector. Remove the future Collector the runs the same length.

B11. Reclassify West Eagle Crest Street between South Ridgeview Avenue and South Hemlock Avenue: Local Street to Collector.

B12. Reclassify West Randall Road between South Ridgecrest Drive and South Prairie View Avenue: Local Street to Collector.

B13. Reclassify South Ridgecrest Drive between West Randall Road and South Western Avenue: Local Street to Collector.

B14. Reclassify South Farm Road 131 between South Ridgecrest Drive and a point approximately 170 feet south of West Blakey Street: Local Street to Collector.

B15. Realign the future Collector between West Farm Road 178 and South Ridgecrest Drive to connect South Farm Road 131 and West Farm Road 178.

B16. Realign the intersections of West Farm Road 178/South Farm Road 131 and West Farm Road 178/South Ridgecrest Drive to match the updated aerials.

B17. Reclassify South Mary Ann Avenue between West Sexton Street and West Randall Road: Local Street to Collector.

B18. Remove the future Secondary Arterial between West Farm Road 178 and West Weaver Road.

B19. Reclassify West Coach Drive between West Farm Road 178 and South Old Wire Road: Local Street to Secondary Arterial.

B20. Reclassify South Old Wire Road between West Coach Drive and West Weaver Road: Collector to Secondary Arterial.

B21. Reclassify South Lewis Road between West Weaver Road and West Farm Road 178: Secondary Arterial to Local Street.

B22. Reclassify West Weaver Road Between South Gold Road and South Old Wire Road: Secondary Arterial to Local Street.

B23. Realign future Secondary Arterial between West Apple Blossom Terrace and South Cloverdale Lane.

B24. Add a Secondary Arterial to extend West Azalea Street to South Geranium Lane.

B25. Add portion of West Azalea Street between South Morning Glory Lane and a point approximately 0.06 miles east of South Honeysuckle Lane: Secondary Arterial.

B26. Add South Geranium Lane as an existing Local Street.

B27. Remove the future Local Street west of the intersection of West Azalea Street/South State Highway FF.

B28. Realign the future Collector between West Farm Road 190 and the removed future Local Street west of South State Highway FF (B4) to extend to South State Highway FF.

B29. Add a Local Street connecting South Aspen Drive from the intersection of West Carnation Lane/South Aspen Drive and the intersection of West Elm Street/South Aspen Drive.

B30. Add a Local Street between West Cloverleaf Terrace and West Apple Blossom Terrace named Cottonwood.

B31. Extend South Cloverdale Lane south from West Cloverleaf Terrace to West Azalea Street. The portion between West Cloverleaf Terrace and West Apple Blossom Terrace is a Collector and the portion between West Apple Blossom Terrace and West Azalea Street is a Secondary Arterial. This change will also remove the proposed Collector and Secondary Arterial spanning the same distances.

Nixa

N1. Remove the future Expressway between Rosedale and State Highway 14.

N2. Add a future Collector between Inman and Rosedale.

N3. Reclassify Rosedale between Gregg and US Highway 160: Expressway to Secondary Arterial.

N4. Reclassify Rosedale west of Gregg: Expressway to Secondary Arterial.

N5. Reclassify Scott Wayne between Main and Walleye: Collector to Local Street.

N6. Reclassify Tracker between Old Castle and a point approximately 0.85 miles west of the intersection of Tracker and Old Castle, and remove the future secondary arterial: Local Street to Secondary Arterial.

N7. Remove the future Secondary Arterial between a point on North approximately 76 feet west of Old Castle and a point on State Highway 14 approximately 913 feet east of Ridgecrest.

N8. Remove the future Collector approximately 464 feet north of the Weldon/Taylor/Walleye. Reclassify Weldon between the intersection of Taylor/Walleye and Roubidoux: Local Street to Collector.

N9. Remove the portion of the future Secondary Arterial that runs along South Elegant Drive from Ozark to a point approximately 170 feet north of Crystal. Reclassify South Elegant Drive from the same points: Local Street to Secondary Arterial.

N10. Remove the future Collector between a point on Cheyenne approximately 0.23 miles north of State Highway 14 and a future Secondary Arterial (N7).

N11. Realign the future Collector between a point on Fremont approximately 180 feet north of Mcguffey and Cheyenne to swing south below the southern tip of Fremont Hills.

N12. Realign the future Collector between Roubidoux and a point on Cheyenne approximately 0.5 miles north of North.

N13. Reclassify North between Cheyenne and Main: Primary Arterial to Secondary Arterial.

N14. Reclassify Westwind between Crenshaw and a point approximately 0.38 miles south of Crenshaw: Collector to Primary arterial.

N15. Reclassify State Highway F between Aven Spring and Riverdale: Local Street to Collector. Remove the future Collector between the same points.

N16. Reclassify Itaska: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial over Itaska.

N17. Reclassify West between Bryant and a point approximately 140 feet south of Livingston: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial covering the same portion of West.

N18. Reclassify Inman between Gregg and Shamrock: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial that covers the same portion of Inman.

N19. Remove the future Secondary Arterial between Inman/Firefly intersection and a point on State Highway M approximately 838 feet northeast of Inman.

N20. Realign future Secondary Arterial between Inman and US Highway 160 to align with Inman.

N21. Reclassify Shamrock between Gooch and West Rosedale: Local Street to Secondary Arterial. Remove Portion of future Secondary Arterial the runs the same portion of Shamrock.

N22. Reclassify Bedrock between Dewberry and a point approximately 219 feet north of Dewberry: Local Street to Secondary Arterial. Remove future Secondary Arterial that spans the same portion of Bedrock.

N23. Reclassify Jerico between North and Roubidoux: Local Street to Collector. Remove portion of future collector that covers the same length.

N24. Reclassify Cedar between Main and approximately 149 feet east of Lake Shore: Local Street to Primary Arterial. Remove future Primary Arterial that spans the same distance.

N25. Realign the future Primary Arterial between Emerald Hills and Cedar.

N26. Reclassify State Highway F between the intersection of McClean/Riverdale and the west end of McClean: Local Street to Expressway. Remove portion of future Expressway the covers the same portion of road.

N27. Realign the future Expressway between Rosedale and State Highway F to line up with the McClean/HWY F intersection. Reclassify the same stretch of road: future Expressway to future Primary Arterial.

N28. Realign the future Primary Arterial (Kansas Expressway extension) between West Farm Road 190 and Nicholas to the Nicholas alignment.

N29. Remove future Primary Expressway (Kansas Expressway extension western alignment) portion that intersects Dewberry at a point approximately 656 feet east of bedrock.

N30. Realign the future Secondary Arterial between Gregg and Nicholas to connect to Nicholas approximately 0.25 miles north of Dewberry and to the intersection of Gregg/Northview.

N31. Add a Secondary Arterial on Cheyenne between State Highway 14 and a point approximately 430 feet south of Timber Springs.

N32. Realign Timber Springs between Cheyenne and Timberhill to connect with Cheyenne.

N33. Reclassify Old Castle between State Highway CC and Tracker: Local Street to Secondary Arterial. Remove the future Secondary arterial that covered the same span of Old Castle.

N34. Reclassify Old Castle between North and E Meridian Avenue: Local Street to Secondary Arterial. Remove the future Secondary Arterial that covered the same span of Old Castle.

N35. Realign the future Secondary Arterial between Tracker and E Meridian Avenue to align to Old Castle.

N36. Realign the future Collector to connect to the east/west future collector (N11) swinging south of the southern tip of Fremont Hills.

N37. Remove portion of future Secondary Arterial that intersects Nicholas at a point approximately 0.26 miles north of Dewberry to stop at the future Primary Arterial (Kansas Expressway Extension/Nicholas) approximately 0.17 miles northeast of where it runs into Nicholas.

N38. Realign the future Collector between Norton and Truman to connect with Truman.

N39. Reclassify Truman between a points approximately 121 feet south of Livingston and approximately 187 feet north of Baily: Local Street to Collector.

N40. Reclassify Truman between State Highway 14 and a point approximately 132 feet south of Heather Glen: Local Street to Collector.

N41. Realign the future Collector between the northern (N40) and southern (N39) portions of Truman to connect the two portions.

N42. Realign the future Collector between Bryant and the future Collector (N41) to connect the two.

N43. Reclassify Dustin between Truman and the western end of Chestnut Bend: Local Street to Collector. Remove portion of future Collector spanning the same portion.

N44. Add a future Collector between Pembrook and Silver Oak.

N45. Remove future Secondary Arterial between Butterfield and Old Bittersweet.

N46. Remove future Secondary Arterial between West and Rosedale.

N47. Add future Local Street between West and Harrison. Intersecting US Highway 160 at a point approximately 0.26 miles south of South Street.

N48. Add a future Local Street between West and City Del.

N49. Add a future Local Street between Butterfield and the future Local Street between West and City Del (N48).

N50. Add a future Local Street headed east approximately 488 feet and turning south approximately 880 feet, from a point on the future local street (N48) approximately 480 feet south of it's intersection with West Street.

N51. Add a future Local Street between Harrison and Trail Point.

N52. Reclassify Firefly between Inman and State Hwy M: Local Street to Collector.

N53. Remove portion of the future Collector between Walleye and Tracker north of Tracker.

N54. Reclassify Roubidoux between Jerico and the future Collector connecting to Cheyenne (N12).

Ozark

O1. Reclassify North Hidden Creek Drive between East County Line and Heather: Local Street to Collector.

O2. Reclassify North 22nd Street between points approximately 780 feet south of West Jackson and 1,273 feet south of West Jackson: Local Street to Collector.

O3. Reclassify North 17th Street between West Clay and West Lakeland: Local Street to Secondary Arterial. Remove portion of the future Secondary Arterial that ran the length of the same segment.

O4. Realign future Collector between East County Line and East Southernview to connect to South Farm Road 203.

O5. Add East Houghton Drive as a Collector and remove a portion of the future collector that spans the length of East Houghton Drive.

O6. Realign the future Collector between North 22nd Street and McCauley to connect the two.

O7. Add Summit between Sandstone and Stargrass as a Rural Collector.

O8. Reclassify North Bluestem between West Merle and East Southernview: Local Street to Collector.

O9. Add a future Secondary Arterial as a replacement for North Riverside between Greenbridge and a point on North Smallin approximately 0.38 miles east of East Riverbluff, intersecting North Riverside just at the end of the North side of the Bridge.

O10. Reclassify Cottonwood between East Farm Road 194 and south along Cottonwood approximately 0.69 miles: Local Street to Rural Collector.

O11. Reclassify Heather between East Blue Sky and North Hidden Creek Drive: Local Street to Collector.

O12. Reclassify North Smallin between North Pheasant and Houghton/East Hemlock and a point approximately 0.41 miles east of East Riverbluff: Primary Arterial to Secondary Arterial.

O13. Reclassify North Pheasant between East Stone Brook and State Highway NN: Primary Arterial to Secondary Arterial.

O14. Reclassify the future Primary Arterial between North Pheasant and East Cardinal: future Primary Arterial to future Secondary Arterial.

O15. Reclassify the future Primary Arterial between North Smallin and East Hemlock: future Primary Arterial to future Secondary Arterial.

O16. Reclassify East Greenbridge between North Hawkins and North Riverside: Primary Arterial to Secondary Arterial.

O17. Reclassify North Hawkins between East Greenbridge and approximate 0.64 miles south: Primary Arterial to Secondary Arterial.

Republic

R1. Reclassify West Farm Road 178 between South Farm Road 71 and South Martone Lane: Secondary Arterial to Collector.

R2. Reclassify West Farm Road 178 between South Farm Road 59 and South Marton Lane: Local Street to Collector.

R3. Reclassify West Farm Road 174 between South Wilsons Creek Boulevard and North Oakwood Avenue: Secondary Arterial to Collector.

R4. Reclassify East Miller Road between South State Highway ZZ and South Main Street: Secondary Arterial to Collector.

R5. Realign the future Collector between East Rosewood Street and a point along US Highway 60 East approximately 303 feet south of South Morningside Avenue.

R6. Reclassify East Rosewood Street between points approximately 100 feet west of South Morningside Avenue and 62 feet east of South Linwood Avenue: Local Street to Collector.

R7. Reclassify East Kentwood Street between the northern and southern portions of North Oakwood Avenue: Local Street to Secondary Arterial.

R8. Reclassify North Oakwood Avenue between East Kentwood Street and East Elm Street: Local Street to Secondary Arterial.

R9. N/A

R10. Reclassification of East Williamsburg Walk between South Farm Road 89 and West Farm Road 194: Local Street to Secondary Arterial.

R11. Add a future Collector between West Frisco Boulevard and West Farm Road 194.

R12. Add a future Secondary Arterial between South Farm Road 67 and the future Collector connecting West Farm Road 194 and West Frisco Boulevard (R11).

R13. Reclassify the future Secondary Arterial west off of State Highway MM approximately 0.5 miles south of West Farm Road 144: future Secondary Arterial to future Collector.

R14. Add a future Collector between a point along West Farm Road 144 approximately 0.45 miles west of State Highway MM and the future Collector headed west off of State Highway MM approximately 0.5 miles south of West Farm Road 144 (R13).

R15. Reclassify East Freedom Street between North Lynn Avenue and North Liberty Avenue: Local Street to Secondary Arterial

R16. Reclassify North Liberty Avenue between East Freedom Street and East Independence Street: Local Street to Secondary Arterial.

R17. Reclassify East Independence Street between North Liberty Avenue and US 60 East: Local Street to Secondary Arterial.

R18. N/A

R19. Reclassify the portion of South Bailey Street between West North Street and West Wade Street: Local Street to Secondary Arterial.

R20. Realign the future Collector between West Farm Road 182 and East Hines Street to run into the south end of North Jester Avenue.

R21. Realign the future Collector between East Hines Street and West Farm Road 170 to run into North White Rock Avenue instead of Hines.

R22. Add a future Collector between points approximately 0.25 miles north of West Farm Road 188 on South Farm Road 67 and South Kansas Avenue.

R23. Add a future Collector between the intersection of North Main Street/East Lapis Street and South Farm Road 71/West Farm Road 174.

R24. Reclassify South Wilsons Creek Boulevard between West Republic Road and West Farm Road 186: Primary Arterial to Boulevard.

R25. Realign the future Primary Arterial between West Republic Road and South State Highway MM.

R26. Realign the future Primary Arterial between Farm Road 97 and the ZZ extension (R25).

R27. Realign the future Secondary Arterial between the ZZ extension (R25) and the intersection of South Farm Road 99/West Farm Road 168.

R28. N/A

R29. Add a future Collector between West Farm Road 144 and West Farm Road 140.

R30. Realign the future Collector between South Colorado Avenue and West Miller Road to connect at the west end of Miller.

R31. Realign South Colorado Avenue to extend to Civic Boulevard and remove the portion of future Collector that spans the same distance.

R32. Add a future Local Street between points along South Illinois Avenue approximately 456 feet east of Civic Boulevard and 511 feet east of the end point of South Colorado Avenue along the future Collector.

R33. Remove portion of West Miller Road that connects to US 60 West.

R34. Add a future Local Street between the intersection of South Illinois Avenue/Civic Boulevard and the future Collector that would be the extension of Frisco Boulevard.

R35. Add a future Local Street between points approximately 290 feet south of US 60 West along South Colorado Avenue and 600 feet north of South Colorado Avenue along the future Collector (R30) between South Colorado Avenue and West Miller Road.

R36. Add a future Local Street between the intersection of South Colorado Avenue/Civic Boulevard and a point approximately 313 feet northwest of that intersection.

R37. Add a future Local Street between the future Collector (R30) and the future Local Street (R38), running parallel to South Colorado Avenue and the future collector that extends Colorado.

R38. Add a future Local Street connecting the future Local Street running parallel to South Colorado Avenue (R37) and the future Collector that would be the extension of South Colorado Avenue.

R39. Reclassify future Secondary Arterial between West Farm Road 178 and South Farm Road 59: Secondary Arterial to Collector.

R40. Reclassify East Rosewood Street between South Pinewood Ave and South Brasswood Ave: Local Street to Collector.

R41. Reclassify South Brasswood Ave between East Elm Street and West Farm Road 186: Local Street to Collector.

Springfield

S1. Remove the Future Collector between Weaver Road and Quail Creek Avenue

S2. Reclassify South Farm Road 115/ South Haseltine Road from West Farm Road 164 to West State Highway M: Secondary Arterial to Local Street.

S3. Remove the Future Collector between South Haseltine Road/South Farm Road 115 and S Farm Road 107.

S4. Reclassify West Inman Road from South Hutchinson Road to South Haseltine Road: Collector to Local Street.

S5. Realign the Future Collector from Zimmer Avenue to the Future Collector connecting to the Future Collector that will be McCurry Avenue.

S6. Reclassify East Olive Street between East Saint Louis Street and North Campbell Avenue: Secondary Arterial to Collector.

S7. Reclassify North Boonville Avenue between Park Central North and West Division Street: Secondary Arterial to Collector.

S8. Remove the Future Expressway between I44/US160 intersection and North State Highway 13.

S9. Remove the Future Secondary Arterial between North State Highway 13 and East Farm Road 94.

S10. Reclassify the Future Collector between East Kearney Street and approximately 1/10 of a mile South of East Jean Street: Future Collector to Existing Collector.

S11. Remove the Future Collector between East Cherry Street and South Devonshire Dr.

S12. Remove the Future Secondary Arterial between East Cherry Street and the intersection of North Oak Grove Avenue/East Saint Louis Street.

S13. Remove the Future Collector at a point on North Fremont approximately 530 feet north of East Sun Valley.

S14. Remove the Future Primary Arterial between the intersection of North Fremont/East Sun Valley and the Future Secondary Arterial that extends east from South Farm Road 175.

S15. Remove the Future Primary Arterial intersecting US Highway 65 at a point approximately 0.41 miles south of East Evans Road.

S16. Remove the Primary Arterial between South Glenstone Avenue and the intersection of East Republic Street/South Lone Pine Avenue.

S17. Realign the future Primary Arterial between South Southwood Road and the future Secondary Arterial that intersects South Farm Road 175 (S18).

S18. Realign the future Secondary Arterial intersecting South Farm Road 175 at a point approximately 511 feet east of North Fremont to avoid a body of water.

S19. Realign East Farm Road 188 to connect to South Southwood Road.

S20. Add South Southwood Road between East Evans Road and the roundabout at East Riverbluff Boulevard: Collector. Remove the future Collector in the along the same roadway.

S21. Add East Riverbluff Boulevard between East Evans Road and the roundabout at South Southwood Road: Primary Arterial. Remove the future Primary Arterial along the same roadway.

S22. Add South Southwood Road South of the roundabout at South Southwood Road and East Riverbluff Boulevard: Primary Arterial. Remove portion of future Primary Arterial over the same portion of the roadway.

S23. Add Local Street between points approximately 0.08 miles east and 0.23 miles east of South Southwood Road along East Farm Road 188.

S24. Add Local Street between East Riverbluff Boulevard and Local Street surrounding the Mercy Medical Center.

S25. Reclassify South Farm Road 143 between West Twin Bridges Lane and East Farm Road 186: Collector to Primary Arterial.

S26. Reclassify East Millwood Drive between South Farm Road 189 and South Lookout Ridge Drive: Local Street to Collector.

S27. Reclassify South Walmart Access road at the intersection of East Sunshine Street and South Farm Road 129: Local Street to Collector.

S28. Reclassify South Farm Road 203 between East County Line Road and East Farm Road 192: Local Street to Collector.

S29. Remove the future Collector between what was the Republic Road extension and South Glenstone Avenue.

S30. Add a Future Local Street connecting Washita Street to West Sunshine Street.

S31. Reclassify West Nichols Street between South West By Pass and North Kansas Expressway: Secondary Arterial to Collector.

S32. Add a future Secondary Arterial between South Farm Road 129 and West Farm Road 148.

S33. Add McCurry Avenue as a completed Collector between West Sunshine Street and Washita St.

S34. Add a Future Collector connecting the future extension of Zimmer Avenue to the future extension of McCurry Avenue.

S35. Add a Future Collector extending McCurry Avenue south to the Future Secondary Arterial that connects West Seminole Street to South Farm Road 123.

S36. Add an existing Local Street named Washita Street between McCurry Avenue and approximately 164 feet west of Zimmer Avenue.

S37. Add a Future Local Street extending Washita Street east to Zimmer Ave.

S38. Reclassify West Walnut Lawn Street between South Campbell Avenue and South National Avenue: Collector to Secondary Arterial.

S39. Reclassify South Lone Pine Avenue between East Galloway Street and East Republic Street: Secondary Arterial to Collector.

Strafford

ST1. Reclassify North Farm Road 249 between East Farm Road 104 and East State Highway OO: Local Street to Collector.

ST2. Reclassify East Farm Road 104 between North Farm Road 249 and the OTO border (Greene and Webster County Borders): Collector to Local Street.

ST3. Reclassify Bumgarner Boulevard between South Madison Avenue and a point approximately 0.15 miles west of South Lincoln Avenue: Local Street to Collector.

ST4. Add a future Collector between South State Highway 125 and Bumgarner Boulevard.

Willard

W1. Add a future Collector between East Hughes Road and East Granite Road.

W2. Reclassify East Hughes Road between U.S. Highway 160 East and a point approximately 156 feet west of South Megan Lane: Local Street to Collector

W3. Reclassify East Granite Road between East Hughes Road and a point approximately 100 feet east of South Red Rock Court: Local Street to Collector.

W4. Add a future Collector between points along North Farm Road 101 approximately 0.46 miles south of West State Highway EE and approximately 0.49 miles north of West State Highway EE. Also intersecting West State Highway EE at a point approximately 0.23 miles west of North Farm Road 101.

W5. Realign the future Secondary Arterial between West Farm Road 68 and South Hunt Road to run into the intersection of South Hunt Road and West Farm Road 84.

Christian County

CC1. Remove the future Collector between North Farmer Branch and East Southernview. The proposed route goes through the quarry.

CC2. Remove the future Collector between Parch Corn and Cottonwood.

CC3. Reclassify Nicholas Road between a point approximately 0.56 miles north of State Highway AA and State Highway 14: Collector to Primary Arterial.

CC4. Reclassify Owens Road between State Highway AA and Tracker Road: Secondary Arterial to Collector.

CC5. Remove the future Primary Arterial between North US 65 and East Farm Road 194.

CC6. Reclassify Quarry Road between Bornemann and State Highway JJ: Collector to Rural Collector.

CC7. Reclassify Bornemann between Quarry Road and Arbour: Collector to Rural Collector.

CC8. Reclassify Arbour between Bornemann and State Highway JJ: Collector to Rural Collector.

CC9. Reclassify Rochester between State Highway JJ and Arbour: Collector to Rural Collector.

CC10. Reclassify Smyrna west of State Highway 125 to the intersection of Smyrna/Parched Corn: Collector to Rural Collector.

CC11. Reclassify Parched Corn between Smyrna and North State Highway 125: Collector to Rural Collector.

CC12. Reclassify Hunter between Parched Corn and Cypress: Collector to Rural Collector.

CC13. Reclassify Glade between State Highway 125 and Briar: Collector to Rural Collector.

CC14. Reclassify Briar between Glade and State Highway 125: Collector to Rural Collector.

CC15. Reclassify the future Collector between East Farm Road 194 and Cypress: future Collector to future Rural Collector.

CC16. Reclassify Cottonwood between Parched Corn and a point approximately 0.69 miles south of East Farm Road 194: Collector to Rural Collector.

CC17. Reclassify State Highway OO between State Highway 14 and Summit: Collector to Rural Collector.

CC18. Reclassify Davis between State Highway 14 and Summit: Collector to Rural Collector.

CC19. Reclassify Summit between the State Highway OO and Sandstone: Collector to Rural Collector.

CC20. Reclassify the future Collector between Summit and State Highway W: future Collector to future Rural Collector.

Greene County

GC1. Reclassify South Overlook Trail between South Riverbend Road and West Farm Road 190: Collector to Local Street.

GC2. Add a future Collector between West Farm Road 190 and South Farm Road 131.

GC3. Realign State Highway FF to run straight south into West Blue Springs.

GC4. Remove the future Primary Arterial between South State Highway J and South Farm Road 205.

GC5. Reclassify North Farm Road 209 between East State Highway OO and East Farm Road 116: Local Street to Secondary Arterial.

GC6. Add a new future Secondary Arterial between the intersection of North Farm Road 209/East Farm Road 116 and a point along East Division Street approximately 0.62 miles east of North Farm Road 203.

GC7. Reclassify East Farm Road 116 between North Le Compte Road and North Farm Road 99: Secondary Arterial to Primary Arterial.

GC8. Reclassify East Farm Road 112 between North Farm Road 99 and North State Highway 125: Collector to Primary Arterial.

GC9. Reclassify South Farm Road 213 between East Farm Road 170 and East Farm Road 185: Local Street to Secondary Arterial.

GC10. Add a new future Secondary Arterial between the intersection of East Farm Road 164/South State Highway J and the intersection of East Farm Road 170/South Farm Road 213.

GC11. Realign the future Primary Arterial between South Farm Road 143 and South U.S. 65.

GC12. Realign the future Secondary Arterial between South Farm Road 141 and South Farm Road 141.

GC13. Remove the future Secondary Arterial between South Farm Road 141 and South Farm Road 139.

GC14. Reclassify West Farm Road 186 between South Fairview Avenue and South 160 Outer Road: Local Street to Collector.

GC15. Reclassify West Farm Road 190 east of South Farm Road 131: Secondary Arterial to Local Street.

GC16. Reclassify West Farm Road 190 west of South Farm Road 139: Secondary Arterial to Collector.

GC17. Reclassify the future Secondary arterial between South Farm Road 141 and South Farm Road 143: future Secondary Arterial to future Primary Arterial.

GC18. Reclassify South Farm Road 141 between West Farm Road 190 and a point approximately 0.20 miles south of West Farm Road 192: Secondary Arterial to Primary Arterial.

GC19. Reclassify South Farm Road 69 between West Farm Road 168 and West State Highway TT: Local Street to Collector.

GC20. Add a future Secondary Arterial between the intersection of West Farm Road 168/South Farm Road 97 and West Farm Road 170.

GC21. Add a future Primary Arterial between the intersection of North State Highway B/West State Highway 226 and a point along North State Highway AB approximately 0.86 miles north of West State Highway 226.

GC22. Realign the future Primary Arterial straightening out North State Highway AB at West Farm Road 94.

GC23. Realign the future Secondary Arterial connecting East Herbert Lane and the future Primary Arterial straightening out North State Highway AB (GC22).

GC24. Reclassify East Herbert Lane west of East Hughes Road: Local Street to Secondary Arterial.

GC25. Reclassify West Farm Road 76 between North Farm Road 129 and North Farm Road 137: Local Street to Collector.

GC26. Reclassify North Farm Road 137 between West Farm Road 76 and West State Highway O: Local Street to Collector.

GC27. Add a future Collector between East Farm Road 84 and the intersection of East Farm Road 84/North Farm Road 205.

GC28. Reclassify North Farm Road 205 north of East Farm Road 84: Local Street to Collector.

GC29. Add a future Collector between North Farm Road 205 and East State Highway C.

GC30. Reclassify North Farm Road 175 between East State Highway AA and East Farm Road 66: Local Street to Collector.

GC31. Reclassify North Farm Road 151 between West Farm Road 76 and West Farm Road 84: Collector to Secondary Arterial.

GC32. Reclassify North Farm Road 151 between West Farm Road 84 and a point approximately 0.27 miles south: Collector to Secondary Arterial.

GC33. Reclassify West Farm Road 84 between the north and south portions of North Farm Road 151: Collector to Secondary Arterial.

GC34. Add a future Collector between the intersections of East Farm Road 88/North Farm Road 175 and East Farm Road 88/North Farm Road 169.

GC35. Reclassify North Farm Road 169 from East Farm Road 88 north approximately 0.17 miles: Secondary Arterial to Collector.

GC36. Add a future Collector between East Farm Road 68 and East State Highway C.

GC37. Reclassify North Farm Road 215 between East Farm Road 94 and the OTO border: Local Street to Collector.

GC38. Reclassify North Farm Road 239 from North State Highway 125 to the OTO border: Local Street to Collector.

GC39. Reclassify North Farm Road 223 from East Farm Road 84 north to the OTO border: Local Street to Collector.

GC40. Reclassify East Farm Road 80 between North Farm Road 223 and North Farm Road 215: Local Street to Collector.

GC41. Reclassify North Farm Road 227 between East State Highway C and North State Highway 125: Local Street to Collector.

GC42. Reclassify North Farm Road 243 between East State Highway DD and East Farm Road 80: Local Street to Collector.

GC43. Reclassify East Farm Road 80 between North Farm Road 243 and North State Highway 125: Local Street to Collector.

GC44. Reclassify North Farm Road 237 between East Farm Road 112 and East Division Street: Local Street to Collector.

GC45. Reclassify East Farm Road 116 between North Farm Road 241 and North Farm Road 237: Local Street to Collector.

GC46. Reclassify North Farm Road 241 between East Farm Road 116 and East Farm Road 112: Local Street to Collector.

GC47. Reclassify North Farm Road 227 between East Division Street and East Farm Road 112: Local Street to Collector.

GC48. Reclassify North Farm Road 213 between East Division Street and East Farm Road 116: Local Street to Collector.

GC49. Reclassify North Farm Road 213 between East Farm Road 112 and East State Highway OO: Local Street to Collector.

GC50. Reclassify East Farm Road 128 between North Farm Road 205 and North Farm Road 217: Local Street to Collector.

GC51. Reclassify North Farm Road 217 between East Farm Road 128 and East Division Street: Local Street to Collector.

GC52. Reclassify South Farm Road 221 between East Farm Road 138 and East Farm Road 132: Local Street to Collector.

GC53. Reclassify South Farm Road 219 between East Farm Road 156 and East Farm Road 170: Local Street to Collector.

GC54. Reclassify East Farm Road 168 between South Farm Road 205 and South Farm Road 219: Local Street to Collector.

GC55. Reclassify South Farm Road 227 between East Farm Road 156 and East Farm Road 174: Local Street to Collector.

GC56. Reclassify East Farm Road 174 between South State Highway 125 and South Farm Road 227: Local Street to Collector.

GC57. Reclassify South Farm Road 229 between U.S. Highway 60 and East Farm Road 174: Local Street to Collector.

GC58. Reclassify South Farm Road 223 between East Farm Road 164 and East Farm Road 170: Local Street to Collector.

GC59. Reclassify East Farm Road 146 between East State Highway D and East Farm Road 148: Local Street to Collector.

GC60. Reclassify East Farm Road 148 between South State Highway 125 and East Farm Road 146: Local Street to Collector.

GC61. Reclassify South Farm Road 219 between East Farm Road 150 and East Farm Road 148: Local Street to Collector.

GC62. Reclassify East Farm Road 170 between South State Highway J and South State Highway 125: Collector to Secondary Arterial.

GC63. Reclassify East Farm Road 62 from North Farm Road 223 north to the OTO border: Local Street to Collector.

GC64. Reclassify East Farm Road 62 from North Farm Road 239 east to the OTO border: Local Street to Collector.

GC65. Reclassify East Farm Road 148 from East State Highway D to a point approximately 0.41 miles east: Collector to Local Street.

GC66. Reclassify East Farm Road 132 east of North Farm Road 185: Secondary Arterial to Primary Arterial.

GC67. Remove the Future Collector between South Marlborough Avenue and West Battlefield Road.

GC68. Add a Future Collector connecting East Farm Road 100 and East Beverly Hills Drive.

GC69. Reclassify East Beverly Hills Drive east of North Farm Road 151: Local Street to Collector.

GC70. Remove the future Collector between Weaver Road and East Lakewood Street.

GC71. Realign the future Secondary Arterial extending East Farm Road 96 east to East Farm Road 94.

GC72. Remove the future Collector connecting West Westview Street and West Farm Road 168.

GC73. Reclassify West Westview Street between South Walnut Hill Avenue and South Scenic Avenue: Collector to Local Street.

GC74. Reclassify West Farm Road 76 between North Farm Road 145 and North Farm Road 141: Secondary Arterial to Collector.

GC75. Reclassify North Farm Road 141 between West Farm Road 76 and West Farm Road 86: Collector to Secondary Arterial.

GC76. Reclassify West Farm Road 86 between North Farm Road 145 and North Farm Road 141: Collector to Secondary Arterial.

GC77. Reclassify North Farm Road 145 between West Farm Road 86 and West Farm Road 84: Collector to Secondary Arterial.

GC78. Reclassify West Farm Road 84 between North Farm Road 145 and North Farm Road 151: Collector to Secondary Arterial.

MODOT

MO1. Reclassify State Highway AA between Shoemaker and Phillips: Collector to Primary Arterial.

MO2. Reclassify South State Highway MM between West Farm Road 160 and a point approximately 456 feet north of West Morning Star Lane: Local Street to Primary Arterial.

MO3. Reclassify West Kearney Street between Springfield Branson National Airport and U.S. Highway 160: Primary Arterial to Secondary Arterial.

MO4. Add a future Collector for the realignment of North Eastgate Avenue at the intersection with West Chestnut Expressway.

MO5. Add a future Collector for the realignment of North Eastgate Avenue at the intersection with East Division Street.

MO6. Reclassify East Evergreen Street east of North State Highway 125: Local Street to Collector.

MO7. Reclassify Rosedale between U.S. Highway 160 and a point approximately 0.25 miles east of South Main Street: Expressway to Primary Arterial.

OTO Staff Changes

OTO1. Remove the future Secondary Arterial that would connect West Farm Road 76 over McDaniel Lake.

OTO2. Reclassify North Summit Avenue between North Norton Road and East Smith Street: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial to end at the intersection of North Summit Avenue/East Smith Street.

OTO3. Realign the future Collector running east located approximately 0.18 miles north of West Farm Road 102 along North Farm Road 151.

OTO4. Reclassify West Smith Street between North Ohara Avenue and a point approximately 126 feet west of North Western Avenue: Local Street to Collector.

OTO5. Realign the future Collector between West Smith Street and the intersection of West Farm Road 106/North Farm Road 125.

OTO6. Reclassify East Lakewood Street between South Roanoke Avenue and a point approximately 170 feet east of South Holland Ave: Local Street to Collector. Realign the future Collector to line up with East Lakewood Street.

OTO7. Reclassify the portion of West 160 Outer Road the spans approximately 233 feet west of West Lakewood Street: Local Street to Collector. Realign future Collector to line up with this intersection.

OTO8. Reclassify East Gasconade Street between South U.S. Highway 65 and South Bedford Avenue: Local Street to Collector.

OTO9. Reclassify East El Dorado Street between South Bedford Avenue and a point approximately 38 feet east of South Woodstock Drive: Local Street to Collector.

OTO10. Add a Collector named South Bedford Avenue between East Gasconade Street and East El Dorado Street.

OTO11. Remove the future Collector runs between South U.S. Highway 65 and East El Dorado Street.

OTO12. Add an extension segment to South Kimbrough Avenue heading south approximately 126 feet from East Powell Street.

OTO13. Reclassify South Anabranch Boulevard between West Battlefield Road and West Rockwood Street: Local Street to Collector.

OTO14. Reclassify West Rockwood Street between South Anabranch Boulevard and South Barrington Avenue: Local Street to Collector.

OTO15. Reclassify South Barrington Avenue between South Farm Road 129 and a point approximately 643 feet northwest of West Greenway Drive: Local Street to Collector.

OTO16. Realign future Collector to complete South Barrington Avenue.

OTO17. Add portion of South Barrington Avenue to connect future Collector (OTO18) and West Rockwood Street.

OTO18. Reclassify West El Camino Alto Drive between East Monastery Street and a point approximately 0.38 miles west of South Lyon Avenue: Local Street to Collector.

OTO19. Reclassify East Monastery Street between West El Camino Alto Drive and South Roanoke Avenue: Local Street to Collector.

OTO20. Reclassify the future Primary Arterial between North Smallin and East Greenbridge: future Primary Arterial to future Secondary Arterial.

OTO21. Reclassify the future Primary Arterial between North Hawkins and East Hartley: future Primary Arterial to Secondary Arterial.

OTO22. Reclassify Salers between East Hartley and East South: Primary Arterial to Secondary Arterial.

OTO23. Realign and reclassify the future Primary Arterial between North Riverside and North State Highway NN to connect to West Stonehill at a point approximately 0.54 miles east of North State Highway NN: future Primary Arterial to future Secondary Arterial.

OTO24. Reclassify West Stonehill between North State Highway NN and the future Secondary Arterial (OTO25): Local Street to Secondary Arterial.

OTO25. Reclassify Maynard between State Highway 14 and Union Chapel: Collector to Local Street.

OTO26. Realign the future expressway that would be the FF extension to connect with State Highway 14 at a point approximately 0.24 miles west of Maynard.

OTO27. Reclassify East Evans Road between South Southwood Road and East Riverbluff Boulevard: Secondary Arterial to Local Street.

OTO28. Reclassify Riverdale between Aven Spring and Cave Hollow: Local Street to Secondary Arterial.

OTO29. Reclassify North Farm Road 159 between points approximately 0.05 miles north of East Farm Road 100 and 0.24 miles south of East Farm Road 100: Local Street to Secondary Arterial.

OTO30. Reclassify East Palomino Lane east of South Farm Road 205: Local Street to Collector.

OTO31. Reclassify South Harmony Avenue between points approximately 0.07 and 0.18 miles south of East Tranquility Street: Local Street to Collector.

OTO32. Add a future Collector between the south end of Countryman to connect to South 21st Street.

OTO33. Realign the future Collector extending east off of East Lark to align with the property line.

OTO34. Realign the future Collector extending north off of East Hartley.

OTO35. Remove arrant line work.

Major Thoroughfare Plan With Changes Noted

Map A7-1

Legend

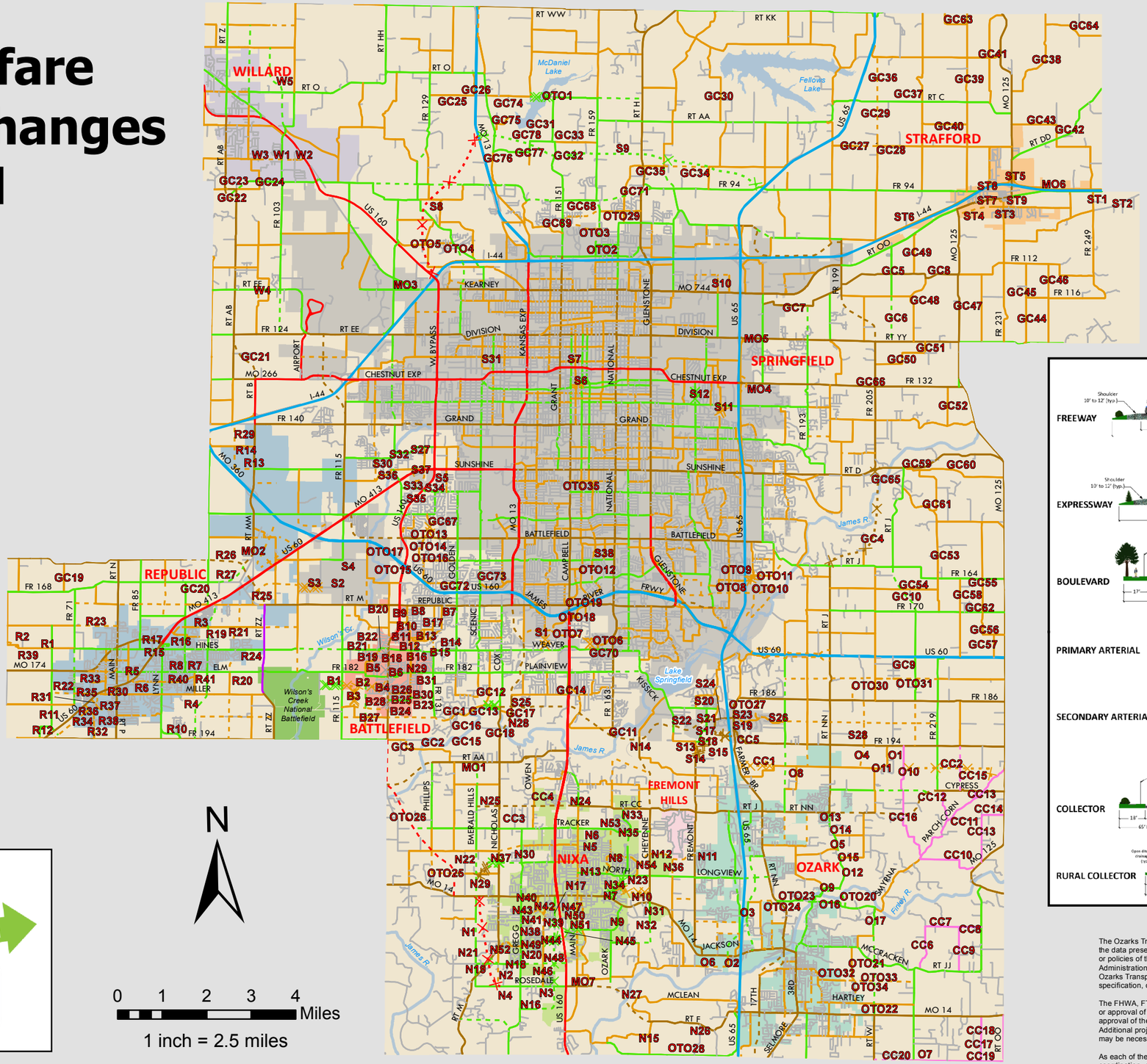
Existing Roads

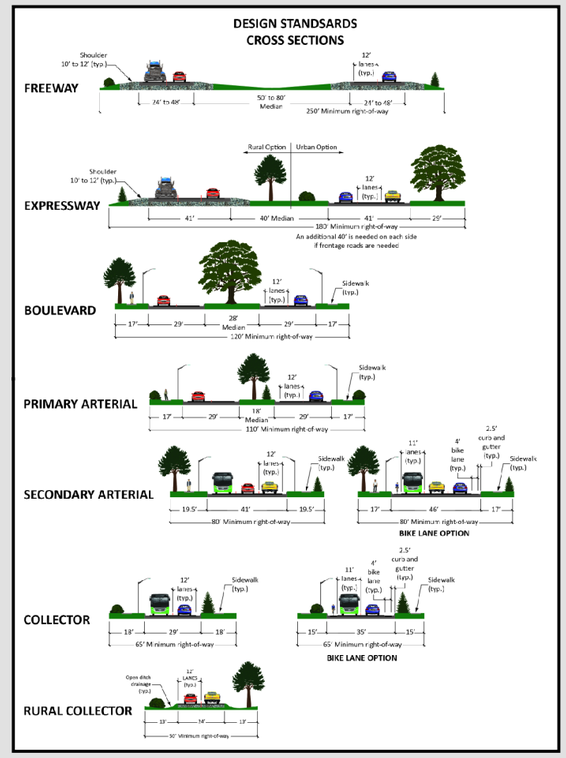
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street

PLAN TRANSPORTATION 2040





A7-20

DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

Appendix 8 – System Performance Report

System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system. Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

Transit Targets

Adopted by the OTO Board of Directors on December 20, 2018

City Utilities, as a Tier II transit agency, is partnering with the State of Missouri on their Transit Asset Management (TAM) Plan, which was adopted in October 2018. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets were coordinated with the applicable transit agencies and MPOs. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on December 20, 2018, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan.

Table A8-1: Transit Asset Management Targets

Assets: Only those for which agency has direct capital responsibility	**Performance Measure**	**Targets**
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	**Not Applicable**
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	**45 percent**
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	**Not Applicable**
Facilities Administrative, passenger stations (buildings), and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	**30% with below 3.0 Condition Rating**
Maintenance Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	**25% with below 3.0 Condition Rating**

*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

Safety Targets

Adopted by the OTO Board of Directors on December 20, 2018

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 20,2018, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2019, which are based on a rolling five-year average:

Table A8-2: Safety Targets

Performance Measure	5-Year Rolling Average (2013-2017)	Statewide Target for CY2019
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

OTO has agreed to plan and support MoDOT in the statewide targets. OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

Infrastructure Condition Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system condition targets for CYs 2019 and 2021:

Table A8-3: Pavement and Bridge Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	30.9%
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	7.1%
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%		0.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

System Performance Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system performance targets for CYs 2019 and 2021:

Table A8-4: System Performance Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.30

Appendix 9 – Amendments

Amendment 1

Adopted by the OTO Board of Directors on October 20, 2016
Added two priority sidewalk corridors in Christian County on Routes CC and 14

Amendment 2

Adopted by the OTO Board of Directors on February 16, 2017
Made one change to the Major Thoroughfare Plan, changing 19th/17th and Garton in Ozark to Collector from Secondary Arterial

Amendment 3

Adopted by the OTO Board of Directors on April 20, 2017
Revised the Roadway Design Standards for consistency

Amendment 4

Adopted by the OTO Board of Directors on April 20, 2017
Added the Riverside Bridge to the Constrained Project List

Amendment 5

Adopted by the OTO Board of Directors on June 15, 2017
Revised revenue estimates through 2040 for Roadways

Amendment 6

Adopted by the OTO Board of Directors on June 15, 2017
Moved I-44 projects from Unconstrained Project List to Constrained Project List

Amendment 7

Adopted by the OTO Board of Directors on June 15, 2017
Made one change to the Major Thoroughfare Plan, changing Grant from Norton to Grand to Secondary Arterial from Primary Arterial

Amendment 8

Adopted by the OTO Board of Directors on April 19, 2018
Made one change to the Major Thoroughfare Plan, changing the alignment of Inman Road from Gregg to US 160

Amendment 9

Adopted by the OTO Board of Directors on August 16, 2018
Updated *Transportation Plan 2040* for Performance Targets and System Performance Report, as well as added the US 60 and MO 125 Interchange to the Constrained Projects List; made to changes to the Major Thoroughfare Plan, removing a proposed continuation of Grand and realigning Farm Road 94

Amendment 10

Adopted by the OTO Board of Directors on August 15, 2019
Made changes to the Major Thoroughfare Plan, with one update in the City of Springfield and 19 updates in and around the City of Ozark.

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

20 October 2016

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Jeremiah Shuler
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 1 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on October 20, 2016. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment included two changes to the Bicycle and Pedestrian Facilities map.

The entire revised plan can be seen here –
http://www.ozarkstransportation.org/Documents/AmendedLRTP10202016.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

20 October 2016

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 1 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on October 20, 2016. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment included two changes to the Bicycle and Pedestrian Facilities map.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP10202016.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

Amendment Number One to the Long Range Transportation Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff is requesting to amend *Transportation Plan 2040*, the long range transportation plan, to include two priority sidewalk corridors. Additional review of the Bicycle and Pedestrian Facilities map has shown that a gap exists along two corridors which are targeted for future commercial development – Route CC and Highway 14. Route CC is not currently a priority sidewalk corridor between US 160 and US 65. Route 14 has a gap between Cheyenne and 22nd Street. Adding these routes will maintain consistency with other priority sidewalk corridors being placed along commercial corridors. Both Route CC and Highway 14 are targeted for future commercial development beyond what is already occurring. Both of these routes also have residential development, including multi-family. The included maps show the change along these two routes.

The designation of a priority sidewalk corridor is meant to signify that developing a continuous sidewalk on both sides of the street along said corridor is a priority.

The OTO Public Participation Plan requires a 15-day public comment period for all Long Range Transportation Plan amendments. Any public comment received will be shared at the Board of Directors meeting.

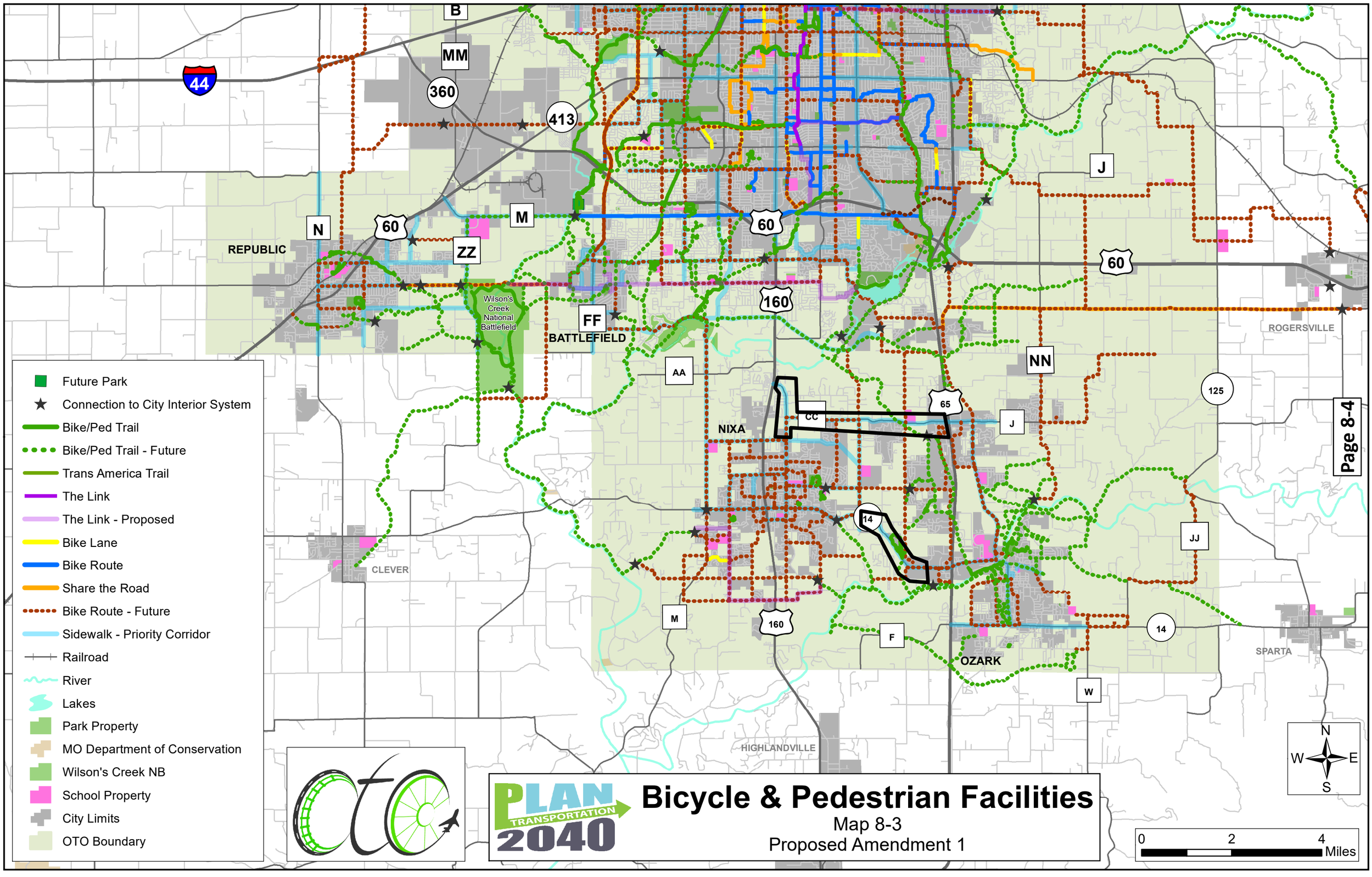
TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

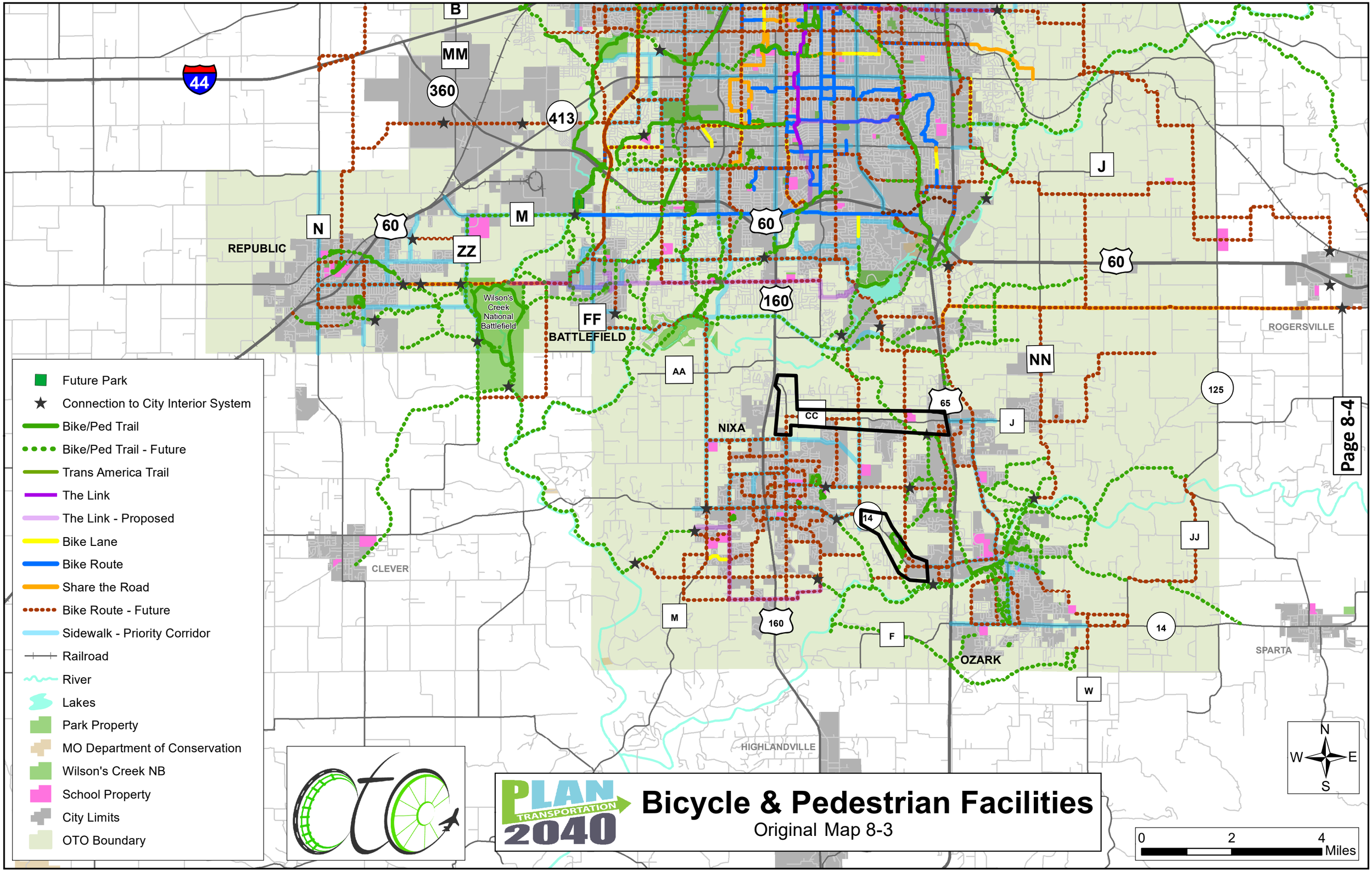
At its regularly scheduled meeting on September 21, 2016, the Technical Planning Committee made the recommendation that the Board of Directors add two sidewalk priority corridors to *Transportation Plan 2040*.

BOARD OF DIRECTORS ACTION REQUESTED:

The Board of Directors unanimously approved the following motion at its regularly scheduled meeting on October 20, 2016:

"Move to approve adding two sidewalk priority corridors to *Transportation Plan 2040*."


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HIGHLANDVILLE
Page 8-4
Future Park
Connection to City Interior System
Bike/Ped Trail
Bike/Ped Trail - Future
Trans America Trail
The Link
The Link - Proposed
Bike Lane
Bike Route
Share the Road
Bike Route - Future
Sidewalk - Priority Corridor
Railroad
River
Lakes
Park Property
MO Department of Conservation
Wilson's Creek NB
School Property
City Limits
OTO Boundary
PLAN TRANSPORTATION 2040
Bicycle & Pedestrian Facilities
Map 8-3
Proposed Amendment 1
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HIGHLANDVILLE
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Railroad
River
Lakes
Park Property
MO Department of Conservation
Wilson's Creek NB
School Property
City Limits
OTO Boundary
PLAN 2040 TRANSPORTATION
Bicycle & Pedestrian Facilities
Original Map 8-3
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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

21 March 2017

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Jeremiah Shuler
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 2 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on February 16, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment included one change to the Major Thoroughfare Plan.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP02162017.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

21 March 2017

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 2 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on February 16, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment included one change to the Major Thoroughfare Plan.

The entire revised plan can be seen here –
http://www.ozarkstransportation.org/Documents/AmendedLRTP02162017.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

Major Thoroughfare Plan Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Ozark has requested a Major Thoroughfare Plan change to 19th/17th Street from Highway J to Highway 14, changing it from a Secondary Arterial to a Collector. The City of Ozark contends that the traffic volumes and proximity to US 65 will not necessitate a Secondary Arterial, and that a Collector will be sufficient.

The design service volume of a secondary arterial is 6,000 to 20,000 vehicles per day, while for a collector it is 1,500 to 8,000 vehicles per day. The OTO model shows a maximum 2012 volume along that route of just over 4,000 and a 2040 volume around 7,300.

Adoption of these changes will be seen as an amendment to *Transportation Plan 2040*.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

There was discussion at the regularly scheduled January 18, 2017 Technical Planning Committee about Garton Road from NN to the proposed 19th Street extension as a collector instead of a secondary arterial. Staff agreed to determine if the City of Ozark desired this additional change, and if so, would address this for public comment and the Board of Directors. In light of that discussion, the Technical Planning Committee unanimously approved recommendation to the Board of Directors the amendment of the Major Thoroughfare Plan to downgrade 19th/17th Street from Highway J to Highway 14 from a Secondary Arterial to a Collector.

After the meeting, staff did meet with the City of Ozark and the additional change to Garton Road was requested. Staff included this change with the press release sent out on February 1, 2017 and that is reflected herein for Board of Directors approval.

BOARD OF DIRECTORS ACTION TAKEN:

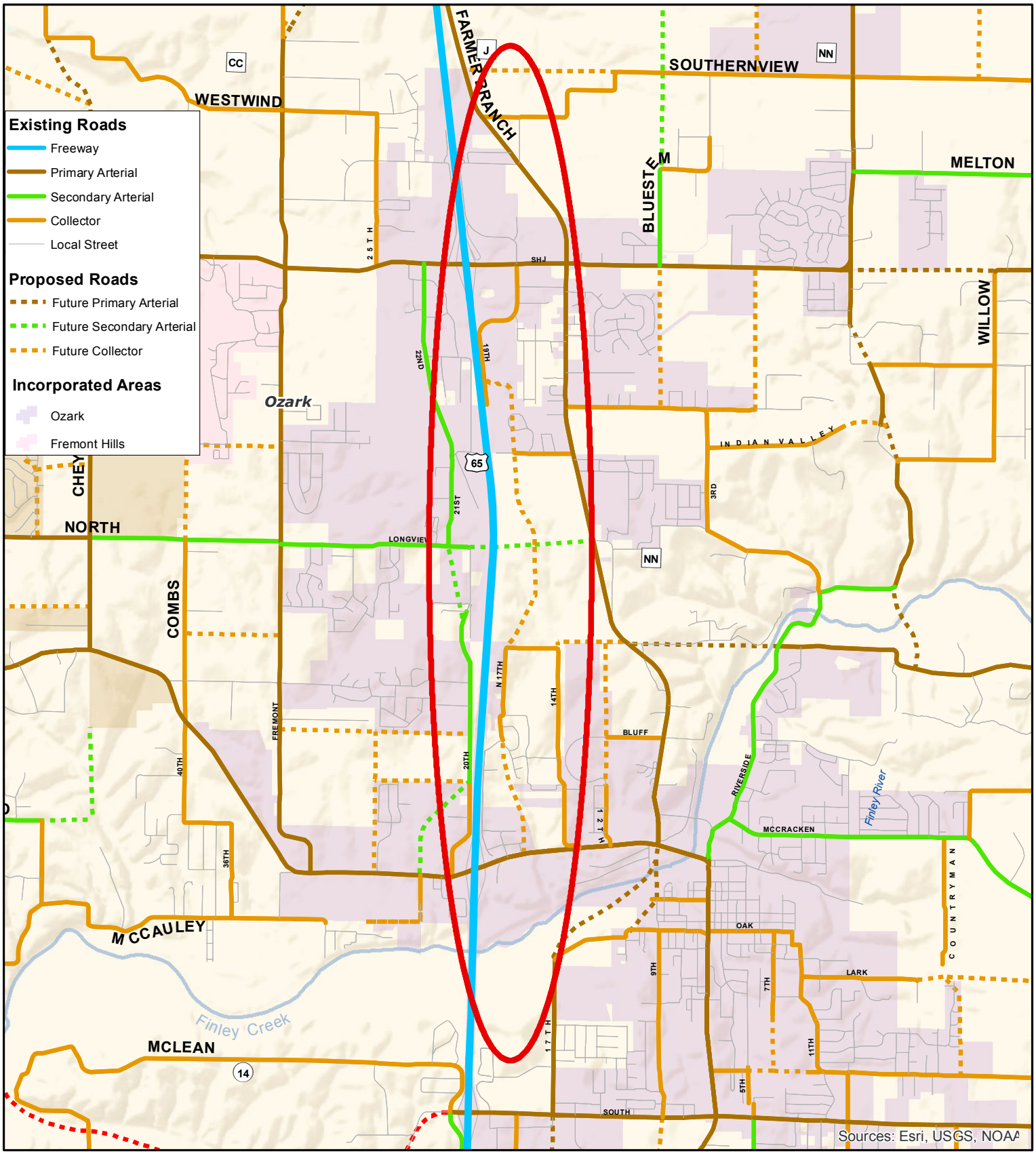
A member of the Board of Directors made the following motion:

"Move to approve the Major Thoroughfare Plan Amendment to downgrade 19th/17th Street from Highway J to Highway 14 from a Secondary Arterial to a Collector and to downgrade Garton Road from NN to the proposed 19th Street extension from a Secondary Arterial to a Collector."

The motion was seconded and approved unanimously.

Major Thoroughfare Plan

Ozark Amendment
Proposed

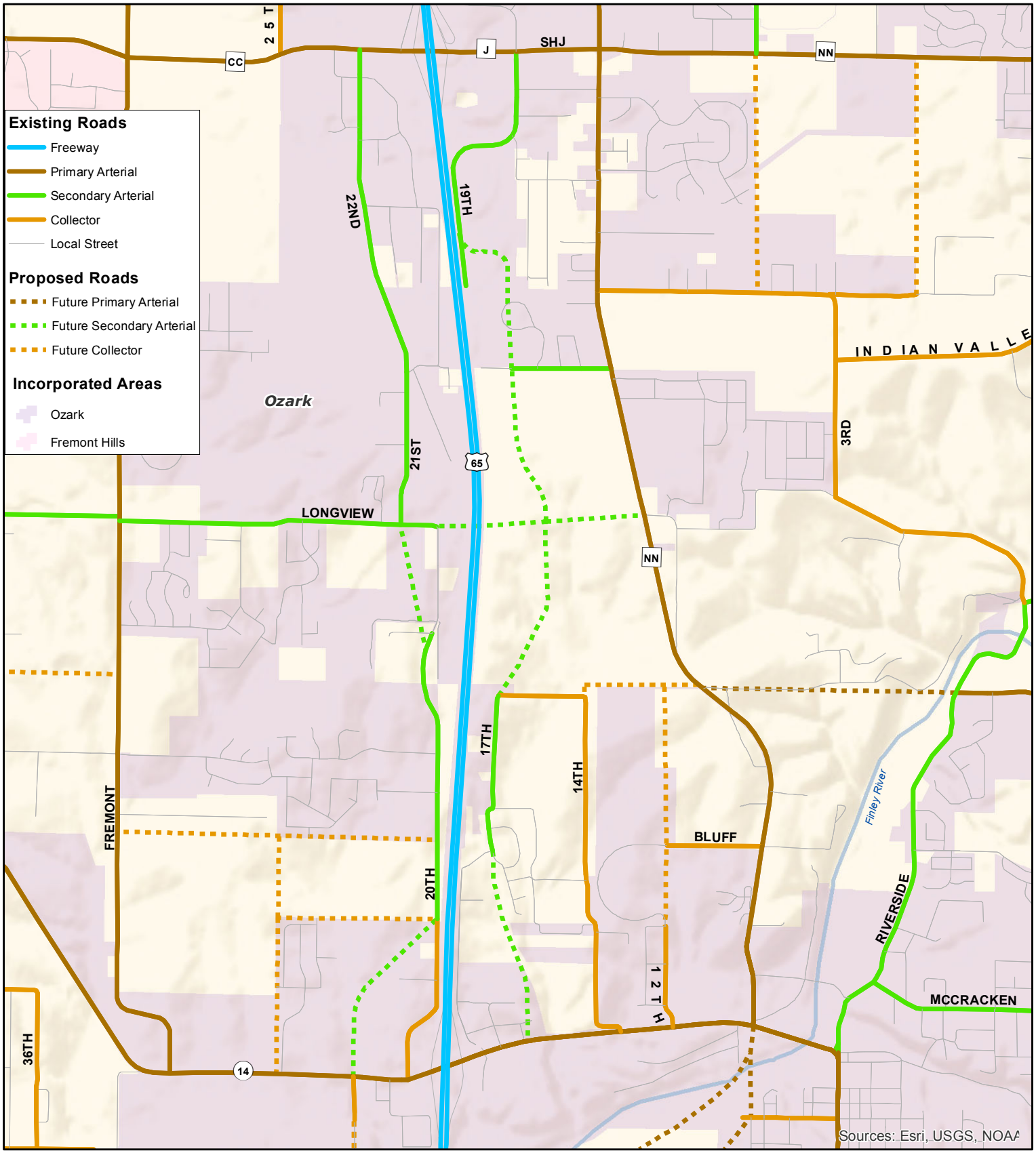


N

0 1 2 Miles

Major Thoroughfare Plan

Ozark Amendment
Original



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

20 April 2017

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Jeremiah Shuler
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 3 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on April 20, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment corrected inconsistencies in the OTO Design Standards, which were included in the Plan as Appendix 3.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP04202017A.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha Longpine

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet A

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

20 April 2017

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 3 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on April 20, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment corrected inconsistencies in the OTO Design Standards, which were included in the Plan as Appendix 3.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP04202017A.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet A

Amendment Number Three to the Long Range Transportation Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The adoption of the Long Range Transportation Plan, *Transportation Plan 2040*, included revisions to the OTO Design Standards, which accompany the Major Thoroughfare Plan. The version of the design standards included with the document at the time of adoption, contained inconsistencies with the prior adopted standards. These inconsistencies are not changes that were discussed during plan development. Besides adjusting wording for uniformity throughout the document, the following key changes were made:

- Secondary Arterial Full Access Intersection Spacing > from 600' to 660'
  This was 600' in *Journey 2030*, however, each other classification used 660' and so this was adjusted to minimize confusion between standards.
- Removal of Term "Non-Signalized Intersection" that accompanied "Commercial Driveway Spacing." This wording was not in the original design standards and conflicts with other spacing requirements described with each classification.
- Added back notes that accompany each cross-section relating to Medians, Greenspace, and Utilities.

OTO staff requests that the Board of Directors adopt these corrected Design Standards into the Plan, maintaining consistency with the standards OTO adopted in *Journey 2030* and *Journey 2035*. These corrected standards continue to include the new Rural Collector designation adopted with *Transportation Plan 2040*.

Prior Amendments:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on March 15, 2017, the Technical Planning Committee unanimously voted to recommend the revised Design Standards to the Board of Directors with one change, which has been made for Board review:

Rural Collector – Residential Driveway Spacing
Replace **"No residential drives permitted"** with **"Residential driveways are discouraged; 200' center-to-center if no other alternative is available."**

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting, the OTO Board of Directors unanimously approved *Transportation Plan 2040* Amendment Three.

Ozarks Transportation Organization's

DESIGN Standards

2016



Adopted Standards

The adopted OTO Design Standards and Major Thoroughfare Plan are contained herein. The Board of Directors adopted these Design Standards and Major Thoroughfare Plan on August 18, 2016.

Learn More

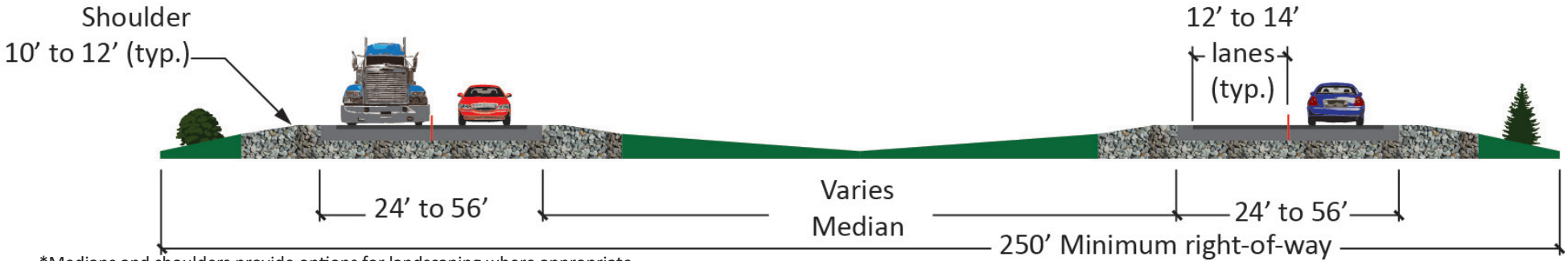
The Ozarks Transportation Organization's Major Thoroughfare Plan (MTP) provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area. The MTP classifies roadways based on their intended function and shows both existing and future roadways. These future major transportation corridors should serve as a general guide for securing street rights-of-way, though the locations are general in nature and final alignments will depend on a detailed location study. The classifications shown on the MTP map direct the application of the OTO Design Standards.

The OTO adopted design standards are desired minimums based on the recommendations of the MTP. These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but it has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO design standards require a variance from a special subcommittee of the OTO Technical Planning Committee.

About the OTO

The Ozarks Transportation Organization is the Springfield-regional Metropolitan Planning Organization, or MPO. The MPO is a body of elected and appointed members who work together with local, state, and federal elected officials and policy-makers, serving to make funding and planning decisions for transportation within the Springfield, MO region.

Freeway



*Medians and shoulders provide options for landscaping where appropriate.

Description

Design Service Volume	20,000 - 100,000
Design Speed	55 - 70 mph
Traffic Flow/Access Priority	99/1
Facility Spacing	4 - 8 miles
Trip Length	Between cities and across metropolitan area (2+ miles)

Basics

Minimum Right-of-Way	250’ minimum
Number of Lanes	4 - 8
Lane Width	12’ to 14’ per lane
Drainage/Shoulders	Variable. Minimum 10’ - 12’ shoulder

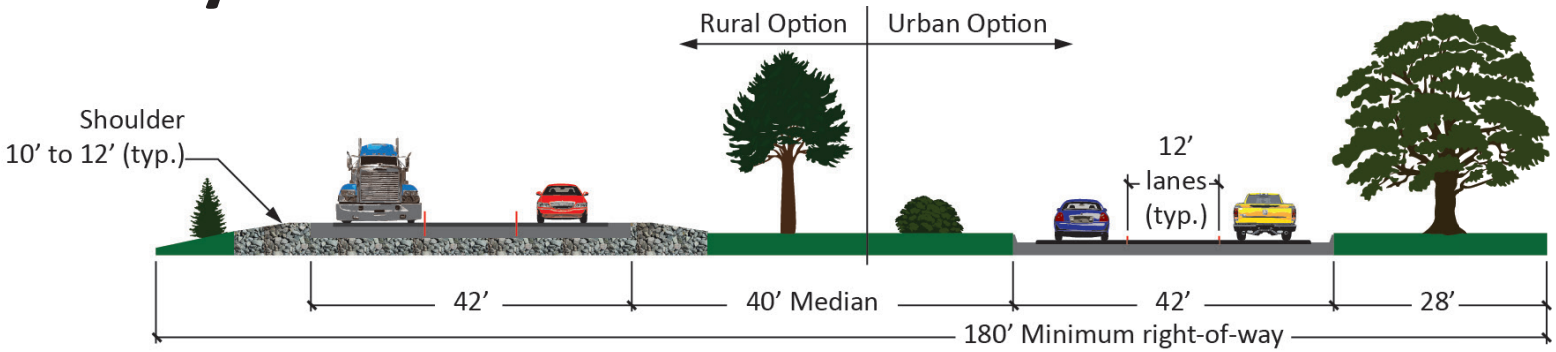
Access

Median	Varies
Full Median Break Spacing	Not permitted
Directional Median Break Spacing	Not permitted
Interchange Spacing	1 - 3 miles
Full Access Intersection Spacing	Not permitted
Residential Driveway Spacing	Not permitted
Commercial Driveway Spacing	Not permitted

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	Pedestrians prohibited (no sidewalks required)
Bicycle Provisions	Bicycles not recommended
Transit Provisions	No stops, express routes only

Expressway



*Medians and shoulders provide options for landscaping where appropriate.

Description

Design Service Volume	20,000 - 50,000
Design Speed	40 - 55 mph
Traffic Flow/Access Priority	90/10
Facility Spacing	3 - 5 miles
Trip Length	Across metropolitan area and between major activity centers (2+ miles)

Basics

Minimum Right-of-Way	180’ + 40’ each side if frontage roads are needed
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12’ (plus shoulders in rural areas only)
Drainage/Shoulders	Curb and gutter or shoulders (rural areas)

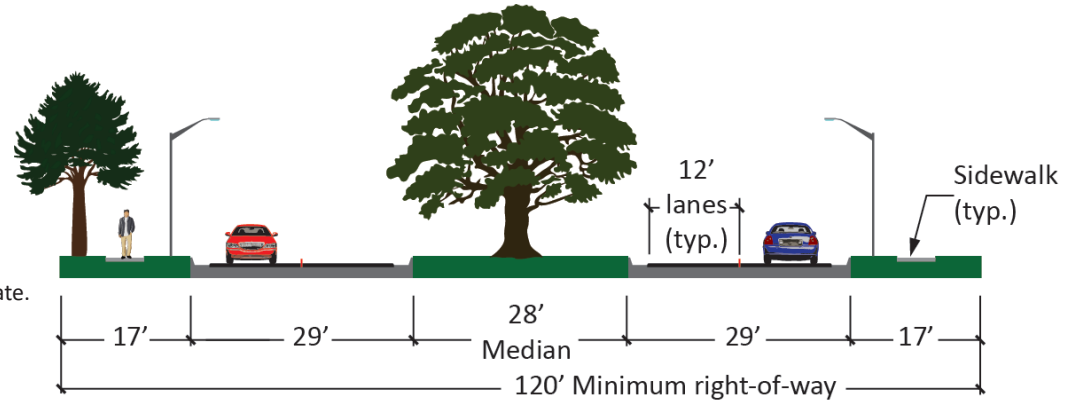
Access

Median	40’ landscaped
Median Breaks	Allowed at signalized intersections only
Full Access Intersection Spacing	1/2 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	660’ (right-in/right-out only)

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	Sidewalks required on frontage roads
Bicycle Provisions	Bicycle lane provided on frontage roads
Transit Provisions	Turnouts at major generators

Boulevard



*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.

Description

Design Service Volume	10,000 - 40,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	3 - 5 miles
Trip Length	Across metropolitan area and between major activity centers (2+ miles)

Basics

Minimum Right-of-Way	120’ plus intersection triangles
Number of Lanes	4
Turning Lanes	At intersections only; left and right turn lanes desired
Lane Width	12’ per lane
Minimum Area Behind Curb	17’ used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; 6’ -10’ for shoulders (if used)

Access

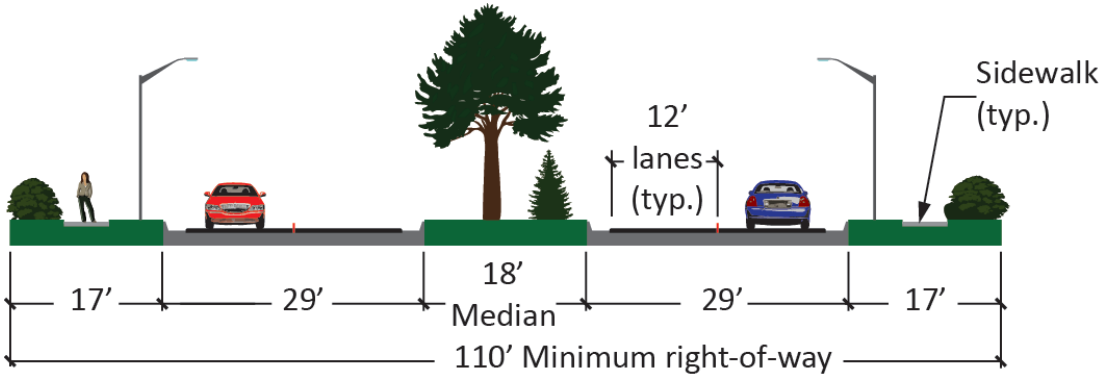
Median	28’ (landscaping desired)
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660’
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330’ center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 6’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Turnouts at major generators

Primary Arterial

*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	110' plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12' per lane
Minimum Area Behind Curb	17' used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Access

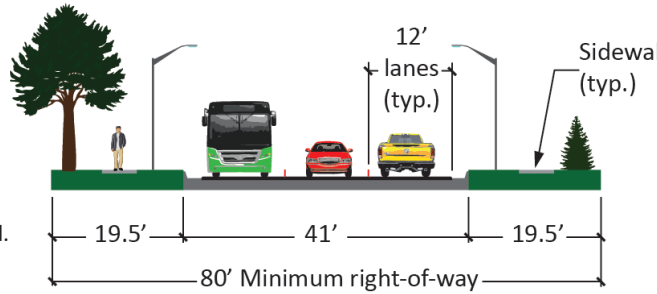
Median	18'
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660'
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

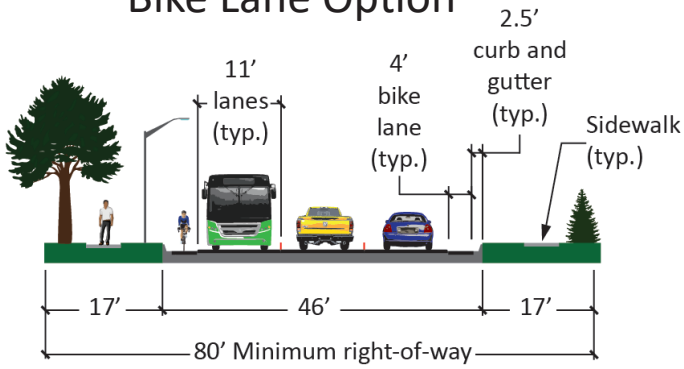
On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

Secondary Arterial

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	6,000 - 20,000
Design Speed	30 - 35 mph
Traffic Flow/Access Priority	60/40
Facility Spacing	1/2 - 1 mile
Trip Length	Between and within activity centers (1 - 4 miles)

Basics

Minimum Right-of-Way	80’ plus intersection triangles
Number of Lanes	2 - 3
Turning Lanes	Left turn lane
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	19.5’ (17’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

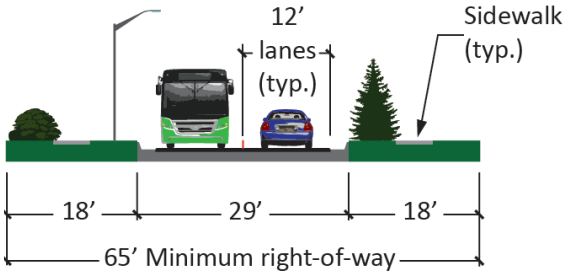
Median	Not required
Full Access Intersection Spacing	660’
Intersection	4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	210’ center-to-center. Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

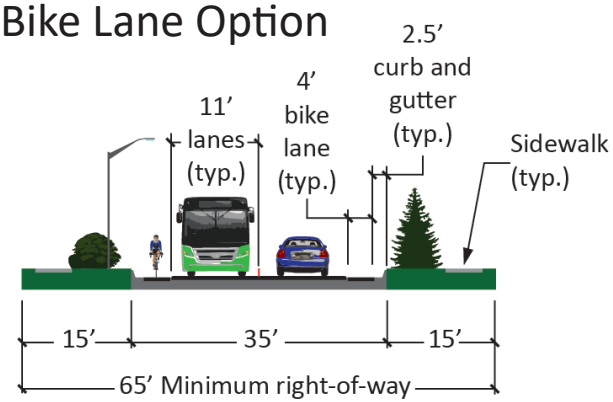
On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

Collector

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	Up to 4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	160’ center-to-center

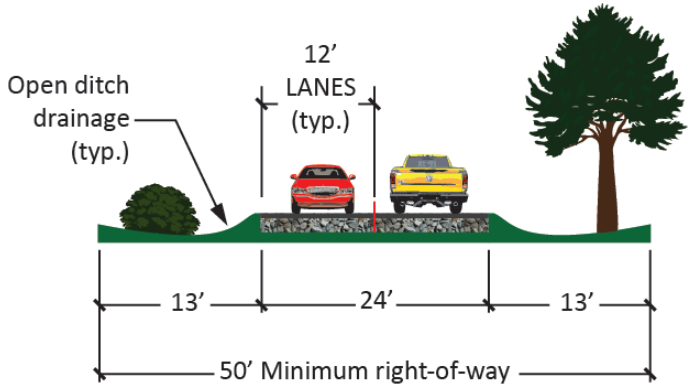
Basics

Minimum Right-of-Way	65’ plus intersection triangles
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	18’ (15’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled regular and paratransit service

Rural Collector



Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Basics

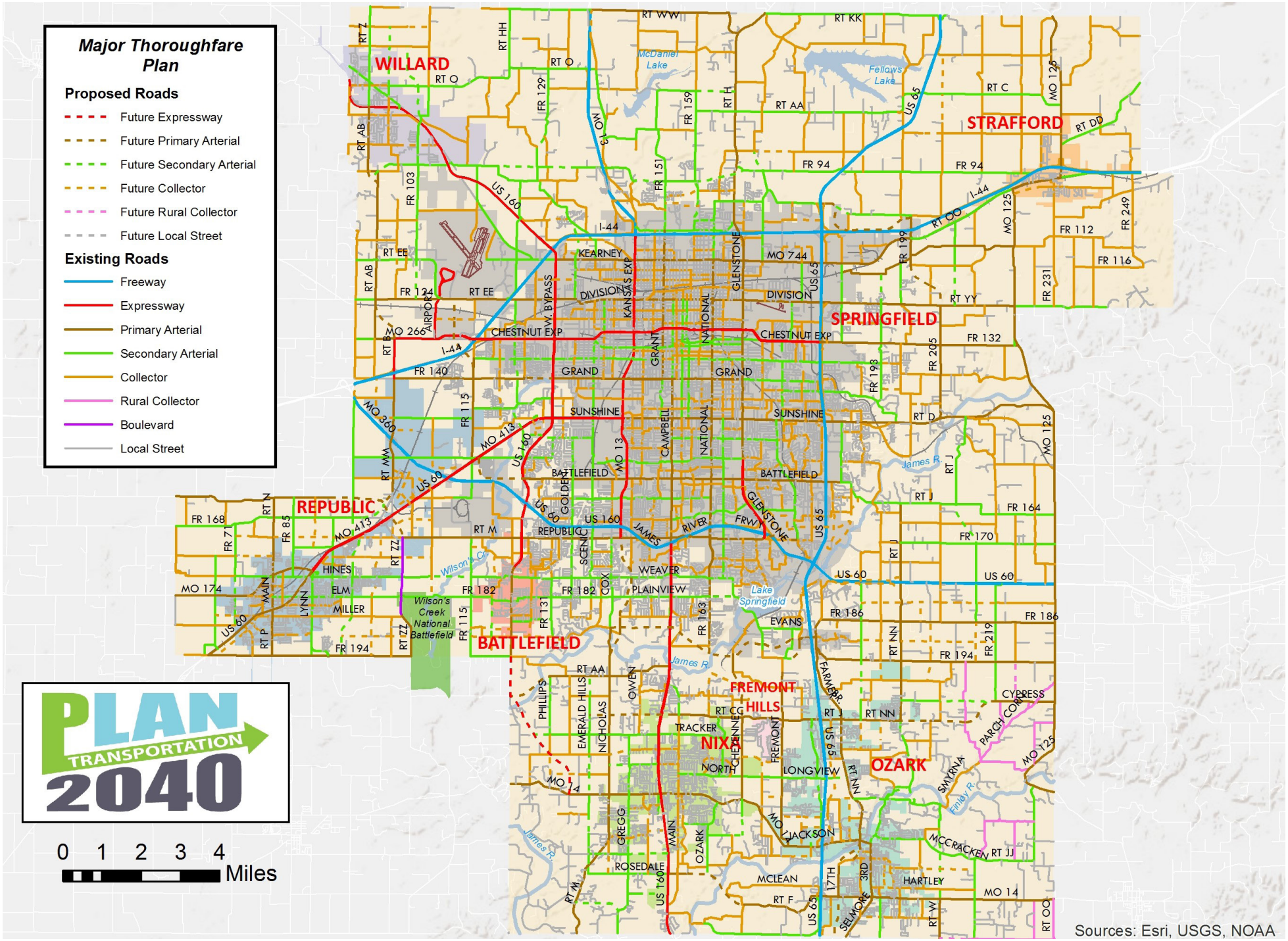
Minimum Right-of-Way	50’
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12’
Minimum Area Behind Curb	13’ used for utilities and open ditch (where appropriate)
Drainage/Shoulders	Open ditch

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	up to 4 lanes
Residential Driveway Spacing	Residential driveways are discouraged; 200’ center-to-center if no other alternative is available
Commercial Driveway Spacing	160’ center-to-center

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	No sidewalks required
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan


Major Thoroughfare Plan
Proposed Roads
Future Expressway
Future Primary Arterial
Future Secondary Arterial
Future Collector
Future Rural Collector
Future Local Street
Existing Roads
Freeway
Expressway
Primary Arterial
Secondary Arterial
Collector
Rural Collector
Boulevard
Local Street
PLAN TRANSPORTATION 2040
0 1 2 3 4 Miles
WILLARD
REPUBLIC
BATTLEFIELD
SPRINGFIELD
STRAFFORD
FREMONT HILLS
NIXA
OZARK
Wilson's Creek National Battlefield
Lake Springfield
McDaniel Lake
Fellows Lake
James R.
Finley R.
Sources: Esri, USGS, NOAA



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. Chesterfield Blvd., Suite 101
417-865-3042

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

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

20 April 2017

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Jeremiah Shuler
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 4 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on April 20, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment added the Riverside Bridge project to the constrained project list.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP04202017B.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet B

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

20 April 2017

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 4 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on April 20, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. This amendment added the Riverside Bridge project to the constrained project list.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP04202017B.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet B

Amendment Number Four to the Long Range Transportation Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Christian County, the City of Ozark, and the Ozark Special Road District are partnering to replace the Riverside Bridge on Riverside Road, which is an important connection for north Ozark. This project was originally to be completed with local funds, however, the scale of the project, as well as bicycle and pedestrian accommodations, has necessitated use of federal funds, requiring the addition of this project to the Long Range Transportation Plan, which would allow it to be programmed in the Transportation Improvement Program. The project is estimated to cost $3 million and will include bicycle and pedestrian accommodations.

There was $6 million available for project additions at the conclusion of the constrained project list. This addition brings the constrained project list total (accounting for inflation) to $714,650,870. Just over $3 million remains for funding through 2040. The resulting addition meets the fiscal constraint requirements.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on March 15, 2017, the Technical Planning Committee unanimously recommended *Transportation Plan* 2040 Amendment Four the Board of Directors.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on April 20, 2017, the OTO Board of Directors unanimously approved *Transportation Plan* 2040 Amendment Four.

Roadways

Projected revenue through 2040 is $1,224,814,371. The project needs submitted for prioritization and the programmatic needs before inflation add up to $1,753,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about $348,221,517 through 2040 with estimated needs of $949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is $10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	$1,224,814,372
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$717,740,372**

Available Funding (through 2040)	$1,224,814,372
Constrained Costs (Uninflated)	($571,530,275)
Unconstrained Costs (Uninflated)	($678,334,000)
Operations and Maintenance	($73,574,000)
Programmatic Projects	($433,500,000)
Funding Shortfall	**($532,123,903)**

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE OO TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	$ -	$1,967,798	$ -	$1,967,798	$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	$546,364	$ -	$ -	$546,364	$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	$3,000,000	$ -	$ -	$3,000,000	$714,650,870

Roadways

Projected revenue through 2040 is $1,224,814,371. The project needs submitted for prioritization and the programmatic needs before inflation add up to $1,753,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about $348,221,517 through 2040 with estimated needs of $949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is $10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	$1,224,814,372
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$717,740,372**

Available Funding (through 2040)	$1,224,814,372
Constrained Costs (Uninflated)	($568,530,275)
Unconstrained Costs (Uninflated)	($678,334,000)
Operations and Maintenance	($73,574,000)
Programmatic Projects	($433,500,000)
Funding Shortfall	**($529,123,903)**

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE OO TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	$ -	$1,967,798	$ -	$1,967,798	$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	$546,364	$ -	$ -	$546,364	$711,650,870

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

15 June 2017

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Jeremiah Shuler
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Numbers 5, 6, and 7 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted these amendments on June 15, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of each amendment are included in the following pages.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP06152017.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha Longpine

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

16 June 2017

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Numbers 5, 6, and 7 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted these amendments on June 15, 2017. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of each amendment are included in the following pages.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP06152017.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

Amendment Number Five to the *Transportation Plan 2040*

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

Based on the passage of the FAST Act, MODOT has provided revised funding projections for *Transportation Plan 2040*, the Long Range Transportation Plan. These projections add a significant amount of funding through 2040. Incorporating this additional funding into the plan would allow for the consideration of adding additional projects to the constrained project list. These revised projections have also impacted the sub-allocated Transportation Alternatives Program funding for the region, so that has been captured as well.

Additional Funding
Statewide Interstate and Major Bridge Funding – $300,000 per year, no inflation
Statewide Transportation Alternatives Funding – $300,000 per year, no inflation
Flex Funding – Increased to match STIP projections for 2018 to 2021, with 1% inflation through 2040 which averages out to between $9 and $10 million per year.

Reduced Funding
Sub-Allocated Transportation Alternatives Funding – Reduced 2018 to $400,000, with 1% inflation through 2040. Other funding projections still appeared reasonable and were not adjusted.

Current Total Revenue (2018-2040)	**$1,151,240,372**
Proposed Total Revenue (2018-2040)	**$1,367,180,598**
Overall Revenue added to *Transportation Plan 2040*	**$215,940,226**

Included with the agenda is a series of tables showing the proposed and current funding projections with a third table highlighting the differences between the two, from 2018 through 2040.

PRIOR AMENDMENTS:
Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment 5 to *Transportation Plan 2040*.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2017, the Board of Directors unanimously approved Amendment 5 to *Transportation Plan 2040*.

Table 6-7: Revenue Summary

2018-2040		
TCOS		$230,174,837
Safety		$62,547,510
Statewide Interstate and Major Bridge		$6,900,000
Statewide TAP		$6,900,000
Flex		$844,501,074
TOTAL		$1,151,023,421

STP-Urban		$165,056,647
TAP		$10,26,521
Local Match		$40,814,008
TOTAL		$216,157,177

MoDOT Allocated and Suballocated Total		**$1,367,180,598**
Operations and Maintenance		**$73,574,000**
TOTAL REVENUE		**$1,440,754,598**

Table 7-2: Funding Summary

Projected Revenue	$1,440,754,598
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$933,680,598**

Funding for New Projects by Time Band

Time Band	Funding Available for New Projects
2018-2022	$194,038,406
2023-2030	$324,626,224
2031-2040	$415,015,968
TOTAL	**$933,680,598**

Table 6-7: Revenue Summary

2018-2040	
TCOS	$230,174,837
Safety	$62,547,510
Flex	$630,139,643
TOTAL	$922,861,990

STP-Urban	$165,056,648
TAP	$22,507,725
Local Match	$40,814,008
TOTAL	$228,378,381

MoDOT Allocated and Suballocated Total	**$1,151,240,378**
Operations and Maintenance	**$73,574,000**
TOTAL REVENUE	**$1,224,814,372**

Table 7-2: Funding Summary

Projected Revenue	$1,224,814,372
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$717,740,372**

Funding for New Projects by Time Band

Time Band	Funding Available for New Projects
2018-2022	$156,602,552
2023-2030	$248,294,522
2031-2040	$312,843,297
TOTAL	**$717,740,372**

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	$9,200,000	$9,200,000	$9,200,000	$9,200,000	$9,292,000
Safety	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,525,000
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$25,506,000	$33,497,000	$34,606,000	$34,102,000	$34,443,020
TOTAL	$37,806,000	$45,797,000	$46,906,000	$46,402,000	$46,860,020
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$5,722,200	$5,836,644	$5,953,377	$6,072,444	$6,193,893
TAP	$400,000	$404,000	$408,040	$412,120	$416,242
Local Match	$1,414,944	$1,443,243	$1,472,108	$1,501,550	$1,531,581
TOTAL	$7,537,144	$7,683,887	$7,833,525	$7,986,115	$8,141,716

TOTAL	**$45,343,144**	**$53,480,887**	**$54,739,525**	**$54,388,115**	**$55,001,736**

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	$9,200,000	$9,200,000	$9,200,000	$9,200,000	$9,292,000
Safety	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,525,000
Flex	$24,172,220	$25,363,664	$25,375,338	$25,387,244	$25,399,389
TOTAL	$35,872,220	$37,063,664	$37,075,338	$37,087,244	$37,216,389
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$5,722,200	$5,836,644	$5,953,377	$6,072,444	$6,193,893
TAP	$780,300	$795,906	$811,824	$828,061	$844,622
Local Match	$1,414,944	$1,443,243	$1,472,108	$1,501,550	$1,531,581
TOTAL	$7,917,444	$8,075,793	$8,237,309	$8,402,055	$8,570,096

TOTAL	**$43,789,664**	**$45,139,457**	**$45,312,646**	**$45,489,299**	**$45,786,485**

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	$0	$0	$0	$0	$0
Safety	$0	$0	$0	$0	$0
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$1,333,780	$8,133,336	$9,230,662	$8,714,756	$9,043,631
TOTAL	$1,933,780	$8,733,336	$9,830,662	$9,314,756	$9,643,631
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$0	$0	$0	$0	$0
TAP	-$380,300	-$391,906	-$403,784	-$415,940	-$428,380
Local Match	$0	$0	$0	$0	$0
TOTAL	-$380,300	-$391,906	-$403,784	-$415,940	-$428,380

TOTAL	**$1,553,480**	**$8,341,430**	**$9,426,878**	**$8,898,815**	**$9,215,250**

2018-2022 ADDITIONAL FUNDING $37,435,853.61

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	$9,384,920	$9,478,769	$9,573,557	$9,669,292	$9,765,985
Safety	$2,550,250	$2,575,753	$2,601,510	$2,627,525	$2,653,800
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$34,787,450	$35,135,325	$35,486,678	$35,841,545	$36,199,960
TOTAL	$47,322,620	$47,789,846	$48,261,745	$48,738,362	$49,219,746
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,317,771	$6,444,127	$6,573,009	$6,704,469	$6,838,559
TAP	$420,404	$424,608	$428,854	$433,143	$437,474
Local Match	$1,562,213	$1,593,457	$1,625,326	$1,657,832	$1,690,989
TOTAL	$8,300,388	$8,462,191	$8,627,189	$8,795,444	$8,967,022

TOTAL	**$55,623,008**	**$56,252,038**	**$56,888,934**	**$57,533,807**	**$58,186,768**

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	$9,384,920	$9,478,769	$9,573,557	$9,669,292	$9,765,985
Safety	$2,550,250	$2,575,753	$2,601,510	$2,627,525	$2,653,800
Flex	$25,659,577	$25,922,491	$26,188,160	$26,456,614	$26,727,885
TOTAL	$37,594,747	$37,977,012	$38,363,227	$38,753,432	$39,147,671
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,317,771	$6,444,127	$6,573,009	$6,704,469	$6,838,559
TAP	$861,514	$878,745	$896,319	$914,246	$932,531
Local Match	$1,562,213	$1,593,457	$1,625,326	$1,657,832	$1,690,989
TOTAL	$8,741,498	$8,916,328	$9,094,654	$9,276,548	$9,462,078

TOTAL	**$46,336,245**	**$46,893,340**	**$47,457,881**	**$48,029,979**	**$48,609,749**

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	$0	$0	$0	$0	$0
Safety	$0	$0	$0	$0	$0
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$9,127,873	$9,212,834	$9,298,518	$9,384,930	$9,472,075
TOTAL	$9,727,873	$9,812,834	$9,898,518	$9,984,930	$10,072,075
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$0	$0	$0	$0	$0
TAP	-$441,110	-$454,136	-$467,465	-$481,103	-$495,057
Local Match	$0	$0	$0	$0	$0
TOTAL	-$441,110	-$454,136	-$467,465	-$481,103	-$495,057

TOTAL	**$9,286,763**	**$9,358,698**	**$9,431,053**	**$9,503,827**	**$9,577,019**

2023-2027 ADDITIONAL FUNDING $47,157,359.33

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	$9,863,645	$9,962,282	$10,061,905	$10,162,524	$10,264,149
Safety	$2,680,338	$2,707,142	$2,734,213	$2,761,555	$2,789,171
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$36,561,960	$36,927,579	$37,296,855	$37,669,824	$38,046,522
TOTAL	$49,705,943	$50,197,003	$50,692,973	$51,193,903	$51,699,842
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,975,330	$7,114,836	$7,257,133	$7,402,276	$7,550,321
TAP	$441,849	$446,267	$450,730	$455,237	$459,790
Local Match	$1,724,809	$1,759,305	$1,794,491	$1,830,381	$1,866,989
TOTAL	$9,141,988	$9,320,409	$9,502,354	$9,687,894	$9,877,100

TOTAL	**$58,847,931**	**$59,517,412**	**$60,195,327**	**$60,881,797**	**$61,576,941**

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	$9,863,645	$9,962,282	$10,061,905	$10,162,524	$10,264,149
Safety	$2,680,338	$2,707,142	$2,734,213	$2,761,555	$2,789,171
Flex	$27,002,002	$27,278,998	$27,558,902	$27,841,749	$28,127,568
TOTAL	$39,545,986	$39,948,421	$40,355,020	$40,765,828	$41,180,888
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,975,330	$7,114,836	$7,257,133	$7,402,276	$7,550,321
TAP	$951,181	$970,205	$989,609	$1,009,401	$1,029,589
Local Match	$1,724,809	$1,759,305	$1,794,491	$1,830,381	$1,866,989
TOTAL	$9,651,320	$9,844,346	$10,041,233	$10,242,058	$10,446,899

TOTAL	**$49,197,306**	**$49,792,768**	**$50,396,254**	**$51,007,886**	**$51,627,787**

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	$0	$0	$0	$0	$0
Safety	$0	$0	$0	$0	$0
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$9,559,957	$9,648,582	$9,737,953	$9,828,075	$9,918,954
TOTAL	$10,159,957	$10,248,582	$10,337,953	$10,428,075	$10,518,954
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$0	$0	$0	$0	$0
TAP	-$509,332	-$523,938	-$538,879	-$554,164	-$569,800
Local Match	$0	$0	$0	$0	$0
TOTAL	-$509,332	-$523,938	-$538,879	-$554,164	-$569,800

TOTAL	**$9,650,625**	**$9,724,644**	**$9,799,074**	**$9,873,911**	**$9,949,154**

2028-2032 ADDITIONAL FUNDING $48,997,407.75

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	$10,366,790	$10,470,458	$10,575,163	$10,680,914	$10,787,724
Safety	$2,817,063	$2,845,233	$2,873,686	$2,902,422	$2,931,447
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$38,426,987	$38,811,257	$39,199,370	$39,591,363	$39,987,277
TOTAL	$52,210,840	$52,726,948	$53,248,218	$53,774,700	$54,306,447
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$7,701,328	$7,855,354	$8,012,461	$8,172,711	$8,336,165
TAP	$464,388	$469,031	$473,722	$478,459	$483,244
Local Match	$1,904,328	$1,942,415	$1,981,263	$2,020,888	$2,061,306
TOTAL	$10,070,044	$10,266,801	$10,467,446	$10,672,058	$10,880,715

TOTAL	**$62,280,884**	**$62,993,749**	**$63,715,664**	**$64,446,758**	**$65,187,162**

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	$10,366,790	$10,470,458	$10,575,163	$10,680,914	$10,787,724
Safety	$2,817,063	$2,845,233	$2,873,686	$2,902,422	$2,931,447
Flex	$28,416,394	$28,708,260	$29,003,198	$29,301,242	$29,602,427
TOTAL	$41,600,247	$42,023,951	$42,452,046	$42,884,579	$43,321,597
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$7,701,328	$7,855,354	$8,012,461	$8,172,711	$8,336,165
TAP	$1,050,181	$1,071,185	$1,092,608	$1,114,461	$1,136,750
Local Match	$1,904,328	$1,942,415	$1,981,263	$2,020,888	$2,061,306
TOTAL	$10,655,837	$10,868,954	$11,086,333	$11,308,060	$11,534,221

TOTAL	**$52,256,084**	**$52,892,905**	**$53,538,379**	**$54,192,639**	**$54,855,818**

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	$0	$0	$0	$0	$0
Safety	$0	$0	$0	$0	$0
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$10,010,593	$10,102,997	$10,196,172	$10,290,121	$10,384,850
TOTAL	$10,610,593	$10,702,997	$10,796,172	$10,890,121	$10,984,850
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$0	$0	$0	$0	$0
TAP	-$585,793	-$602,153	-$618,887	-$636,002	-$653,506
Local Match	$0	$0	$0	$0	$0
TOTAL	-$585,793	-$602,153	-$618,887	-$636,002	-$653,506

TOTAL	**$10,024,799**	**$10,100,844**	**$10,177,285**	**$10,254,120**	**$10,331,344**

2033-2037 ADDITIONAL FUNDING $50,888,392.06

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2038	2039	2040		
TCOS	$10,895,601	$11,004,557	$11,114,602		$230,174,837
Safety	$2,960,761	$2,990,369	$3,020,272		$62,547,510
Interst./Brdg	$300,000	$300,000	$300,000		$6,900,000
SW TAP	$300,000	$300,000	$300,000		$6,900,000
Flex	$40,387,150	$40,791,021	$41,198,931		$844,501,074
TOTAL	$54,843,512	$55,385,947	$55,933,806		$1,151,023,421
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$8,502,888	$8,672,946	$8,846,405		$165,056,648
TAP	$488,076	$492,957	$497,886		$10,286,521
Local Match	$2,102,532	$2,144,583	$2,187,475		$40,814,008
TOTAL	$11,093,497	$11,310,486	$11,531,766		$216,157,177

TOTAL	**$65,937,008**	**$66,696,432**	**$67,465,572**		**$1,367,180,598**

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2038	2039	2040		
TCOS	$10,895,601	$11,004,557	$11,114,602		$230,174,837
Safety	$2,960,761	$2,990,369	$3,020,272		$62,547,510
Flex	$29,906,788	$30,214,358	$30,525,175		$630,139,644
TOTAL	$43,763,149	$44,209,284	$44,660,050		$922,861,991
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$8,502,888	$8,672,946	$8,846,405		$165,056,648
TAP	$1,159,485	$1,182,674	$1,206,328		$22,507,725
Local Match	$2,102,532	$2,144,583	$2,187,475		$40,814,008
TOTAL	$11,764,905	$12,000,203	$12,240,207		$228,378,381

TOTAL	**$55,528,055**	**$56,209,487**	**$56,900,257**		**$1,151,240,372**

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2038	2039	2040		
TCOS	$0	$0	$0		$0
Safety	$0	$0	$0		$0
Interst./Brdg	$300,000	$300,000	$300,000		$6,900,000
SW TAP	$300,000	$300,000	$300,000		$6,900,000
Flex	$10,480,362	$10,576,663	$10,673,756		$803,687,067
TOTAL	$11,080,362	$11,176,663	$11,273,756		$228,161,430
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$0	$0	$0		$0
TAP	-$671,409	-$689,718	-$708,442		-$12,221,204
Local Match	$0	$0	$0		$0
TOTAL	-$671,409	-$689,718	-$708,442		-$12,221,204

TOTAL	**$10,408,953**	**$10,486,945**	**$10,565,315**		**$215,940,226**

2038-2040 ADD'L $ $31,461,213 **$215,940,226**

Amendment Number Six to *Transportation Plan 2040*

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

After revising the funding projections for *Transportation Plan 2040*, additional projects can be added to the constrained project list in the plan. Any projects that appear in the unconstrained list may be added to the constrained list with this new funding. MoDOT has requested the I-44 capacity projects be moved from the unconstrained list of *Transportation Plan 2040* to the constrained list. The revised funding projections in proposed Amendment Five create enough funding to allow this.

New Constrained Projects:

ID	Description	Time Band	Inflated Cost
M12	I-44 Capacity Improvements from Route 160 to Route 65	2023-2030	$50,432,207.73
M30	I-44 Capacity Improvements from Route 65 to Route 125	2023-2030	$49,058,438.62
M35	I-44 Interchange Improvements at Route 744	2031-2040	$27,909,269.36
M10	I-44 Capacity Improvements from Route 266 to Route 160	2031-2040	$25,164,679.65
M7	I-44 Capacity Improvements from Route 360 to Route 266	2031-2040	$30,281,735.48

After the inclusion of these projects, $33 million remains through 2040 for additional projects on the constrained project list.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Amendment 5 to the LRTP was for the addition of $215 million in revenue.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment Six to *Transportation Plan 2040*.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2017, the Board of Directors unanimously approved Amendment Six to *Transportation Plan 2040*.

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	$7,013,122	$ -	$ -	$7,013,122	$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	$3,949,115	$ -	$ -	$3,949,115	$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	$ -	$11,068,865	$12,831,848	$23,900,713	$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	$ -	$ -	$24,401,898	$24,401,898	$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	$ -	$7,867,503	$ -	$7,867,503	$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	$3,004,999	$ -	$ -	$3,004,999	$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$44,911,468	$44,911,468	$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	$ -	$12,680,000	$ -	$12,680,000	$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	$1,639,091	$ -	$ -	$1,639,091	$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	$3,170,001	$ -	$ -	$3,170,001	$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,347,332	$ -	$ -	$1,347,332	$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	$ -	$ -	$2,851,522	$2,851,522	$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$19,592,595	$ -	$ -	$19,592,595	$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$7,748,205	$ -	$7,748,205	$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$9,224,054	$ -	$9,224,054	$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	$2,513,272	$ -	$ -	$2,513,272	$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$14,257,609	$14,257,609	$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$28,515,218	$28,515,218	$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	$467,687	$ -	$ -	$467,687	$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	$1,564,785	$ -	$ -	$1,564,785	$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	$2,106,778	$ -	$ -	$2,106,778	$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	$ -	$1,319,655	$ -	$1,319,655	$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	$6,000,000	$11,975,000	$19,750,000	$37,725,000	$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	$ -	$ -	$21,386,413	$21,386,413	$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,986,578	$ -	$ -	$1,986,578	$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	$2,841,090	$ -	$ -	$2,841,090	$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	$2,731,818	$ -	$ -	$2,731,818	$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	$1,092,727	$ -	$ -	$1,092,727	$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	$ -	$2,459,748	$ -	$2,459,748	$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	$2,185,454	$ -	$ -	$2,185,454	$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	$1,715,581	$ -	$ -	$1,715,581	$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,622,545	$ -	$ -	$2,622,545	$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,098,036	$ -	$ -	$2,098,036	$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,240,090	$ -	$ -	$2,240,090	$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	$6,685,304	$ -	$ -	$6,685,304	$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	$8,741,816	$ -	$ -	$8,741,816	$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	$ -	$13,754,909	$ -	$13,754,909	$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	$4,294,417	$ -	$ -	$4,294,417	$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	$5,734,631	$ -	$ -	$5,734,631	$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	$ -	$21,522,793	$ -	$21,522,793	$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	$ -	$4,919,495	$ -	$4,919,495	$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	$ -	$1,885,397	$ -	$1,885,397	$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$ -	$ -	$1,524,138	$1,524,138	$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	$ -	$1,885,397	$ -	$1,885,397	$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	$3,114,272	$ -	$ -	$3,114,272	$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	$2,185,454	$ -	$ -	$2,185,454	$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	$ -	$26,128,670	$ -	$26,128,670	$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	$499,376	$ -	$ -	$499,376	$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	$2,921,952	$ -	$ -	$2,921,952	$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	$ -	$3,228,419	$ -	$3,228,419	$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	$1,381,207	$ -	$ -	$1,381,207	$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	$ -	$ -	$1,461,405	$1,461,405	$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	$1,115,510	$ -	$ -	$1,115,510	$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	$ -	$1,259,268	$ -	$1,259,268	$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	$1,654,061	$ -	$ -	$1,654,061	$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	$642,523	$ -	$ -	$642,523	$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	$ -	$3,074,685	$ -	$3,074,685	$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	$12,321,590	$ -	$ -	$12,321,590	$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	$ -	$36,896,216	$ -	$36,896,216	$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	$ -	$2,459,748	$ -	$2,459,748	$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$ -	$ -	$28,515,218	$28,515,218	$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$9,555,801	$12,298,739	$ -	$21,854,540	$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	$7,321,271	$ -	$ -	$7,321,271	$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	$ -	$ -	$12,200,236	$12,200,236	$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	$ -	$ -	$40,447,411	$40,447,411	$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	$408,680	$ -	$ -	$408,680	$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	$ -	$21,483,437	$ -	$21,483,437	$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	$ -	$2,593,804	$ -	$2,593,804	$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	$ -	$348,054	$ -	$348,054	$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	$972,336	$ -	$ -	$972,336	$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	$ -	$ -	$14,257,609	$14,257,609	$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	$ -	$16,418,816	$ -	$16,418,816	$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	$ -	$14,758,486	$ -	$14,758,486	$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	$ -	$657,983	$ -	$657,983	$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$1,419,452	$ -	$ -	$1,419,452	$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	$ -	$4,919,495	$ -	$4,919,495	$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	$ -	$1,362,700	$ -	$1,362,700	$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE OO TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	$ -	$1,967,798	$ -	$1,967,798	$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	$546,364	$ -	$ -	$546,364	$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	$3,000,000	$ -	$ -	$3,000,000	$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	$ -	$ -	$25,164,680	$25,164,680	$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	$ -	$50,432,208	$ -	$50,432,208	$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	$ -	$49,058,439	$ -	$49,058,439	$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	$ -	$ -	$27,909,269	$27,909,269	$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	$ -	$ -	$30,281,735	$30,281,735	$897,497,201

Unconstrained Project Lists

There are also two unconstrained project lists, one for roadways and the other for transit. The unconstrained project lists contain the remaining projects that were submitted, but not prioritized for funding. Table 7-6 is sorted by roadway name.

Table 7-6: Roadways Unconstrained List

ID	Location	Name	Roadway	Description	2018 Cost Estimate
O20	OZARK, CHRISTIAN COUNTY	MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH	17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	$6,953,000
O1	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM	NEW ROADWAY	$3,744,000
R10	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE FROM WADE STREET TO ROUTE 60	NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,539,000
R11	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,595,000
M55	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	$2,845,000
M77	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$535,000
N6	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET	ROAD WIDENING	$4,279,000
N7	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14	ROAD WIDENING	$2,139,000
G10	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$25,000,000
R16	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$3,505,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	$1,337,000
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	$209,000
~~M10~~	~~SPRINGFIELD, GREENE COUNTY~~	~~I-44 CAPACITY IMPROVEMENTS~~	~~I-44 FROM ROUTE 266 TO ROUTE 160~~	~~CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160~~	~~$17,650,000~~
~~M12~~	~~SPRINGFIELD, GREENE COUNTY~~	~~I-44 CAPACITY IMPROVEMENTS~~	~~I-44 FROM ROUTE 160 TO ROUTE 65~~	~~CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65~~	~~$41,006,000~~
~~M30~~	~~SPRINGFIELD, STRAFFORD, GREENE COUNTY~~	~~I-44 CAPACITY IMPROVEMENTS~~	~~I-44 FROM ROUTE 65 TO ROUTE 125~~	~~CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125~~	~~$39,889,000~~
~~M35~~	~~SPRINGFIELD~~	~~I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS~~	~~I-44 FROM I-44 TO ROUTE 744~~	~~INTERCHANGE IMPROVEMENTS AT ROUTE 744~~	~~$19,575,000~~
~~M7~~	~~GREENE COUNTY~~	~~I-44 CAPACITY IMPROVEMENTS~~	~~I-44 FROM ROUTE 360 TO ROUTE 266~~	~~CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266~~	~~$21,239,000~~
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	$1,605,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$900,000
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	$1,673,000
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	$300,000
G402	GREENE COUNY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	$3,744,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	$4,000,000
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	$12,755,000
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	$1,500,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	$261,000
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	$4,386,000
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	$23,233,000
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	$374,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	$8,168,000
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	$9,000,000
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	$7,000,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	$14,876,000
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	$2,625,000
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	$2,236,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	$457,000
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	$1,137,000
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	$21,372,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$792,000
M120	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	$374,000
M121	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	$374,000
M80	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION	ROUTE ZZ FROM ROUTE M TO ROUTE MM	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM	$10,601,000
R13	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174	INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$428,000
N1	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160	TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160	ROAD WIDENING	$6,418,000
N403	NIXA	TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD	TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD	CAPACITY IMPROVEMENTS	$2,500,000

Amendment Number Seven to the Long Range Transportation Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

The City of Springfield has requested a Major Thoroughfare Plan reclassify Grant Avenue from Grand Street to Norton Road as a Secondary Arterial. This section of Grant Avenue is currently classified as a Primary Arterial.

The City of Springfield states that the entire corridor functions as a secondary arterial and development along the corridor varies from commercial to residential. The concern is that the right-of-way requirements for a primary arterial hinders redevelopment.

The design service volume of a secondary arterial is 6,000 to 20,000 vehicles per day, while for a primary arterial it is 10,000 to 30,000 vehicles per day. Current traffic counts range from 4,000 to 12,000, to 14,000 depending on location along the corridor. The OTO Traffic model for 2040 ranges from 10,000 to 14,000 to 19,000.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Amendment 5 to the LRTP was for the addition of $215 million in revenue.
Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

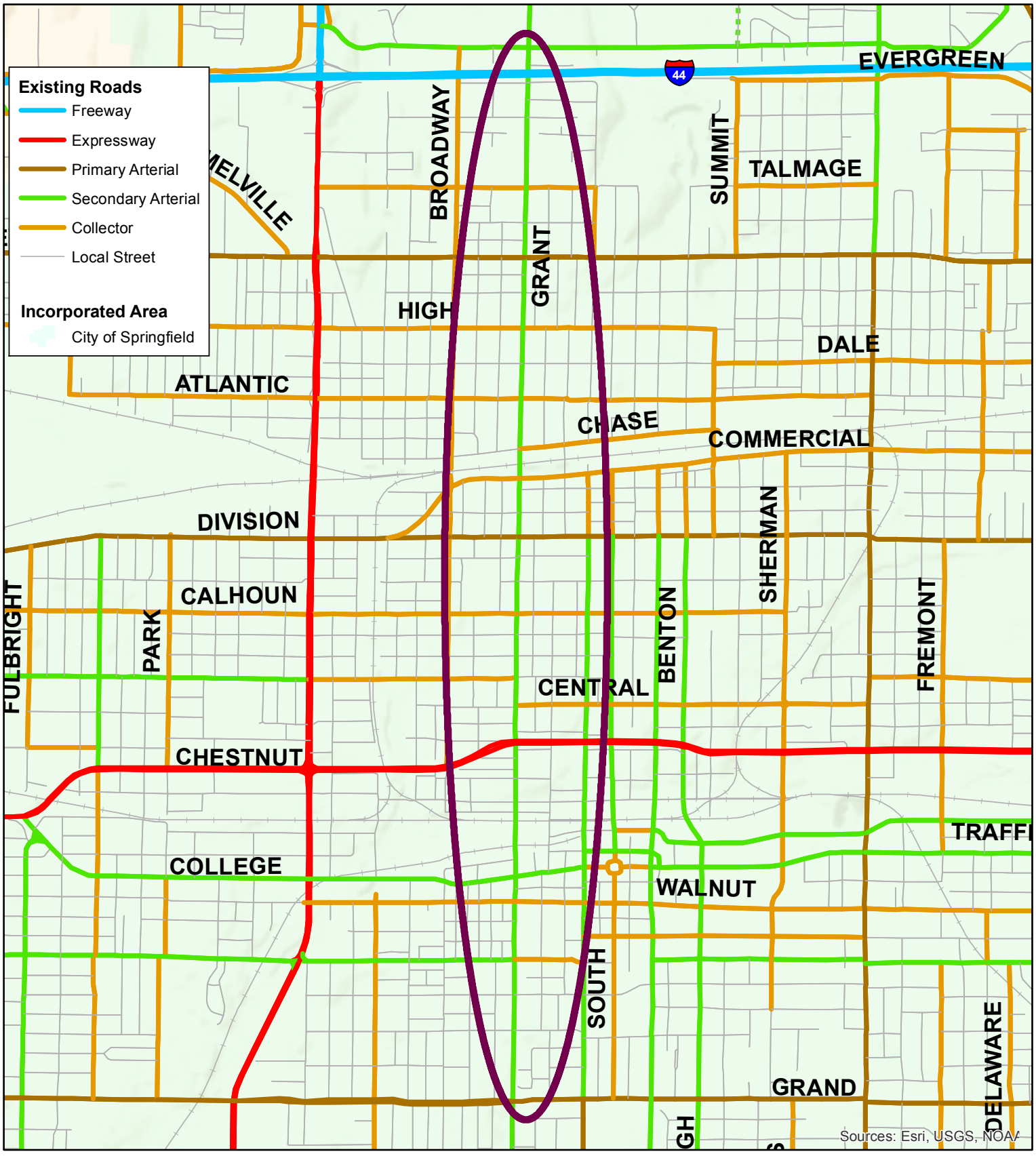
At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 7.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2017, the Board of Directors unanimously approved *Transportation Plan 2040* Amendment 7.

Major Thoroughfare Plan

City of Springfield Grant Street Amendment
Proposed

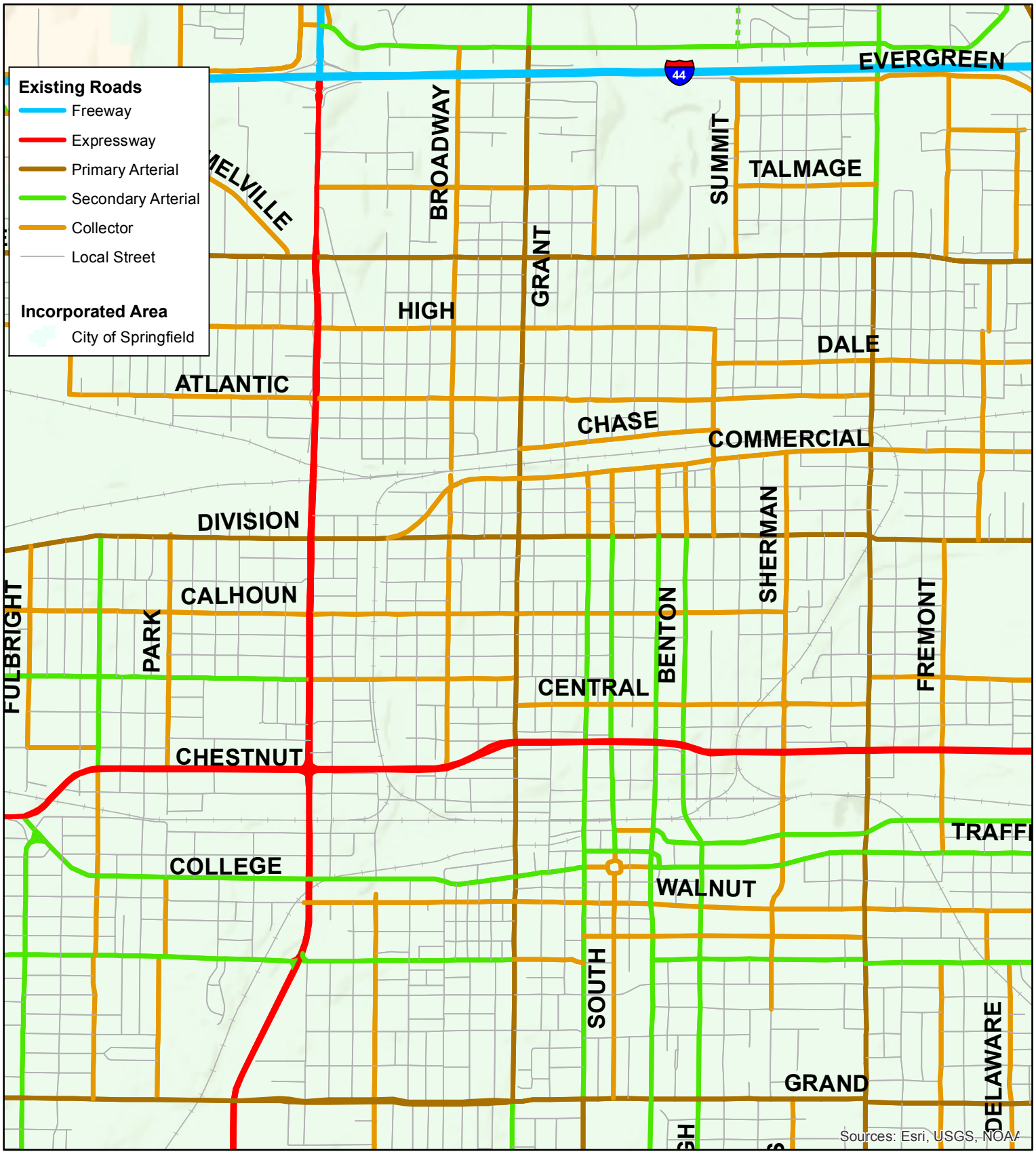


N

0 0.5 1 Miles

Major Thoroughfare Plan

City of Springfield Grant Street Amendment
Original

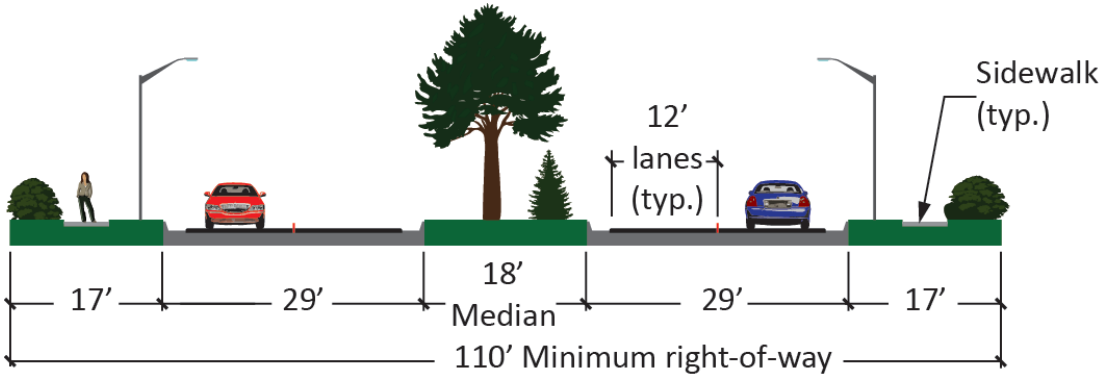


N

0 0.5 1 Miles

Primary Arterial

*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	110' plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12' per lane
Minimum Area Behind Curb	17' used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Access

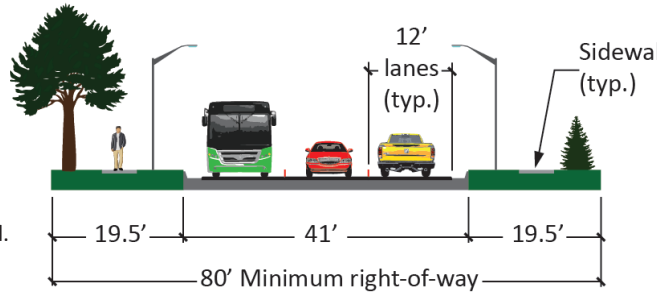
Median	18'
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660'
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

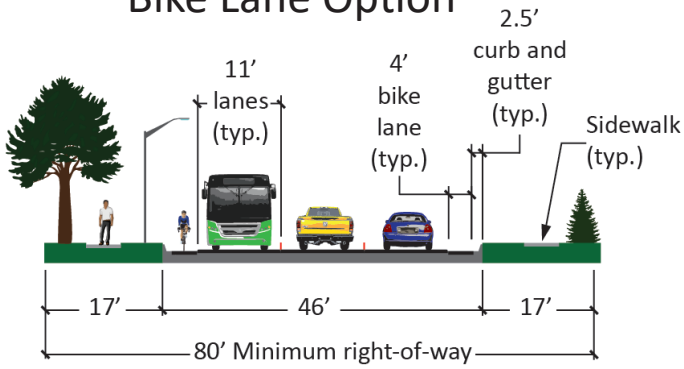
On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

Secondary Arterial

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	6,000 - 20,000
Design Speed	30 - 35 mph
Traffic Flow/Access Priority	60/40
Facility Spacing	1/2 - 1 mile
Trip Length	Between and within activity centers (1 - 4 miles)

Basics

Minimum Right-of-Way	80’ plus intersection triangles
Number of Lanes	2 - 3
Turning Lanes	Left turn lane
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	19.5’ (17’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	210’ center-to-center. Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

April 27, 2017

Natasha Longpine, AICP
Ozarks Transportation Organization
2208 W Chesterfield Blvd, Suite 101
Springfield, MO 65807

RE: MTP Amendment – Grant Avenue

Dear Natasha:

The City of Springfield requests an amendment to the Major Thoroughfare Plan for Grant Avenue from Grand Street to Norton Road. This section of Grant Avenue is currently classified as a Primary Arterial. The City requests this portion of Grant Avenue be reclassified as a Secondary Arterial. Grant Avenue is currently classified as a Secondary Arterial north of Norton Road into the county and south of Grand Street to Sunshine Street, where the corridor ends.

Grant Avenue is a two-lane section roadway from Norton Road to Kearney Street and then turns into a three-lane section until it ends at Sunshine Street. The entire corridor functions as a secondary arterial. 24-hour traffic counts show the highest amount of traffic north of the intersection at Commercial Street with 14,662 vehicles per day. Traffic counts decrease as traffic is distributed to the neighborhoods along this corridor to Kearney Street and continues to decrease north of Kearney. The most recent 24-hour traffic count on Grant Avenue south of Commercial Street is 12,881 vehicles per day. Traffic volumes vary along the Grant Avenue corridor from Commercial Street through downtown Springfield and decrease to 4,182 vehicles per day north of Grand Street.

Development along the downtown section of Grant Avenue varies from commercial to residential. The current classification of Grant Avenue along this corridor hinders any type of redevelopment as the right-of-way requirement of 50 feet from centerline puts an undue burden on the property owners and frequently makes redevelopment impossible.

The City of Springfield has tentatively scheduled this amendment for public hearing on the June 15, 2017 agenda of the Planning and Zoning Commission followed by the public hearing and first reading for City Council on July 10, 2017 City Council and second reading and vote of City Council on July 24, 2017.

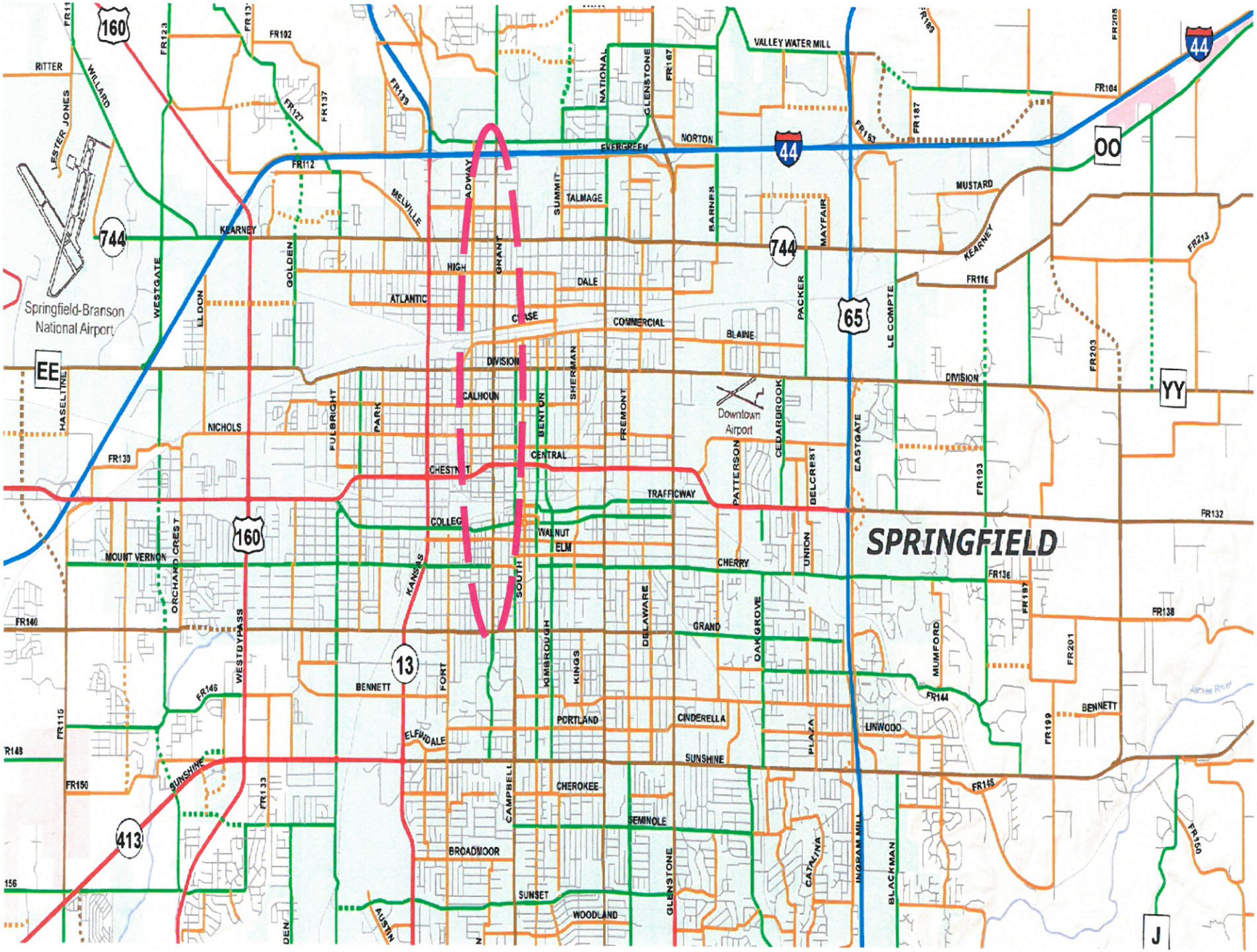
We hope that the OTO Technical Committee and Board of Directors approve this request. If you have further questions, please do not hesitate to contact us.

Sincerely,

Dan Smith, P.E.
Director of Public Works

Office of the Director
Busch Municipal Building • 840 Boonville Avenue
Springfield, Missouri 65802 • 417-864-1902 • springfieldmo.gov

CITY OF Springfield PUBLIC WORKS


SPRINGFIELD
Springfield-Branson National Airport
Downtown Airport
160
744
44
65
13
413
00
EE
YY
J
FR102
FR112
FR123
FR127
FR130
FR132
FR136
FR138
FR140
FR144
FR145
FR148
FR150
FR193
FR199
FR201
FR203
FR213
RITTER
WILLARD
LESTER JONES
MELVILLE
KEARNEY
EVERGREEN
NORTON
VALLEY WATER MILL
MUSTARD
TALMAGE
NATIONAL
GLENSTONE
BARNES
MAYFAIR
PACKER
LE COMPTE
EASTGATE
WESTGATE
ELDON
GOLDEN
HASELTINE
FULBRIGHT
PARK
BENTON
SHERMAN
FREMONT
CEDARBROOK
DELCREST
PATTERSON
HIGH
GRANT
DALE
ATLANTIC
COMMERCIAL
BLAINE
DIVISION
CALHOUN
NICHOLS
CHESTNUT
CENTRAL
TRAFFICWAY
COLLEGE
WALNUT
ELM
CHERRY
GRAND
MOUNT VERNON
ORCHARD CREST
WESTBYPASS
KANSAS
SOUTH
KIMBROUGH
KINGS
DELAWARE
OAK GROVE
UNION
MUMFORD
PLAZA
LINWOOD
BENNETT
FORT
CAMPBELL
PORTLAND
CINDERELLA
ELFINDALE
SUNSHINE
CHEROKEE
SEMINOLE
BROADMOOR
SUNSET
WOODLAND
AUSTIN
CATALINA
INGRAM MILL
BLACKMAN
James River

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

7 May 2018

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Jeremiah Shuler
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 8 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on April 19, 2018. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of each amendment are included in the following pages.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP04192018.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

7 May 2018

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 8 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on April 19, 2018. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of each amendment are included in the following pages.

The entire revised plan can be seen here – http://www.ozarkstransportation.org/Documents/AmendedLRTP04192018.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

Amendment Number Eight to the Long Range Transportation Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

The City of Nixa has requested a Major Thoroughfare Plan amendment to realign Inman Road between Gregg and US 160. This section of Inman is currently classified as a Secondary Arterial.

The City of Nixa states that the current alignment has topographical challenges, including a sinkhole and a cliff area, which is approximately 30 feet in height. An exhibit with the request letter and a map is included.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Amendment 5 to the LRTP was for the addition of $215 million in revenue.
Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.
Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

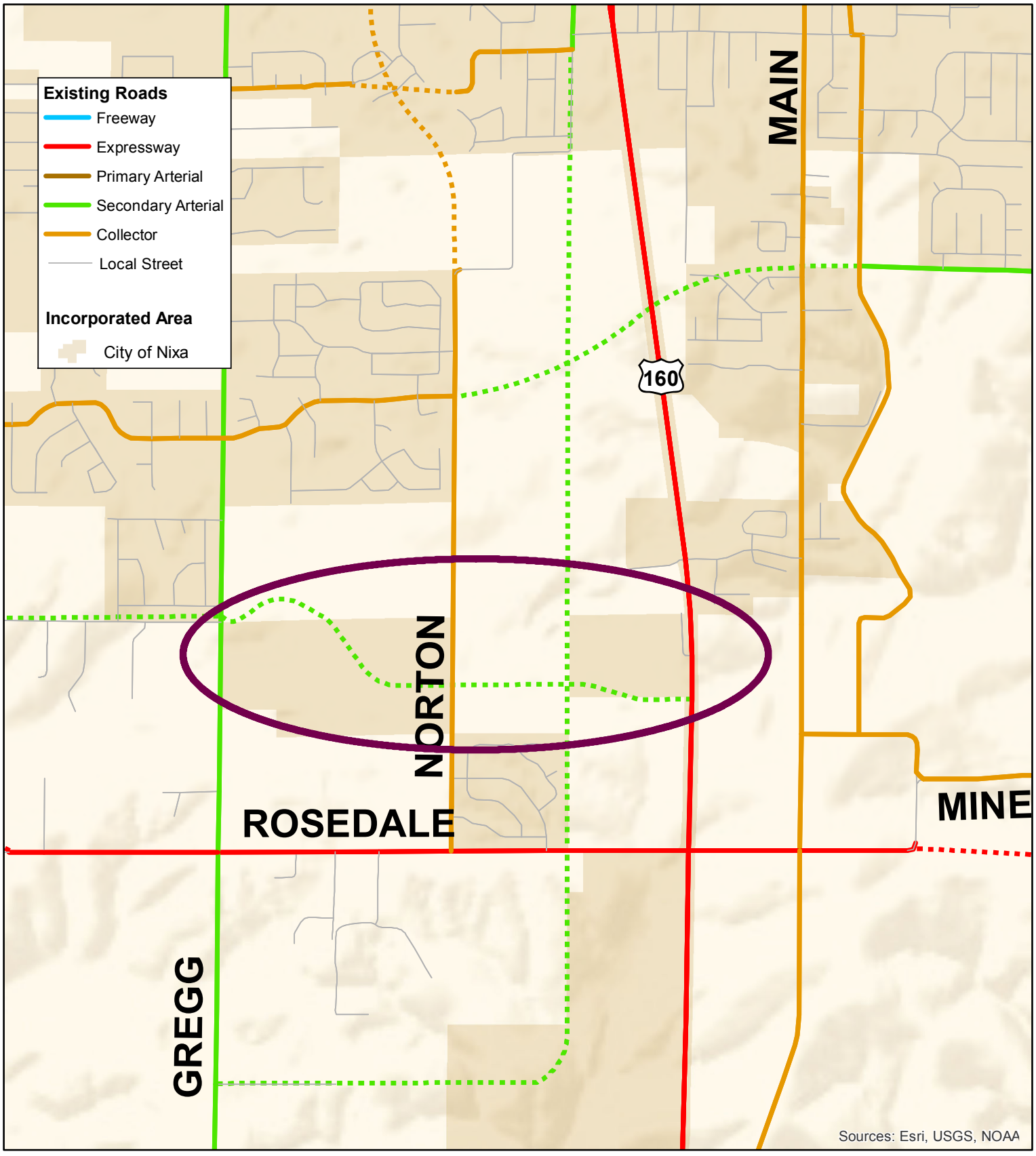
At its regularly scheduled meeting of March 21, 2018, the Technical Planning Committee recommended the Board of Directors approve Amendment 8 to the Long Range Transportation Plan.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting of April 19, 2018, the Board of Directors unanimously approved *Transportation Plan 2040* Amendment 8.

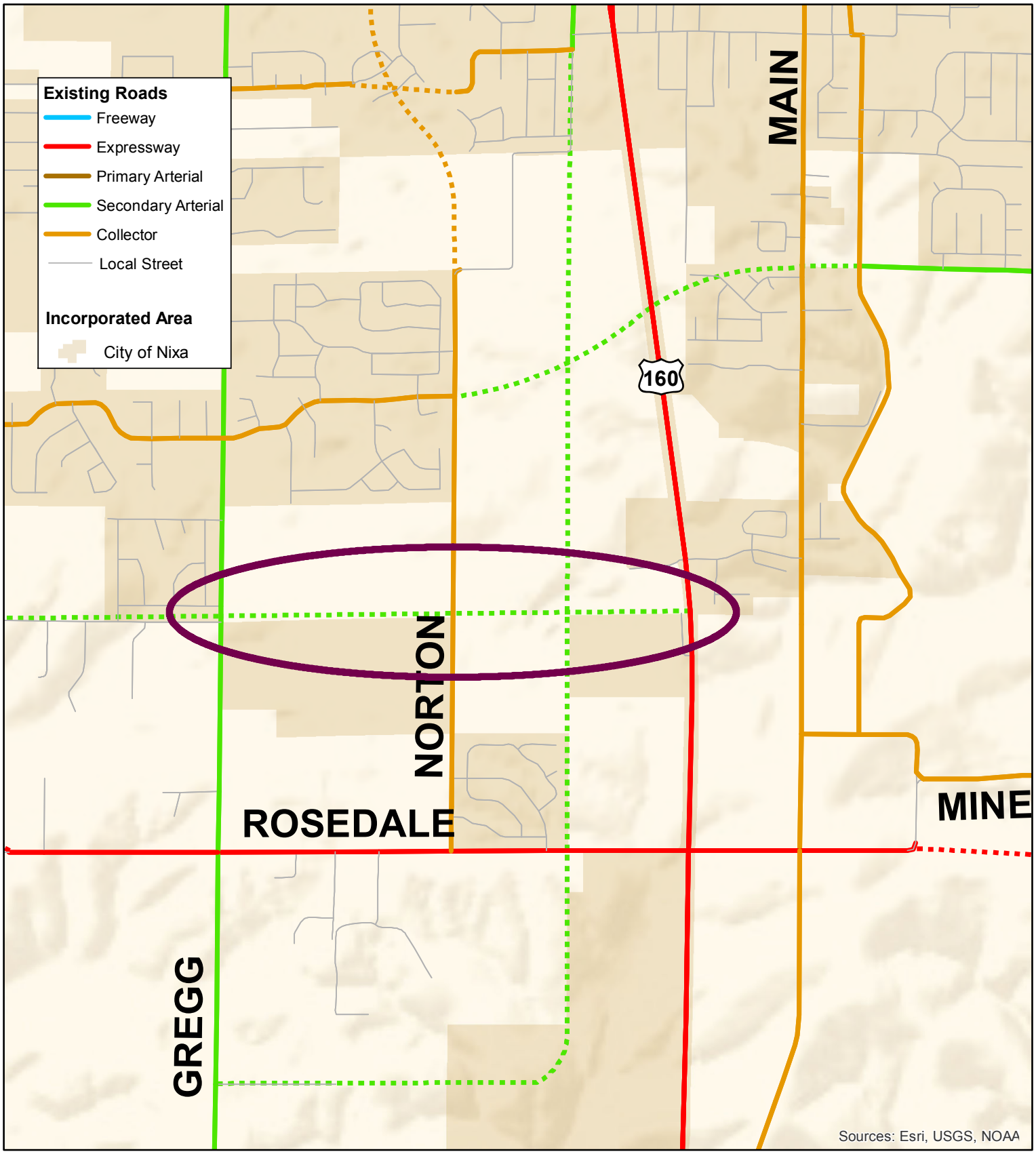
Major Thoroughfare Plan

City of Nixa Inman Road Amendment 8
Proposed



Major Thoroughfare Plan

City of Nixa Inman Road Amendment
Original



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0 0.5 1

Miles

Travis Cossey
Planning & Development Director
P.O. Box 395
Nixa, MO 65714
tcossey@nixa.com
(417) 725-5850

March 19, 2018

Mrs. Natasha Longpine
Ozarks Transportation Organization
2208 W. Chesterfield St. #101
Springfield, MO 65807

RE: Inman Road Alignment Adjustment

Mrs. Longpine,

The City of Nixa is requesting an amendment to the Major Thoroughfare Plan to allow for an adjustment to the alignment of Inman Rd. from S. Gregg Rd. to Highway 160. The City of Nixa is currently reviewing two development proposals in this area. During review of the applications it has been discovered that the current alignment as proposed on the Major Thoroughfare Plan presents challenges, both topographically and financial.

The current alignment conflicts with an existing sinkhole on the west end of the project and a cliff area approximately 30 feet in height on the east end of the project. Adjustment to the alignment avoiding these two areas will provide for a much better design that will be financially feasible for construction of the project. The City of Nixa is not requesting a change in the secondary arterial status of the corridor, merely a change in the alignment of this segment between S. Gregg Rd. and Hwy 160. Attached is an exhibit drawing indicating the proposed change in alignment.

Respectfully,

Travis Cossey
Planning & Development Director

G:\15093 - Nixa On-Call\Task C - Inman Rd Re-alignment\Inman Road Exhibit.dwg - LAST SAVED: 3/19/2018 4:54:38 PM - PLOTTED: 3/20/2018 8:14:59 AM



EXHIBIT 01

SHEET NO. 01 OF 01

CJW NO. 15093

SURVEY BY	CJW
DATE	3/19/2018
DWG	DWG NAME
DESIGN	CJW
DRAWN	CJW
CHECKED	CJW
SCALE HOR.	1" = 200'
SCALE VERT.	N/A

No.:	Description:	Date:

INMAN ROAD REALIGNMENT
CITY OF NIXA
NIXA, MISSOURI

PRELIMINARY
Not For Construction

Prepared by:
CJW
CJW Transportation Consultants, L.L.C.
CJW Transportation Consultants, L.L.C. Engineering
MO C.A. #2006012385
5051 S. National
Suite 7A
Springfield, MO 65810
Tel: 417.889.3400
Fax: 417.889.3402
www.GoCJW.com

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

5 September 2018

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Daniel Nguyen
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 9 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on August 16, 2018. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of the amendment are included in the following pages.

The entire revised plan can be seen here –
http://www.ozarkstransportation.org/Documents/AmendedLRTP08162018.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

5 September 2018

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 9 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on August 16, 2018. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of the amendment are included in the following pages.

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http://www.ozarkstransportation.org/Documents/AmendedLRTP08162018.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

***Transportation Plan 2040* Amendment Number 9A**

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

Projects placed for programming in the Transportation Improvement Program must be on the Constrained List of Projects in *Transportation 2040*, OTO's long range transportation plan. In the development of the FY 2019 to FY 2022 TIP, one project has been requested for programming that is currently on the Unconstrained Project List:

ID	Description	Time Band	Inflated Cost
M103	Route 60 Freeway Improvements from FR 213 to FR 247, including Route 125 interchange	2018-2022	$15,380,000
		2023-2030	$10,007,326

The proposed project for programming in the TIP is RG0901-18A1, adding construction funding to a scoping project, for the construction of the Route 125 interchange. The remaining freeway improvements will stay as an LRTP project with the funding shown in the 2023-2030 time band.

After May 20, 2018, any amendment to a long range transportation plan requires the plan itself to be updated to reflect the performance-based planning requirements of the FAST Act. Chapter 3 – Goals has been updated to include the most recent guidance on the National Performance Goals. Appendix 8 – Amendments has now become Appendix 9 and Appendix 8 is now the System Performance Report which describes baselines, targets, and progress toward meeting the National Performance Measures.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Amendment 5 to the LRTP was for the addition of $215 million in revenue.
Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.
Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.
Amendment 8 to the LRTP was for the MTP change to realign Inman Road in Nixa.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its regularly scheduled meeting on July 18, 2018, the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 9A.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on August 16, 2018, the Board of Directors unanimously approved *Transportation Plan 2040* Amendment 9A.

Vision and Measuring Performance

Vision and Goal Development

The OTO Long Range Transportation Plan Subcommittee used input from the public input process at the beginning of plan development as guidance for the Plan Vision and Goals. A survey asked the public what they thought was important regarding transportation in the region. This, coupled with federal guidance regarding what metropolitan planning areas should consider in the planning process, was used to develop a vision and set of goals appropriate for the region.

Vision

An excellent transportation system supporting the success of the OTO region.

Goals

Through public input and discussion among the Long Range Transportation Plan Subcommittee, twelve goals were developed. These goals help shape the recommendations to come from this plan and guide the actions of the OTO over the life of this plan, including programming in the Transportation Improvement Program.

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

Actions

OTO has developed a series of actions for each goal that will guide the implementation of this plan. These actions embolden priorities and outline plans and studies for staff to put the plan into action.

1. **Support the economic vitality of the region**
    a. Prioritize projects that encourage job creation, retention, and wage growth.
    b. Use the congestion management system to identify improvements that reduce congestion and improve mobility.
    c. Encourage a balanced multimodal system providing transportation to all.
    d. Connect the bicycle network to national routes and provide local bicycle wayfinding.

2. **Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements**
    a. Regularly update the Major Thoroughfare Plan and Bicycle/Pedestrian Plan to align with land use decisions by local governments.
    b. Review development proposals for compliance with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
    c. Encourage all jurisdictions align their design standards with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
    d. Make land use recommendations where gaps in commercial uses exist along arterials and proposed new arterials, expressways, and nodes.

3. **Increase the Safety and Security of the Transportation System for all users**
    a. Support the MoDOT Blueprint for Safety and other efforts to reduce traffic accidents.
    b. Prioritize projects that support the recommendations of state and local highway safety plans.
    c. Review local Emergency Management and Hazard Mitigation plans to ensure that transportation is included.
    d. Conduct an inventory of flood-vulnerable transportation facilities.
    e. Support the coordination of education programs for bicyclists, pedestrians, and motorists.
    f. Continue to support safe routes to school through TAP prioritization.

4. **Increase accessibility and mobility for all transportation modes**
    a. Develop and provide to member jurisdictions model policies for a complete street network and other facilities.
    b. Review roadway improvement projects for opportunities to provide for all modes of transportation.
    c. Look for opportunities to expand transit ridership.
    d. Identify a high-frequency transit corridor with fewer stops and develop a land use plan to promote the density needed to support transit.
    e. Give priority to Project Selection criteria for improvements that make bus stops more accessible.
    f. Continue to develop Bicycle and Pedestrian Implementation plans and update periodically to ensure relevancy.
    g. Amend Greene County Destination Plan to include Christian County.
    h. Share best practices via a single resource regarding bicycle and pedestrian facilities.
    i. Create and support the position of a regional bicycle and pedestrian coordinator in partnership with and within the OTO region.
    j. Continue to support efforts to bring inter-city passenger rail to Springfield.

5. **Improve connections within and between all modes of transportation**
    a. Draft a model ordinance providing for subdivision street connections and cross access requirements and encourage area jurisdictions to adopt.

6. **Encourage efficient system management and operations**
    a. Promote transportation demand management strategies.
    b. Encourage efficient traffic incident management (TIM) principles.
    c. Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.
    d. Develop a traffic incident management subcommittee.

7. **Preserve the existing transportation system and monitor system performance**
    a. Emphasize system preservation when allocating available funding.
    b. Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
    c. Publish an annual report documenting system performance.

8. **Maximize resources by promoting partnerships, collaboration and good planning principles**
    a. Encourage collaboration among OTO jurisdictions.
    b. Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.
    c. Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.

9. **Actively seek secure and reliable transportation funding**
    a. Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.
    b. Educate elected officials and the public regarding the need for additional stable transportation funding.
    c. Provide letters of support for activities related to Transportation Plan 2040 priorities.

10. **Provide education and advocacy for transportation**
    a. Provide presentations to elected officials, board and community committees on the transportation system.
    b. Use media outlets to educate the public on transportation issues.

11. **Protect and enhance the environment when planning for transportation improvements**
    a. Inventory environmentally sensitive areas for consideration in planning decisions.
    b. Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
    c. Support water quality best practices where feasible.

12. **Support the efficient movement of goods**
    a. Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.
    b. Identify essential freight corridors and monitor freight performance.
    c. Conduct a regional freight study to better understand needs and impacts of goods movement.

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming"[§1203; 23 USC 150(a)].

National Performance Goals

With this, seven nation performance goals were established for the Federal-aid highway program. From these seven goals, ~~fifteen~~ seventeen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress.

1. Safety
   To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
   a. Number of fatalities
   b. Rate of fatalities per 100 million vehicle miles traveled
   c. Number of serious injuries
   d. Rate of serious injuries per 100 million vehicle miles traveled
   e. Number of non-motorized fatalities and non-motorized serious injuries

2. Infrastructure Condition
   To maintain the highway infrastructure asset system in a state of good repair
   a. Percentage of NHS Bridges Classified as in Good Condition
   b. Percentage of NHS Bridges Classified as in Poor Condition
   c. Percentage of Pavements of the Interstate in Good Condition
   d. Percentage of Pavements of the Interstate in Poor Condition
   e. Percentage of Pavements of the non-Interstate NHS in Good Condition
   f. Percentage of Pavements of the non-Interstate NHS in Poor Condition
   ~~a. Bridge condition on the NHS~~
   ~~b. Pavement condition of the interstate system~~
   ~~c. Pavement condition of the NHS excluding the interstate system~~

3. Congestion Reduction
   To achieve a significant reduction in congestion on the National Highway System
   a. Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
   b. Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)
   ~~a. Traffic congestion~~

4. System Reliability
   To improve the efficiency of the surface transportation system
   a. Performance of the interstate system
   b. Performance of the NHS excluding the interstate system

5. Freight Movement and Economic Vitality
   To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
   a. Freight movement on the interstate system

6. Environmental Sustainability
   To enhance the performance of the transportation system while protecting and enhancing the natural environment
   a. On-road mobile source emissions

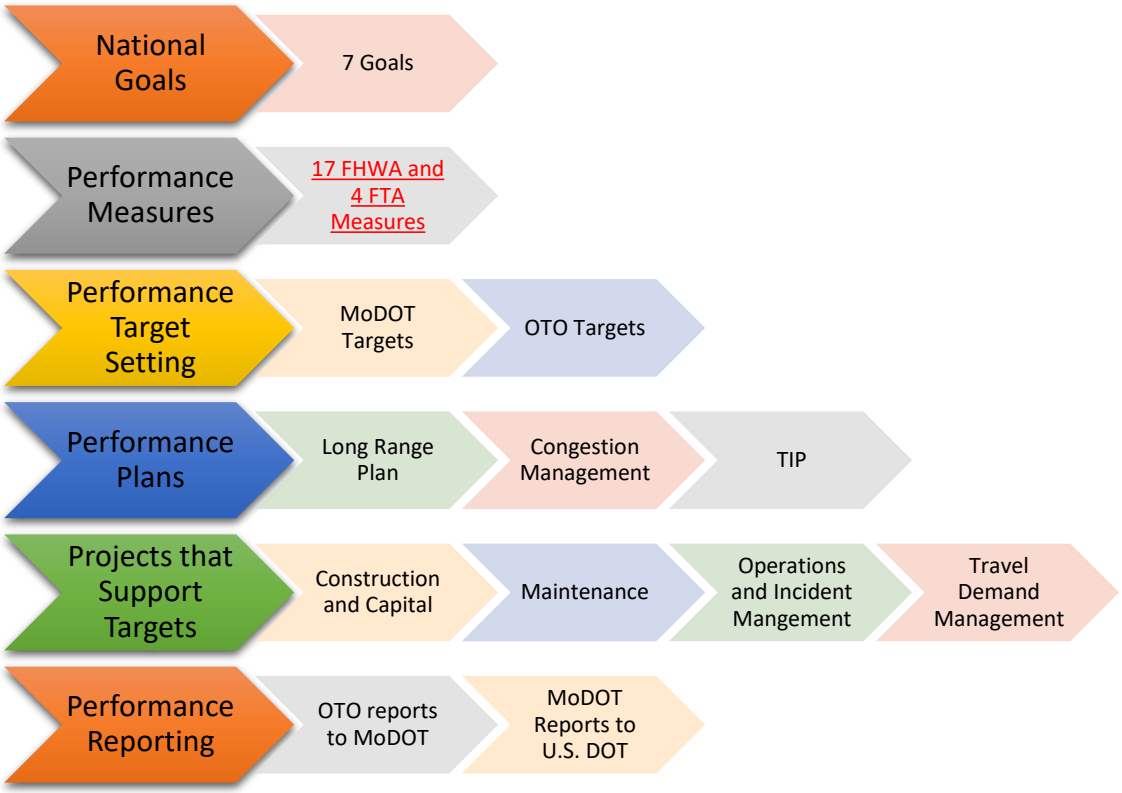
7. Reduced Project Delivery Delays
   To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving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

Plus two transit performance goals with four measures ~~measures~~:

1. Transit state of good repair
   a. Equipment (non-revenue service vehicles) State of Good Repair
   b. Facilities State of Good Repair
   c. Infrastructure State of Good Repair
   ~~a.~~d. Rolling Stock State of Good Repair

~~b.~~2. Transit safety performance criteria and vehicle safety performance standards

~~Guidance for these goals are still a work in progress and should be expected from FHWA and FTA sometime during 2016. Upon release of final guidance, the Missouri Department of Transportation will develop statewide targets. The~~Once MoDOT sets targets, OTO will have six months following development of the state targets to finalize targets at the regional level. OTO has the option to support the state targets through project programming. These regional targets will be reflected in a performance measures report, as discussed below. They will also be incorporated into the System



Performance Report, found in Appendix 8.

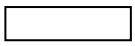
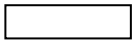
Regional Performance Goals

With *Journey 2035*, the OTO developed eleven performance measures, providing a benchmark for the region in terms of safety, system performance, and public health. OTO produces an annual report, indicating the current trend for each measure. The 2014 Annual Performance Measures Report is included in the Appendix. (By the time of Plan adoption, the 2015 report will be available and will replace the information shown in the table below.)

As the eleven measures, included in the table below, from *Journey 2035* are updated to reflect the National Performance Goals, in coordination with MoDOT, the OTO Performance Measures Report will also be updated to reflect those measures.

Improving Declining No Change

Table 3-1: OTO Performance Measures

Performance Measure	Target	Relation to 2040 Plan Goals	2014 Status
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	1, 2, 10, 12	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	4, 5, 10	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	1, 2, 4, 5, 8, 9, 10, 11	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	3, 8, 9, 10	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	4, 5, 6, 8, 9, 10	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	1, 2, 4, 5, 10	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	1, 2, 4, 6, 8, 9, 10, 12	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	1, 2, 4, 6, 8, 9, 10, 12	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	3, 7, 8, 9, 10, 12	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	3, 7, 8, 9, 10, 12	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	1, 3, 6, 10, 11	

Throughout this process, OTO has encountered challenges in reporting performance. Data is not always available for each desired measure or timeframe. The disparate sizes of the OTO communities dictate which American Community Survey timeframes are available. Other data is not collected annually, meaning it does not change from one report to the next. The MAP-21 requirements, carried into the FAST Act, only stipulate that reports are made with the update of the long range transportation plan. This may solve some of the data availability issues for the measures related to meeting these

requirements. MoDOT has also been working with its planning partners, including OTO, to ensure data availability as required by the measures.

Design Standards

OTO has an established Major Thoroughfare Plan (MTP) that shows the projected functional class of the roadway system through 2040 and beyond. This differs from the Federal Functional Classification System, which reflects how roadways currently function. The MTP roadway classification system provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the OTO study area. Both systems use a set of standards which group roadways based on similar characteristics.

Adopted Standards

In *Journey 2030*, the OTO adopted design standards, which are desired minimums based on the recommendations of the Major Thoroughfare Plan. OTO jurisdictions are encouraged to adopt more stringent standards, as well as employ best practices. "Complete Streets" and "Livable Streets" are among the most recent best practices in roadway design.

Recommended Changes

With the review of the Major Thoroughfare Plan in preparation for the *Transportation Plan 2040* planning process, one change was recommended to the Design Standards. This was the inclusion of a Rural Collector. This designation is only applied to certain collectors in Christian County outside of the Tier 2 planning areas. These roadways would have a 50-foot right-of-way applied and open ditch would replace curb, gutter, and sidewalk requirements. With the adoption of Transportation Plan 2040, this change will be incorporated into the OTO Design Standards.

The revised Design Standards are included in the Appendix.

Variance from the Standard

These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but is has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO Design Standards require recommendation of a variance from a special subcommittee of the OTO Technical Planning Committee to the Board of Directors, who can approve or deny the request.

Bicycle and Pedestrian Design Standards

With the adoption of *Journey 2035*, OTO adopted minimum standards for bicycle and pedestrian facilities in the region, revised from the initial Comprehensive OTO Area Bicycle-Pedestrian Plan. These are also included in the Appendix.

Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

Project Submissions

Project needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2040. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and projected year of completion. The cost estimates were then inflated by three percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, the LRTP Subcommittee developed a set of prioritization factors based on the goals which had been set within the Plan. Each prioritization factor includes a set of criteria, which are assigned points. Projects were scored based on these criteria. A glossary defining each criterion is included in the Appendix.

Once projects are prioritized, the potential list was compared against available funding. The results can be seen in the constrained project list.

Prioritization Factors

Table 7-1: Prioritization Factors

Factors	Criteria	Points
1. Priority Projects		**25**
Located along a Priority Corridor of Regional Significance	Yes	*25*
	No	*0*
2. Safety		**25**
Fatal/Injury Crash Index	Worse than rates on similar OTO FCs	*15*
	Better than rates on similar OTO FCs	*0*
Safety Concern	Yes	*5*
	No	*0*
Improvement or Removal of At-Grade Railroad Crossing	Yes	*5*
	No	*0*
3. Congestion Management		**20**
Volume-to-Capacity Ratio	Current ≥ 0.86	*7*
	Future (2040) ≥ 0.86	*5*
Complies with MTP Access Management	Yes	*3*
	No	*0*
Included in Regional ITS Arch.	Yes	*5*
	No	*0*
4. Environmental Justice		**5**
	Inside 4 EJ Tracts	*5*
	Inside 3 EJ Tracts	*4*
	Inside 2 EJ Tracts	*3*
	Inside 1 EJ Tract	*2*
	Inside 0 EJ Tracts	*0*
5. Multi-modal		**10**
Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)	Connects more than 2 modes or services	*7*
	Facilitates transfer or intermodal potential between 1 to 2 modes	*5*
	No intermodal potential	*0*
Vehicle Trip Reduction	Project encourages reduction of trips/discourages SOV use	*3*
	No trip reduction	*0*
6. Economic Development		**15**
Improves access to major freight centers or corridors or is in the State Freight Plan	Yes	*5*
	No	*0*
Local Priority Project	Defined leadership and strong political support	*10*
	Unknown or no leadership or political support	*0*
TOTAL		**100**

Programmatic Project List

Maintenance - $401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about $401 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - $18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - $10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - $4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Scoping - $500,000

Scoping projects help identify the solution for an identified need. Often, an entire corridor must be examined to determine the appropriate project to address a problem. This funding is set aside for these broad scoping projects which may not exactly align with a proposed construction project within the constrained project list.

Operations and Maintenance - $73,574,000

Maintenance costs include salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities, unlike the Maintenance category above, such as minor surface treatments, mowing, snow removal, replacing signs, striping, repairing guardrail; and repairing traffic signals.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is $1,440,754,598. The project needs submitted for prioritization and the programmatic needs before inflation add up to $1,756,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about $348,221,517 through 2040 with estimated needs of $949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is $10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	$1,440,754,598
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$933,680,598**

Available Funding (through 2040)	$1,440,754,598
Constrained Costs (Uninflated)	($736,276,601)
Unconstrained Costs (Uninflated)	($515,742,000)
Operations and Maintenance	($73,574,000)
Programmatic Projects	($433,500,000)
Funding Shortfall	**($318,338,003)**

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	$7,013,122	$ -	$ -	$7,013,122	$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	$3,949,115	$ -	$ -	$3,949,115	$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	$ -	$11,068,865	$12,831,848	$23,900,713	$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	$ -	$ -	$24,401,898	$24,401,898	$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	$ -	$7,867,503	$ -	$7,867,503	$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	$3,004,999	$ -	$ -	$3,004,999	$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$44,911,468	$44,911,468	$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	$ -	$12,680,000	$ -	$12,680,000	$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	$1,639,091	$ -	$ -	$1,639,091	$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	$3,170,001	$ -	$ -	$3,170,001	$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,347,332	$ -	$ -	$1,347,332	$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	$ -	$ -	$2,851,522	$2,851,522	$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$19,592,595	$ -	$ -	$19,592,595	$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$7,748,205	$ -	$7,748,205	$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$9,224,054	$ -	$9,224,054	$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	$2,513,272	$ -	$ -	$2,513,272	$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$14,257,609	$14,257,609	$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$28,515,218	$28,515,218	$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	$467,687	$ -	$ -	$467,687	$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	$1,564,785	$ -	$ -	$1,564,785	$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	$2,106,778	$ -	$ -	$2,106,778	$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	$ -	$1,319,655	$ -	$1,319,655	$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	$6,000,000	$11,975,000	$19,750,000	$37,725,000	$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	$ -	$ -	$21,386,413	$21,386,413	$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,986,578	$ -	$ -	$1,986,578	$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	$2,841,090	$ -	$ -	$2,841,090	$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	$2,731,818	$ -	$ -	$2,731,818	$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	$1,092,727	$ -	$ -	$1,092,727	$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	$ -	$2,459,748	$ -	$2,459,748	$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	$2,185,454	$ -	$ -	$2,185,454	$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	$1,715,581	$ -	$ -	$1,715,581	$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,622,545	$ -	$ -	$2,622,545	$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,098,036	$ -	$ -	$2,098,036	$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,240,090	$ -	$ -	$2,240,090	$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	$6,685,304	$ -	$ -	$6,685,304	$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	$8,741,816	$ -	$ -	$8,741,816	$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	$ -	$13,754,909	$ -	$13,754,909	$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	$4,294,417	$ -	$ -	$4,294,417	$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	$5,734,631	$ -	$ -	$5,734,631	$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	$ -	$21,522,793	$ -	$21,522,793	$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	$ -	$4,919,495	$ -	$4,919,495	$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	$ -	$1,885,397	$ -	$1,885,397	$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$ -	$ -	$1,524,138	$1,524,138	$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	$ -	$1,885,397	$ -	$1,885,397	$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	$3,114,272	$ -	$ -	$3,114,272	$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	$2,185,454	$ -	$ -	$2,185,454	$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	$ -	$26,128,670	$ -	$26,128,670	$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	$499,376	$ -	$ -	$499,376	$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	$2,921,952	$ -	$ -	$2,921,952	$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	$ -	$3,228,419	$ -	$3,228,419	$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	$1,381,207	$ -	$ -	$1,381,207	$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	$ -	$ -	$1,461,405	$1,461,405	$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	$1,115,510	$ -	$ -	$1,115,510	$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	$ -	$1,259,268	$ -	$1,259,268	$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	$1,654,061	$ -	$ -	$1,654,061	$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	$642,523	$ -	$ -	$642,523	$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	$ -	$3,074,685	$ -	$3,074,685	$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	$12,321,590	$ -	$ -	$12,321,590	$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	$ -	$36,896,216	$ -	$36,896,216	$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	$ -	$2,459,748	$ -	$2,459,748	$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$ -	$ -	$28,515,218	$28,515,218	$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$9,555,801	$12,298,739	$ -	$21,854,540	$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	$7,321,271	$ -	$ -	$7,321,271	$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	$ -	$ -	$12,200,236	$12,200,236	$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	$ -	$ -	$40,447,411	$40,447,411	$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	$408,680	$ -	$ -	$408,680	$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	$ -	$21,483,437	$ -	$21,483,437	$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	$ -	$2,593,804	$ -	$2,593,804	$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	$ -	$348,054	$ -	$348,054	$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	$972,336	$ -	$ -	$972,336	$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	$ -	$ -	$14,257,609	$14,257,609	$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	$ -	$16,418,816	$ -	$16,418,816	$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	$ -	$14,758,486	$ -	$14,758,486	$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	$ -	$657,983	$ -	$657,983	$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$1,419,452	$ -	$ -	$1,419,452	$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	$ -	$4,919,495	$ -	$4,919,495	$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	$ -	$1,362,700	$ -	$1,362,700	$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE OO TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	$ -	$1,967,798	$ -	$1,967,798	$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	$546,364	$ -	$ -	$546,364	$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	$3,000,000	$ -	$ -	$3,000,000	$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	$ -	$ -	$25,164,680	$25,164,680	$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	$ -	$50,432,208	$ -	$50,432,208	$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	$ -	$49,058,439	$ -	$49,058,439	$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	$ -	$ -	$27,909,269	$27,909,269	$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	$ -	$ -	$30,281,735	$30,281,735	$897,497,201

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	$15,380,000	$10,007,326	$ -	$25,387,326	$922,884,527

Transit Constrained List

Table 7-4: Transit Funding Summary

Available Funding (through 2040)	$348,221,517
Total Needs (through 2040)	($949,601,734)
Funding Shortfall	**($601,380,217)**

As operating expenses continue to grow, City Utilities will need to delay vehicle and other capital purchases, and continue to seek outside funding to help maintain a state of good repair for the transit system. The ratepayers for City Utilities water, gas, and electricity, as well as farebox revenue and advertising are prioritized to cover operating expenses. As City Utilities develops its asset management plan, determining capital purchase needs will be more straightforward. In the meantime, this plan assumes these expenses will be the first delayed, in order to maintain fiscal constraint. Human Service Agencies rely on federal transit funding for vehicles. The costs shown are for the maximum vehicles available to the area. Need for replacement vehicles depends on the ability of local agencies to match the federal funds and the replacement cycles of their individual vehicles, as well as the service needs they are fulfilling.

Table 7-5: Transit Constrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
Operating Expenses	$42,620,000	$49,408,000	$57,277,000	$66,400,000	$44,814,000
Preventative Maintenance	$5,520,000	$6,400,000	$7,419,000	$8,601,000	$5,805,000
Planning	$1,157,000	$1,342,000	$1,555,000	$1,803,000	$1,217,000
Security	$182,000	$211,000	$245,000	$284,000	$192,000
ADA Enhancements	$1,809,000	$2,081,000	$2,412,000	$2,796,000	$1,887,000
8 Fixed-Route and 4 Paratransit Buses	$4,500,000	$0	$0	$0	$0
8 Fixed-Route and 4 Paratransit Buses	$0	$5,137,000	$0	$0	$0
7 Fixed-Route and 1 Paratransit Buses	$0	$0	$4,849,000	$0	$0
6 Fixed-Route Buses	$0	$0	$0	$4,673,900	$0
2 Fixed-Route and 3 Paratransit Buses	$0	$0	$0	$0	$2,380,000
Shelter/Signs/ Amenities	$81,000	$63,000	$233,000	$168,100	$207,000
ITS	$390,000	$453,000	$522,000	$603,000	$551,000
Other Agency Vehicles	$1,799,000	$1,987,000	$2,193,000	$2,422,000	$1,572,000
TOTAL	$58,058,000	$67,082,000	$76,705,000	$87,751,000	$58,625,000
REMAINING FUNDING	$0	$0	$0	$0	$0

Unconstrained Project Lists

There are also two unconstrained project lists, one for roadways and the other for transit. The unconstrained project lists contain the remaining projects that were submitted, but not prioritized for funding. Table 7-6 is sorted by roadway name.

Table 7-6: Roadways Unconstrained List

ID	Location	Name	Roadway	Description	2018 Cost Estimate
O20	OZARK, CHRISTIAN COUNTY	MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH	17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	$6,953,000
O1	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM	NEW ROADWAY	$3,744,000
R10	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE FROM WADE STREET TO ROUTE 60	NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,539,000
R11	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,595,000
M55	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	$2,845,000
M77	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$535,000
N6	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET	ROAD WIDENING	$4,279,000
N7	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14	ROAD WIDENING	$2,139,000
G10	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$25,000,000
R16	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$3,505,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	$1,337,000
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	$209,000
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	$1,605,000
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$900,000
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	$1,673,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	$300,000
G402	GREENE COUNY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	$3,744,000
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	$4,000,000
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	$12,755,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	$1,500,000
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	$261,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	$4,386,000
~~M103~~	~~ROGERSVILLE~~	~~ROUTE 60 FREEWAY IMPROVEMENTS~~	~~ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247~~	~~UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)~~	~~$23,233,000~~
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	$374,000
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	$8,168,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	$9,000,000
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	$7,000,000
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	$14,876,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	$2,625,000
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	$2,236,000
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	$457,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	$1,137,000
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	$21,372,000
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$792,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M120	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	$374,000
M121	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	$374,000
M80	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION	ROUTE ZZ FROM ROUTE M TO ROUTE MM	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM	$10,601,000
R13	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174	INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$428,000
N1	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160	TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160	ROAD WIDENING	$6,418,000
N403	NIXA	TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD	TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD	CAPACITY IMPROVEMENTS	$2,500,000

Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Also included are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include din Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

Table 7-7: Transit Unconstrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
10 Fixed-Route Buses	$5,000,000	$0	$0	$0	$0
2 Fixed-Route Buses	$0	$1,160,000	$0	$0	$0
8 Fixed-Route and 3 Paratransit Buses	$0	$0	$5,879,000	$0	$0
4 Fixed-Route Buses	$0	$0	$0	$3,116,000	$0
1 Paratransit Bus	$0	$0	$0	$0	$226,000
Shelter/Signs/ Amenities	$93,000	$138,000	$0	$101,900	$0
Route Study Level I Additional Costs	$6,426,105	$6,383,085	$8,743,661	$8,578,333	$5,789,621
Route Study Level II Additional Costs	$13,135,181	$11,517,597	$18,727,716	$15,478,688	$10,446,754
Route Study Level III Additional Costs	$17,339,590	$17,411,821	$23,840,525	$23,400,032	$17,093,366
Route Study Level IV Additional Costs	$19,385,976	$16,909,144	$27,665,828	$22,724,475	$15,337,024
Route Study Level V Additional Costs	$49,579,852	$47,097,901	$70,296,315	$63,295,641	$45,753,264
Limited Stop Circulator	$626,281	$674,683	$726,825	$782,997	$498,553
TOTAL	$111,585,985	$101,292,231	$155,879,870	$137,478,066	$95,144,582

Transportation Plan 2040: Constrained Project List

Map 7-1

Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

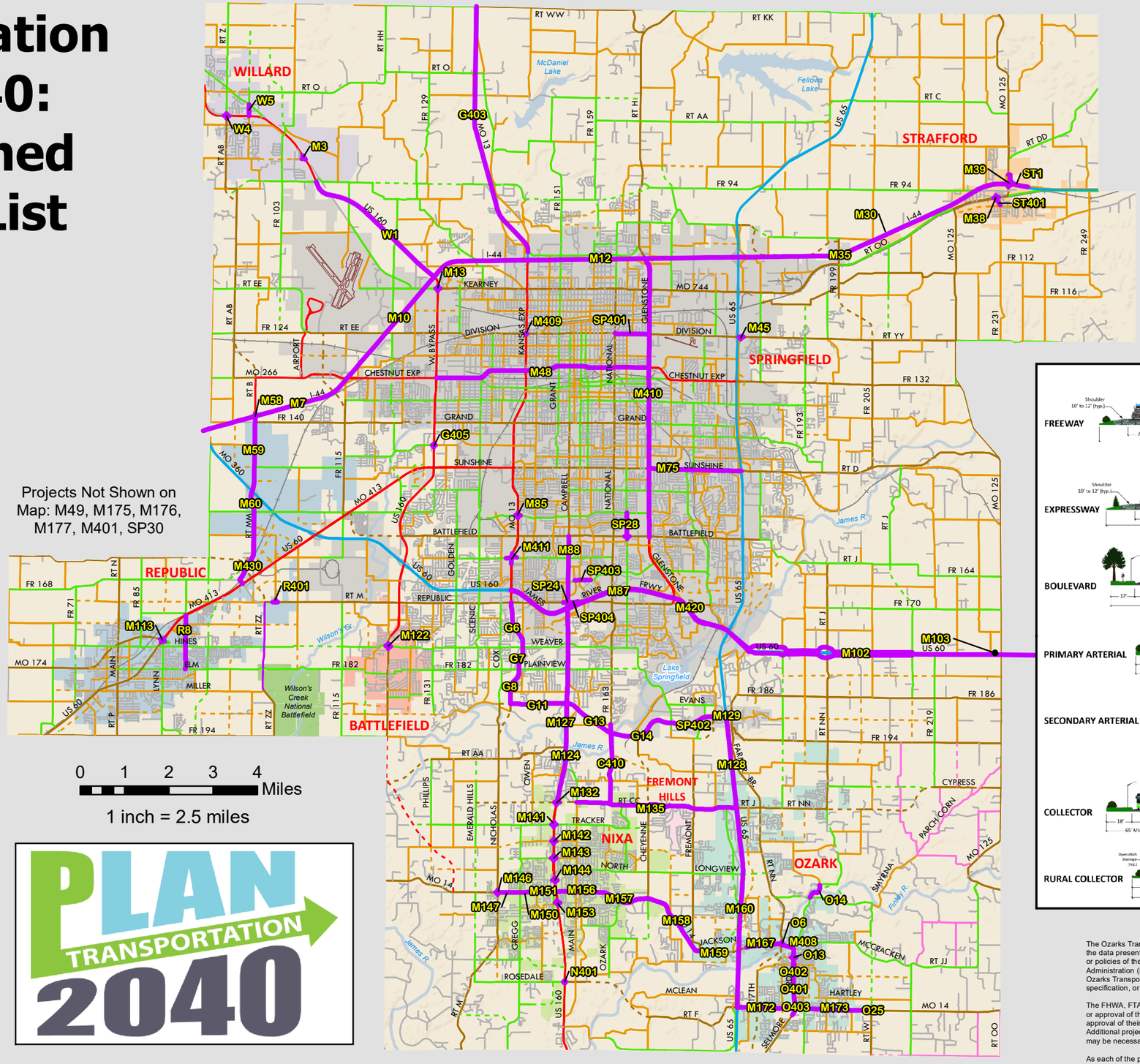
Proposed Roads

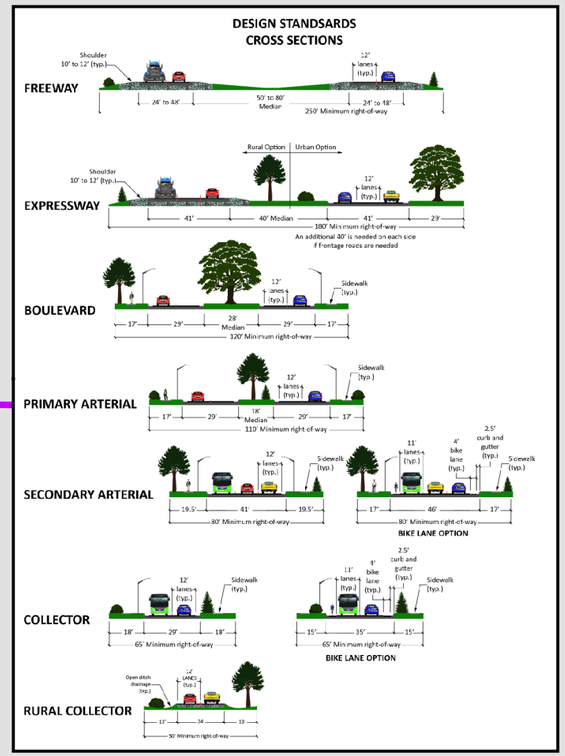
- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street

OTO LRTP

- Constrained Project

Projects Not Shown on Map: M49, M175, M176, M177, M401, SP30





DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

Appendix 8 – System Performance Report

System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system. Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

Transit Targets

Adopted by the OTO Board of Directors on February 16, 2017

Transit is the first area where targets were set. Targets must be established within 180 days of the date targets are set by the State and transit agency.

City Utilities is partnering with the State of Missouri on their Transit Asset Management Plan. State, and thereby CU, targets for the Plan were required by January 1, 2017. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets have been set by the State. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on February 16, 2017, the OTO Board of Directors accepted the Transit Asset Management Targets as set forth by MoDOT and City Utilities.

Table A8-1: Transit Asset Management Targets

Assets: Only those for which agency has direct capital responsibility	**Performance Measure**	**Targets**
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	**50 percent**
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	**50 percent**
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	**Not Applicable**
Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	**25 percent with condition rating below 3.0 on FTA TERM* Scale**

*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

Transit System Performance Report

A transit system performance report is required for long range transportation plans amended or updated on or after October 1, 2018. The State Transit Asset Management Plan is also due by this date. System performance, as reported in the State TAM Plan, will be included with the next amendment following October 1, 2018.

The Constrained Project List for Transit in *Transportation Plan 2040* includes the replacement of fixed-route and paratransit buses, as well as other agency assets. The Unconstrained Project list highlights the additional needs for asset replacement, as well as those projects which could not be included on the constrained list due to bus replacement needs.

Safety Targets

Adopted by the OTO Board of Directors on December 14, 2017

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 14, 2017, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2018, which are based on a rolling five-year average:

Table A8-2: Safety Targets

Performance Measure	5-Year Rolling Average (2012-2016)	Statewide Target for CY2018
Number of Fatalities	834	858
Fatality Rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877	4,559
Serious Injury Rate per 100 Million VMT	6.884	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431	432

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.

Safety System Performance Report

According to MoDOT's state long range transportation plan, *A Citizen's Guide to Missouri's Transportation Future,"* Missouri has seen a 25 percent reduction in fatalities between 2005 and 2016, from 1,257 in 2005 to 947 in 2016. In recent years, however, Missouri has seen an increase in fatalities from 826 in 2012 to 947 in 2016. The graphs below depict the safety data on fatalities and serious injuries.

Figure A8-1: Number of Fatalities by Calendar Year

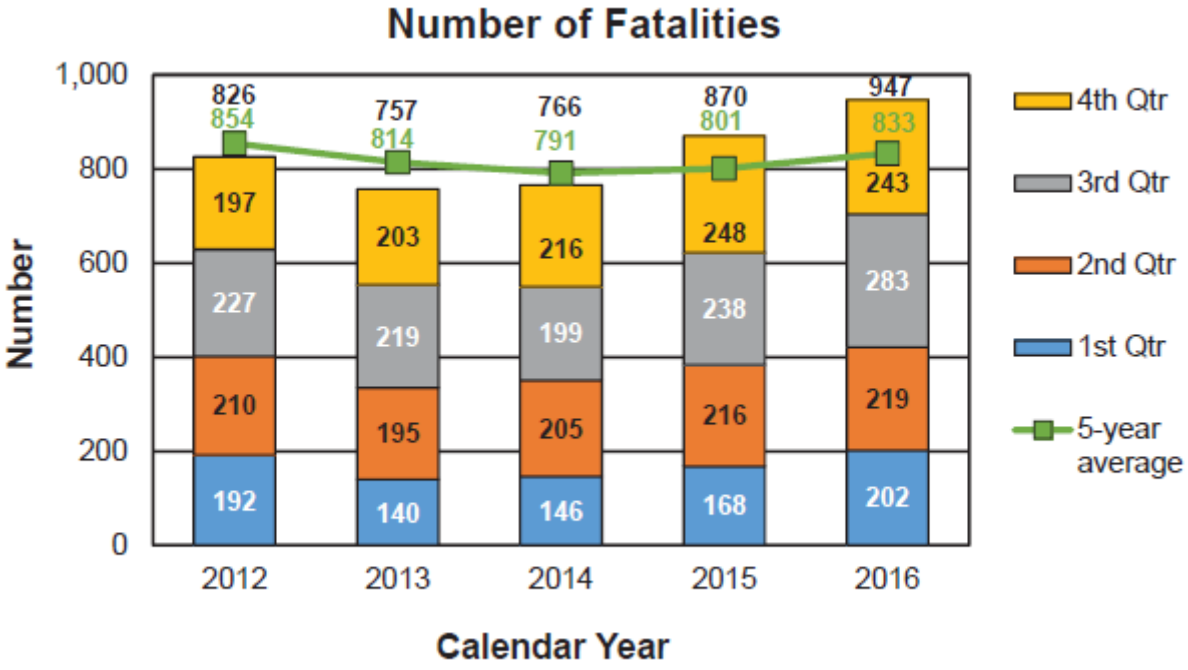


Figure A8-2: Rate of Fatalities by Calendar Year

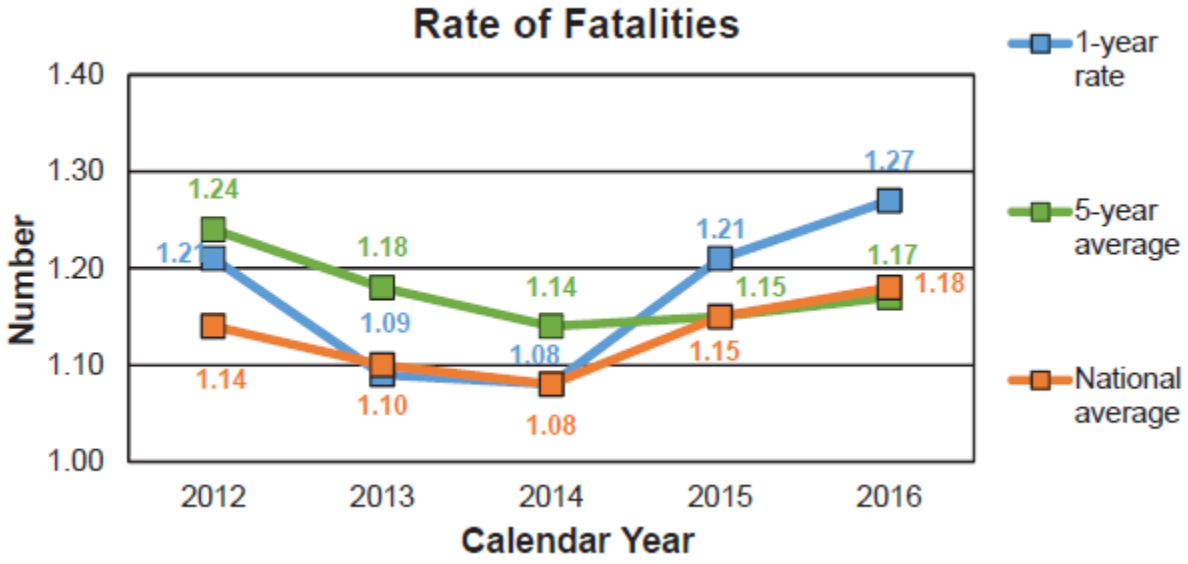


Figure A8-3: Number of Serious Injuries by Calendar Year

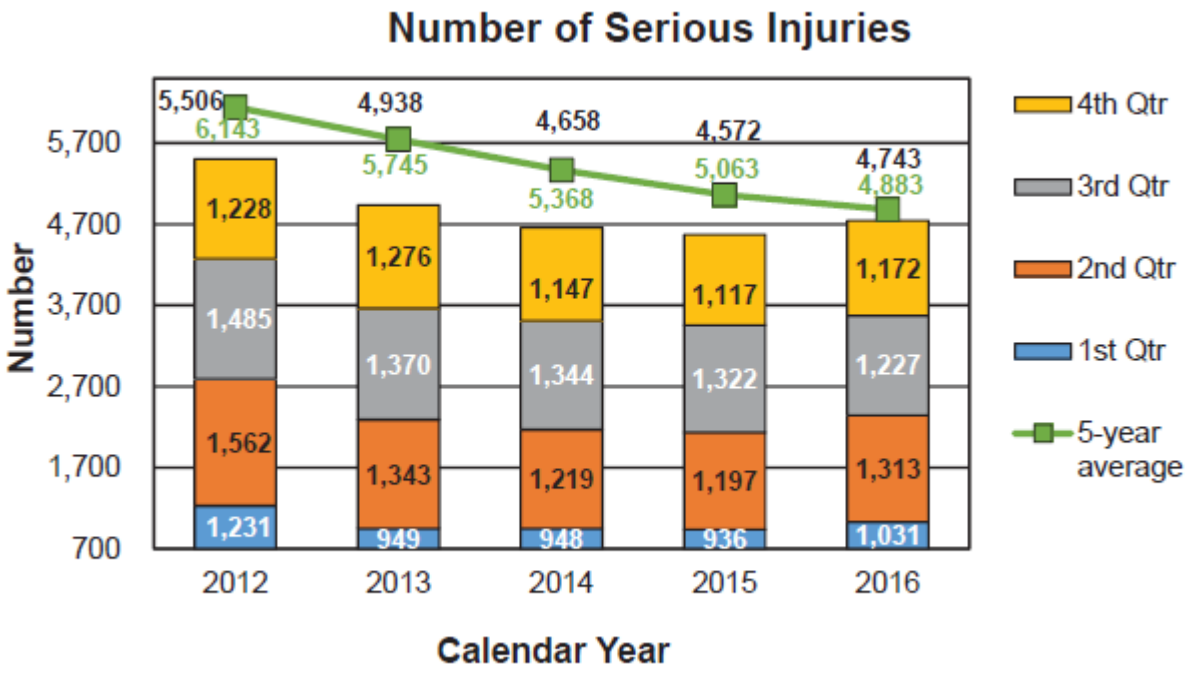


Figure A8-4: Rate of Serious Injuries by Calendar Year

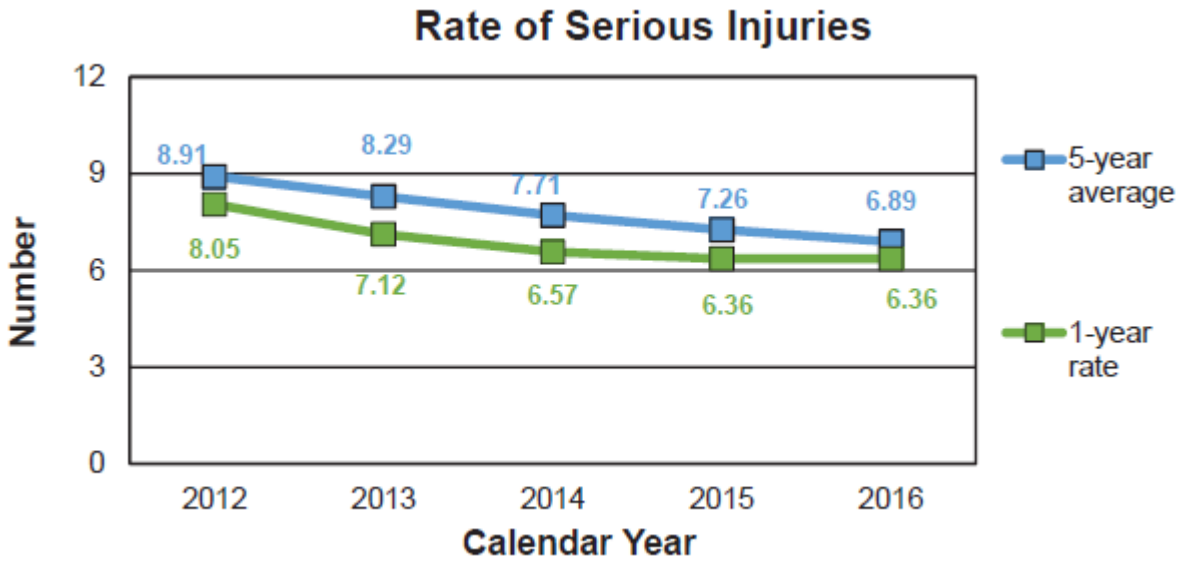


Figure A8-5: Number of Pedestrian Fatalities and Serious Injuries by Calendar Year

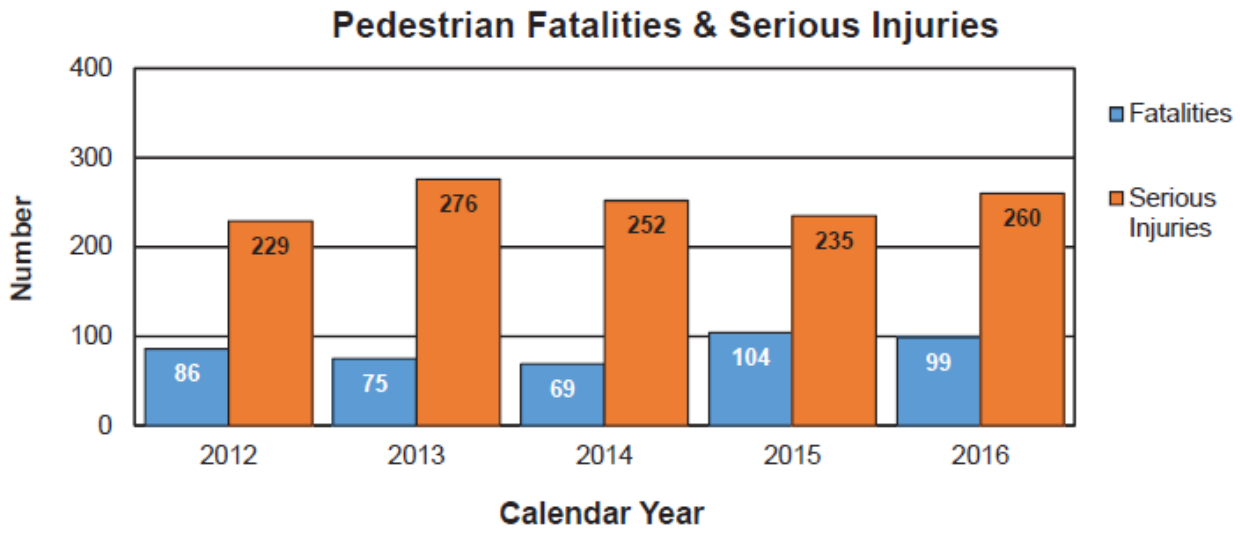
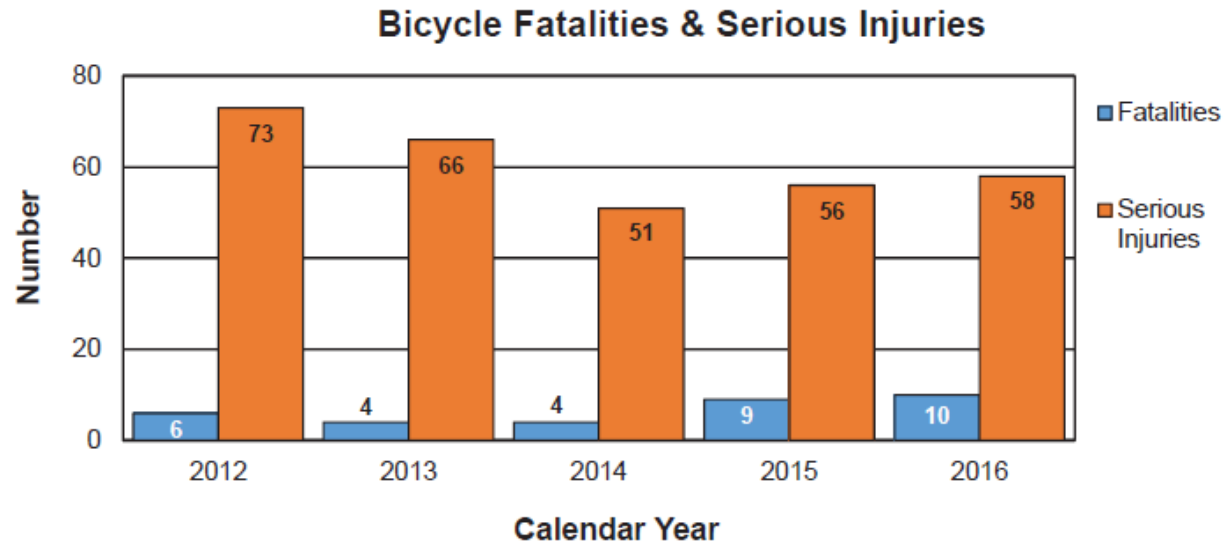


Figure A8-6: Number of Bicycle Fatalities and Serious Injuries by Calendar Year



OTO has agreed to plan and support MoDOT in the statewide targets. OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

***Transportation Plan 2040* Amendment Number 9B – Greene County MTP Amendments**

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

Greene County has requested two changes to the Major Thoroughfare Plan.

- Realignment of proposed Farm Road 94 to connect straight across to AB. This new alignment is in the city limits of Willard, who has concurred with the proposed amendment.
- Removal of proposed Farm Road 140 (Grand Street) between Orchard Crest and West Bypass. The construction of this connection is prevented by established single-family residential and terrain. This connection is partially in the city limits of Springfield, who has concurred with the proposed amendment.

Greene County will take these changes through their approval process based on the recommendation of the OTO Board of Directors. OTO approval will remain pending until formal concurrence by Greene County.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Amendment 5 to the LRTP was for the addition of $215 million in revenue.
Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.
Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.
Amendment 8 to the LRTP was for the MTP change to realign Inman Road in Nixa.
Proposed Amendment 9A to the LRTP is to add the 60/125 interchange to the constrained list and to include Fast Act Performance Based Planning required updates.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

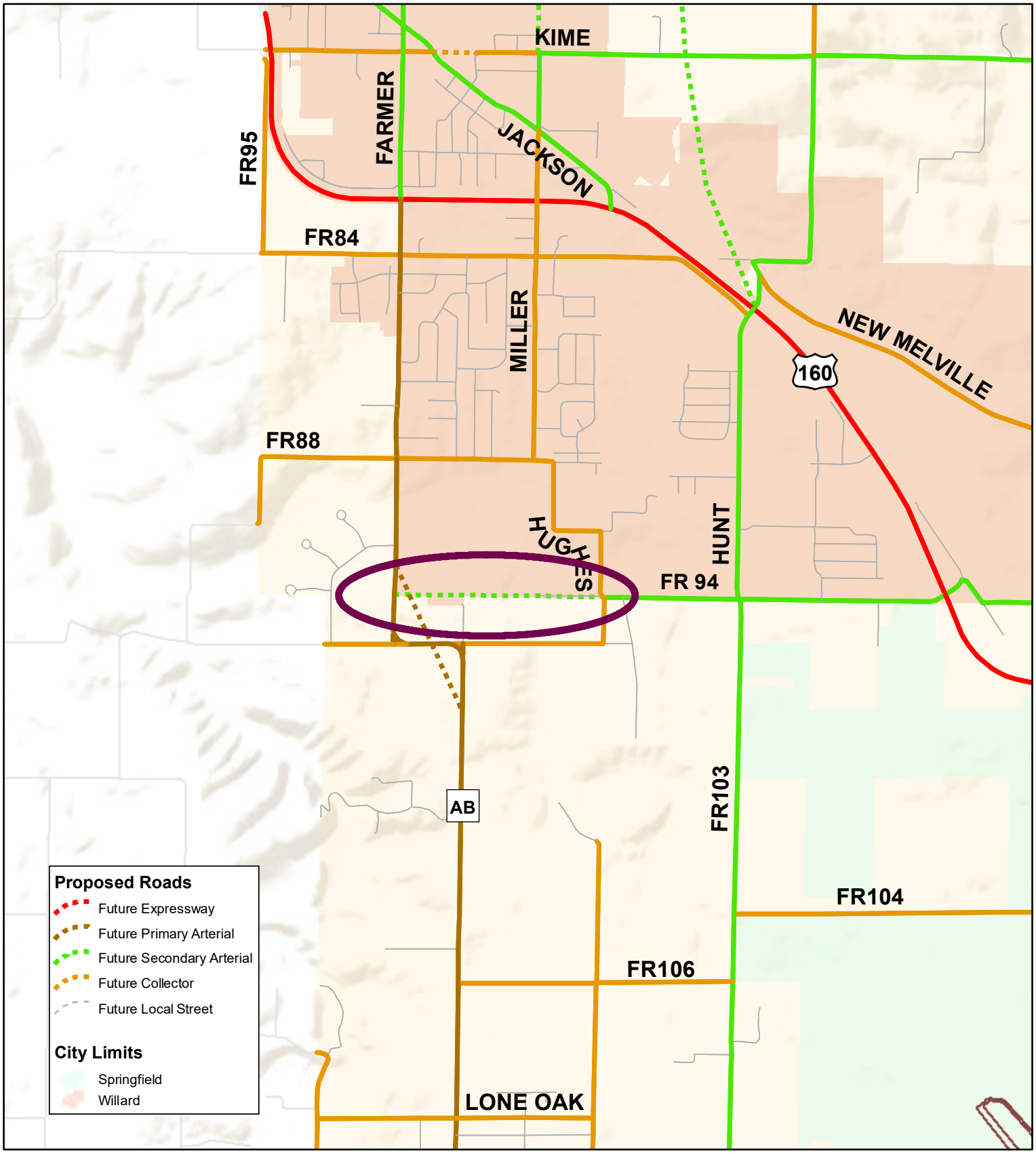
At its regularly scheduled meeting on July 18, 2018 the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 9B.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on August 16, 2018, the Board of Directors unanimously approved *Transportation Plan 2040* Amendment 9B.

Major Thoroughfare Plan

Greene County FR 94 Future Corridor Alignment Amendment
Proposed

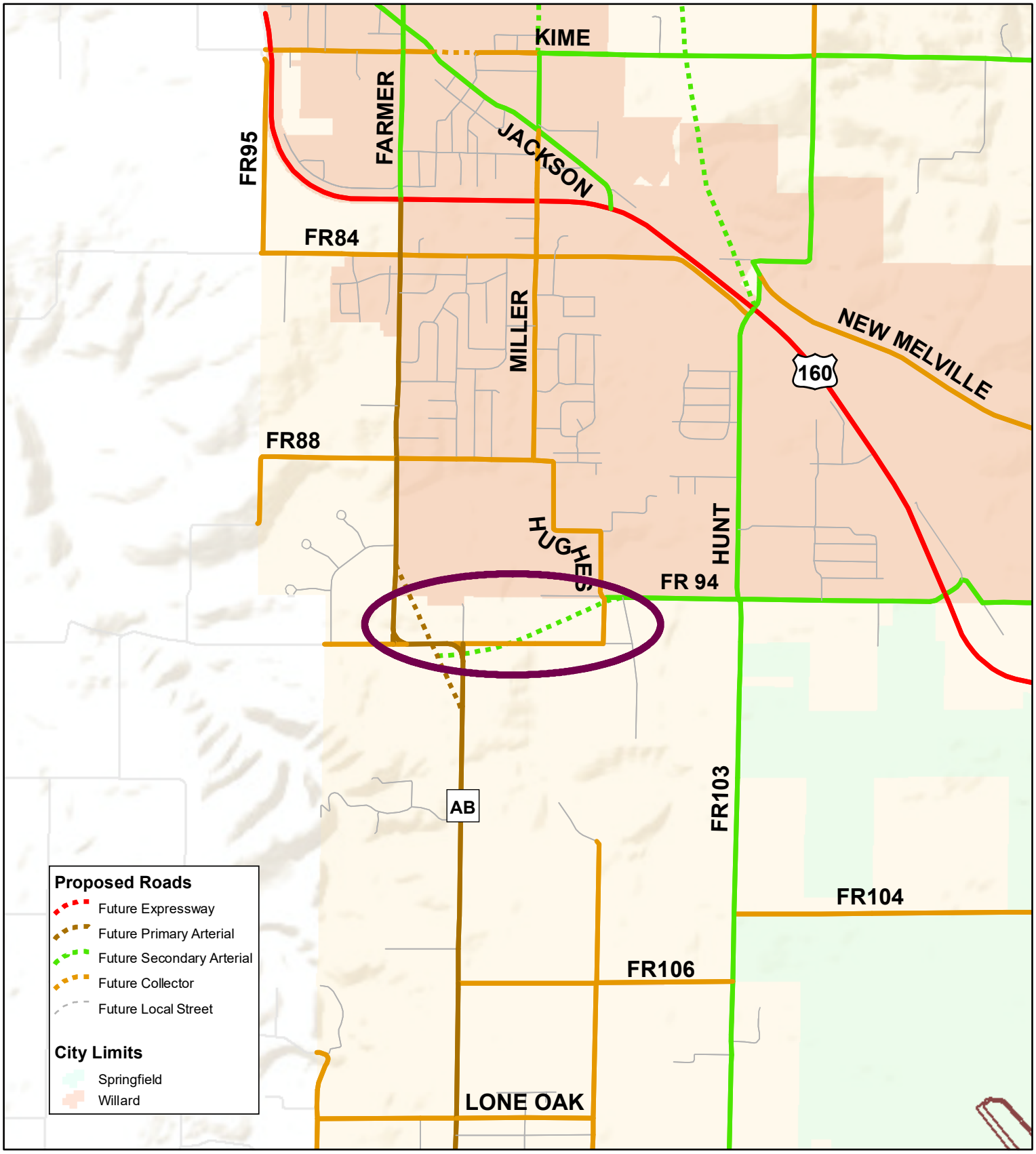


N

0 0.75 1.5 Miles

Major Thoroughfare Plan

Greene County FR 94 Future Corridor Alignment Amendment
Original



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request

Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date:	June 29, 2018

Contact Information

Name:	Joel Keller
Title:	Transportation Planner
Agency:	Greene County Highway Dept.
Street Address:	2064 N. Clifton Ave.
City/State/Zip:	Springfield, MO 65803
Email:	jkeller@greenecountymo.gov
Phone:	(417) 829-6517
Fax:	(417) 868-4811

Roadway Data

Roadway Name:	Farm Rd. 94
Termini of Roadway	
From:	The intersection with Farm Rd 101
To:	The intersection with State Highway AB
Length (miles):	.75

Number of Lanes: 2
Lane Width: Existing 10', future 12'

Amendment Requested and Justification

Current Classification:
Secondary Arterial

Requested Change:
Request realignment of future corridor.

Describe Process for Jurisdiction Approval?
Requires Planning and Zoning Board approval.

Date of Approval by Jurisdiction
Estimated date Sept. 2018

Please describe the history causing need for the amendment:
Greene County is requesting a change in the future alignment of Farm Rd. 94 west of the intersection with Farm Rd. 101. The current MTP shows an alignment that is dependent upon the future realignment of State Highway AB. Extending Farm Rd. 94 directly west of the Farm Rd. 101 intersection is a more easily defined corridor that is not dependent upon improvements being made on the state system and should facilitate the connection of Farm Rd. 94 to State Highway AB in a timelier manner.

What impacts would this amendment have on future ability to comply with the OTO MTP?
No future impacts on the ability to comply with the OTO's MTP are foreseen.

Additional information you would like to include.
The majority of the south half of the right of way for the new alignment lies in Greene County and the northern portion within the City of Willard.

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request**. Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information
If you have questions or need help regarding this application, please contact us:

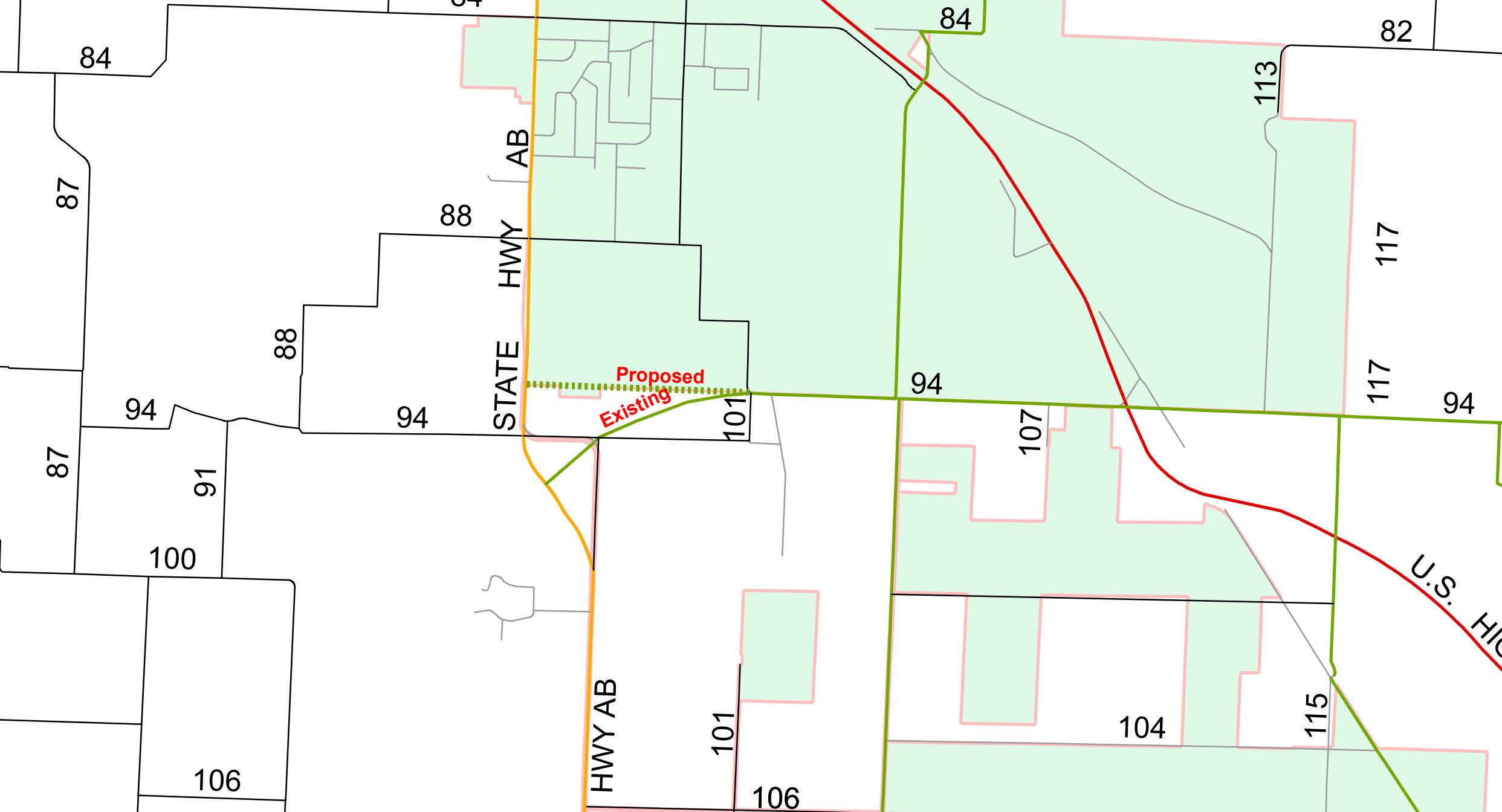
Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103
417.862.6013 Fax

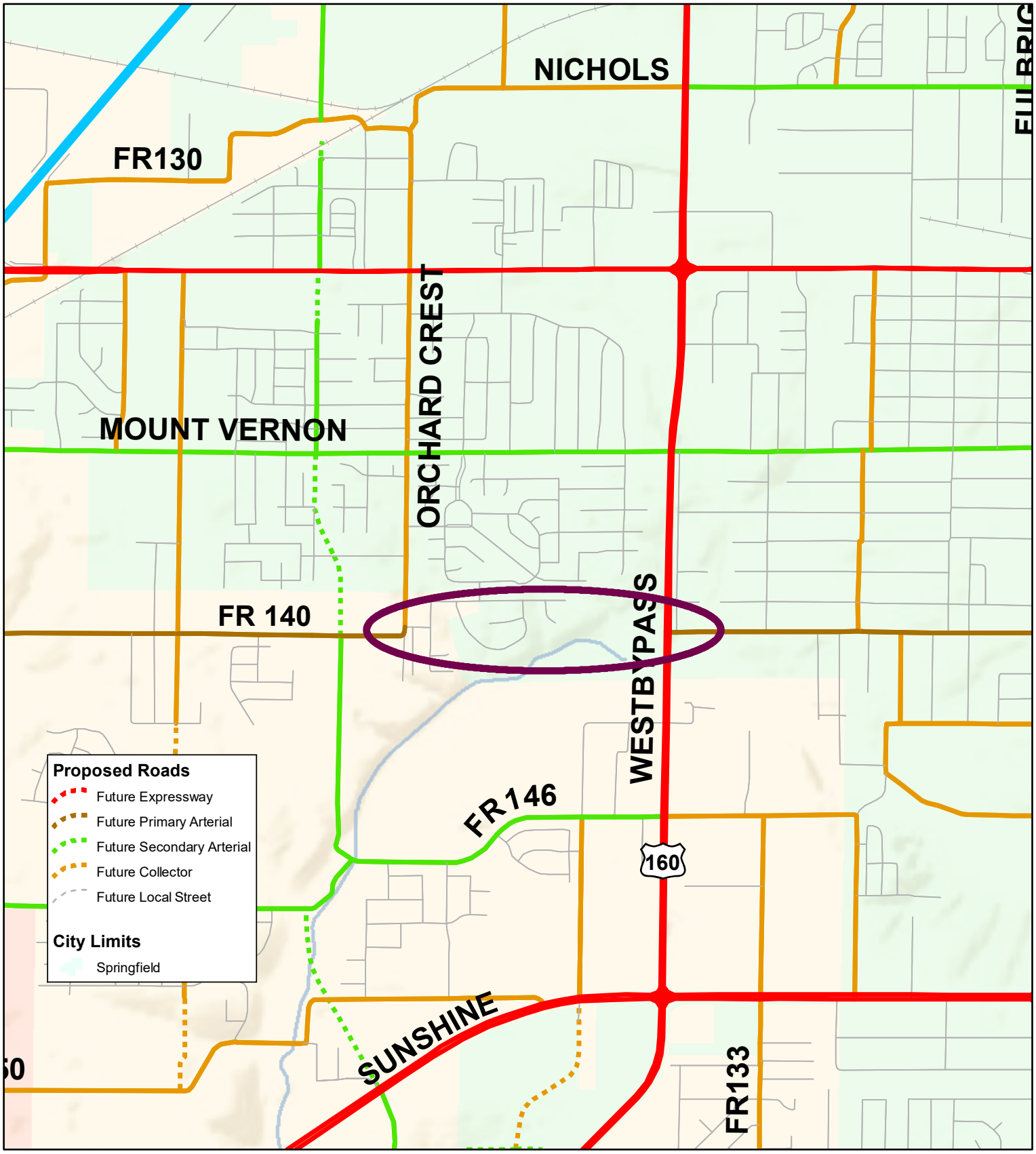
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807


STATE
Proposed
Existing
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STATE
Proposed
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U.S.
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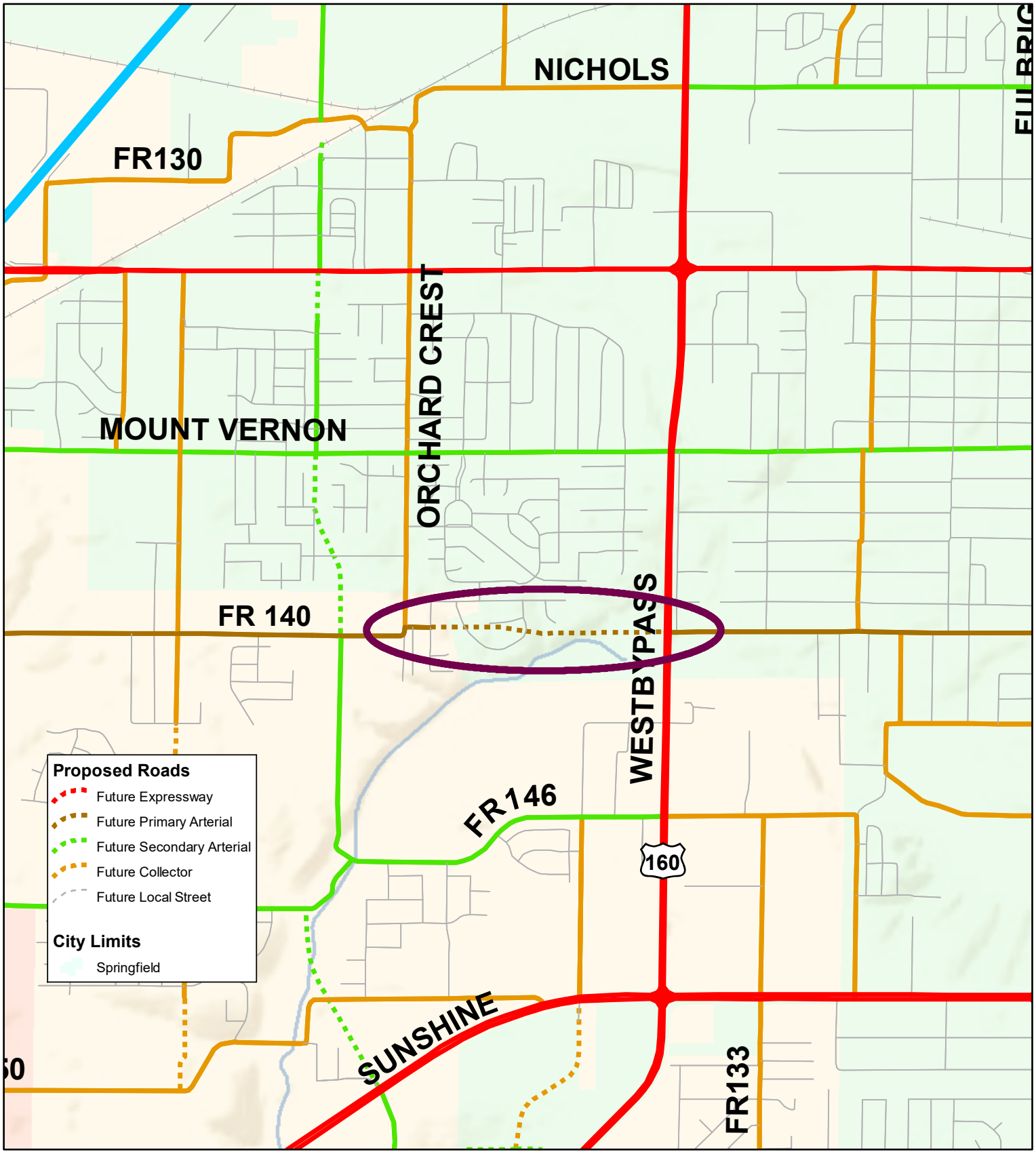
Major Thoroughfare Plan

Greene County FR 140 Future Corridor Alignment Amendment
Proposed



Major Thoroughfare Plan

Greene County FR 140 Future Corridor Alignment Amendment
Original



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request

Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date:	June 29, 2018

Contact Information

Name:	Joel Keller
Title:	Transportation Planner
Agency:	Greene County Highway Dept.
Street Address:	2046 N. Clifton Ave.
City/State/Zip:	Springfield, MO 65803
Email:	jkeller@greenecountymo.org
Phone:	(417) 829-6517
Fax:	(417) 831-5216

Roadway Data

Roadway Name:	Farm Road 140 (Grand St.)
Termini of Roadway	
From:	East of S. Orchard Crest Ave.
To:	West Bypass, U.S. Highway 160
Length (miles):	.71

Number of Lanes: 3-5
Lane Width: N/A

Amendment Requested and Justification

Current Classification:
Primary Arterial

Requested Change:
Remove the proposed future extension of Farm Rd. 140 (Grand St.) east of Orchard Crest Ave. to West Bypass (U.S. 160).

Describe Process for Jurisdiction Approval?
Requires Planning Board approval.

Date of Approval by Jurisdiction
Estimated date September 2018

Please describe the history causing need for the amendment:
The proposed future alignment of Farm Rd. 140 east of Orchard Crest extends through an established single-family neighborhood. Right of way dedicated as part of the Timbercreek Subdivision lies partially within the floodplain for Wilson Creek and is an area with significant elevation change. The area would not be a practical location for the road extension.

What impacts would this amendment have on future ability to comply with the OTO MTP?
No future impacts on the ability to comply with the OTO's MTP are foreseen.

Additional information you would like to include.
A portion of the corridor lying west of Jonathan Ave. is in the county. The vast majority of the corridor including that part east of Jonathan is within the City of Springfield,

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request**. Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

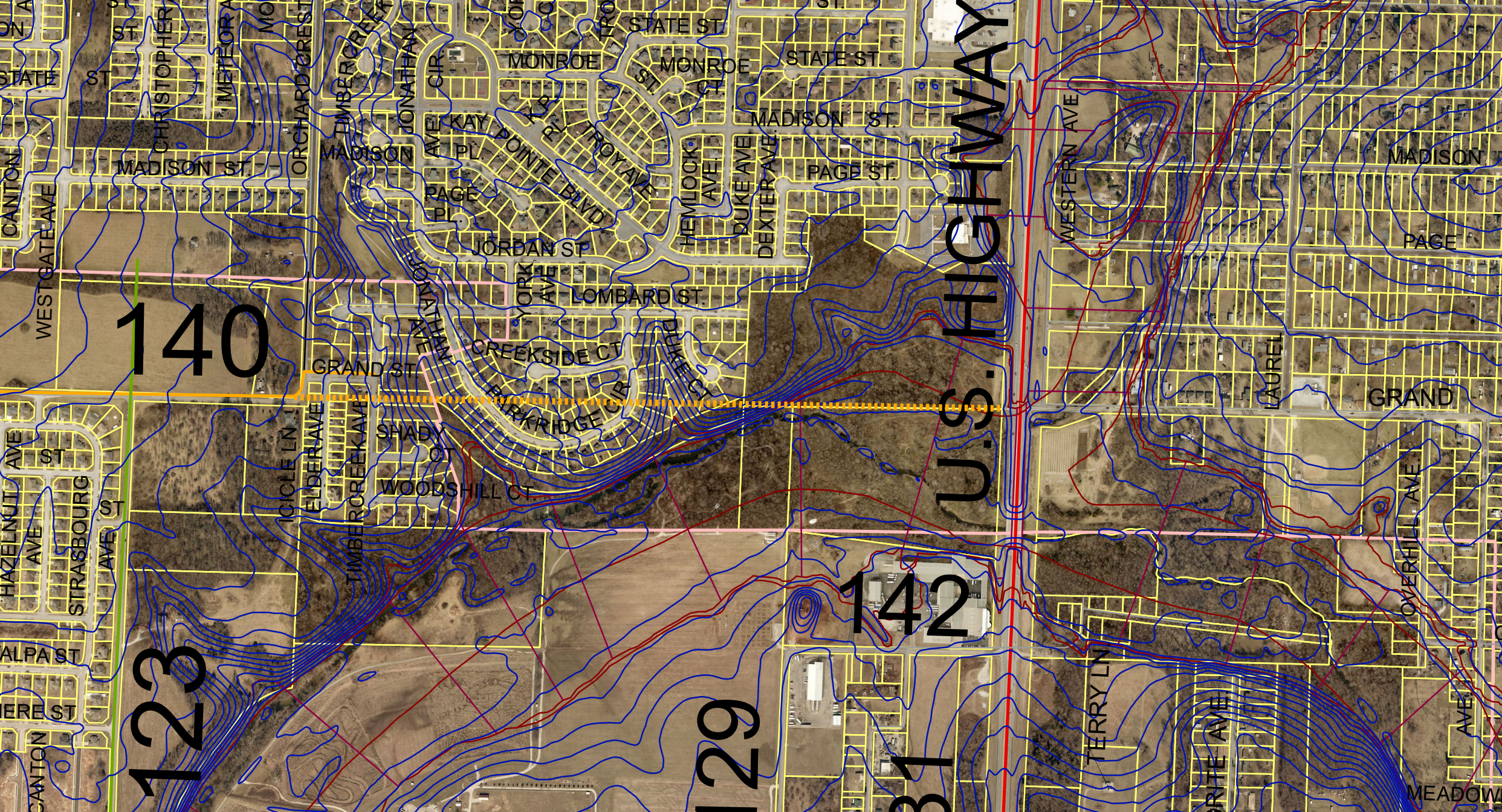
Ozarks Transportation Organization Contact Information
If you have questions or need help regarding this application, please contact us:

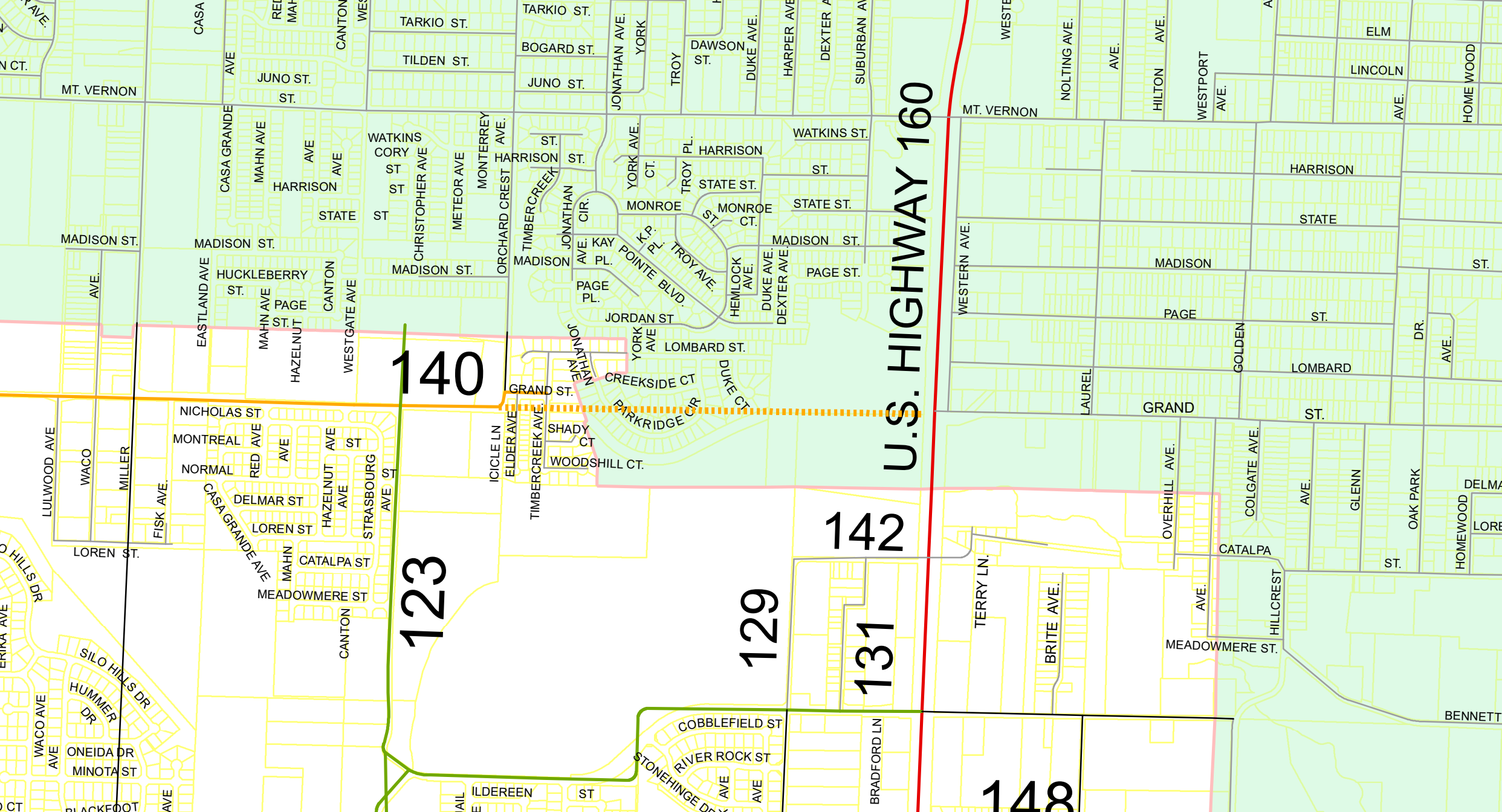
Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103
417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807


STATE ST
MADISON ST
PAGE ST
GRAND ST
LOMBARD ST
JORDAN ST
MONROE ST
MONROE CT
CHRISTOPHER
METEOR
ORCHARD CREST
TIMBER CREEK
JONATHAN
CIR.
AVE
PL.
KAY
POINTE BLVD.
TROY AVE
HEMLOCK
DUKE AVE
DEXTER AVE.
YORK
CREEKSIDE CT
BIRKRIDGE CIR
DUKE CT
SHADY
CT
WOODSHILL CT
ELDER AVE
ICICLE LN
CANTON
WESTGATE AVE
HAZELNUT
STRASBOURG
ALPA ST
ERE ST
U.S. HIGHWAY
WESTERN AVE
LAUREL
OVERHILL AVE.
TERRY LN
MEADOW
140
142
123
129
31


U.S. HIGHWAY 160
140
123
142
129
131
148
MT. VERNON
JUNO ST.
TARKIO ST.
BOGARD ST.
TILDEN ST.
WATKINS ST.
HARRISON ST.
STATE ST.
MONROE ST.
MADISON ST.
PAGE ST.
JORDAN ST
LOMBARD ST.
GRAND ST.
NICHOLAS ST
MONTREAL ST
NORMAL ST
DELMAR ST
LOREN ST.
CATALPA ST
MEADOWMERE ST
CREEKSIDE CT
PARKRIDGE CR
SHADY CT
WOODSHILL CT.
COBBLEFIELD ST
RIVER ROCK ST
ILDEREEN ST
ONEIDA DR
MINOTA ST
BENNETT
CASA GRANDE AVE
MAHN AVE
HARRISON AVE
CHRISTOPHER AVE
METEOR AVE
MONTERREY AVE.
ORCHARD CREST
TIMBERCREEK
JONATHAN AVE.
YORK AVE.
TROY
DAWSON ST.
DUKE AVE.
HARPER AVE.
DEXTER AVE.
SUBURBAN AVE.
NOLTING AVE.
HILTON AVE.
WESTPORT AVE.
LINCOLN AVE.
HOME WOOD
WESTERN AVE.
EASTLAND AVE
HUCKLEBERRY ST.
HAZELNUT
WESTGATE AVE
CANTON
MAHN AVE
RED AVE
STRASBOURG AVE
FISK AVE.
LULWOOD AVE
WACO
MILLER
ICICLE LN
ELDER AVE
TIMBERCREEK AVE
KAY PL.
POINTE BLVD.
TROY AVE.
HEMLOCK AVE.
DUKE CT
LAUREL
GOLDEN
OVERHILL AVE.
COLGATE AVE.
GLENN
OAK PARK
HOMEWOOD
DELMA
LORE
TERRY LN.
BRITE AVE.
HILLCREST
BRADFORD LN
STONEHINGE DR
SILO HILLS DR
HUMMER DR
WACO AVE
ERIKA AVE

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

28 August 2019

Mr. Bradley McMahon
Federal Highway Administration
3220 West Edgewood
Suite H
Jefferson City, Missouri 65109

Mr. Daniel Nguyen
Federal Transit Administration
901 Locust, Suite 404
Kansas City, Missouri 64106

RE: OTO Long Range Transportation Plan, *Transportation Plan 2040*

Please find attached Amendment Number 10 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on August 15, 2019. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of the amendment are included in the following pages.

The entire revised plan can be seen here – https://d1ieu1swajomgq.cloudfront.net/documents/Combined.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

28 August 2019

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

Please find attached Amendment Number 10 to the OTO Long Range Transportation Plan, *Transportation Plan 2040*. The Board of Directors adopted this amendment on August 15, 2019. The adoption maintained demonstration of fiscal constraint as required by federal regulations. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy and no public comment was received. The details of the amendment are included in the following pages.

The entire revised plan can be seen here – https://d1ieu1swajomgq.cloudfront.net/documents/Combined.pdf.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: LRTP Approval Packet

Amendment Number 10 to *Transportation Plan 2040*

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

The City of Ozark has requested a number of changes to the Major Thoroughfare Plan:

1. Rural Collector to Secondary Arterial - From Sandstone along Summit then Future Secondary Arterial Extending to Hwy W
2. Collector to Local - 22nd between Hwy 14 & Warren
3. Add Future Primary Arterial - 19th from New E/W Future Collector from 6th to Selmore, Revised 17th Alignment
4. Revise Oak to Primary Arterial from 17th to 11th, Remove Western Future Primary Alignment
5. Revise Collector to Local and Remove Future Collector on 7th & 5th
6. Remove Future Collector from Hartley to Lark
7. Future Collector Realigned to 25th Street
8. Revise 20th to Secondary Arterial from Collector, Remove Future Collectors and Proposed Secondary Arterial, Realign Future Collector to Fremont
9. Future Collector between Combs & Fremont Removed
10. Future Secondary Arterial Realigned along 20th to Longview
11. Primary Collector Realigned to 18th
12. Revise 14th to Local from Collector
13. Removed Future Collector & Revised 12th to Local
14. Relocate Future Secondary Arterial Alignment
15. Future Secondary Arterial Bridge Crossing Removed
16. Realign 19th Collector to Frontage Rd Alignment
17. Sunset Revised to Local and Future Collector Relocated at Garton Rd to Indian Valley Dr
18. Add Future Collector from Bluestem to Farmer Branch
19. Revised Fremont to Primary Arterial from Sun Valley Rd to County Line

Staff is recommending an additional set of changes to update the Major Thoroughfare Plan with changes that have been made to an existing roadway:

1. Realignment of Central Street to Pythian Street
   Central has been vacated and is now a part of the OTC campus. Pythian has now been extended to recreate an east-west connection. This update corresponds to the Functional Classification Request that was approved by the Board of Directors at their June 2019 meeting.

As part of the FAST Act Performance Measures requirements, OTO must continue to update its planning documents to align with the implementation rules of the Performance Measure Requirements. These Major Thoroughfare Plan changes are considered an update to the Long Range Transportation Plan (LRTP), *Transportation Plan 2040*, and so the LRTP System Performance Report must be updated to include the Targets that have been adopted to date.

PRIOR AMENDMENTS:

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17th/19th Streets in Ozark.
3. Amendment 3 was for the revised design standards.

4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of $215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 17, 2019, the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 10.

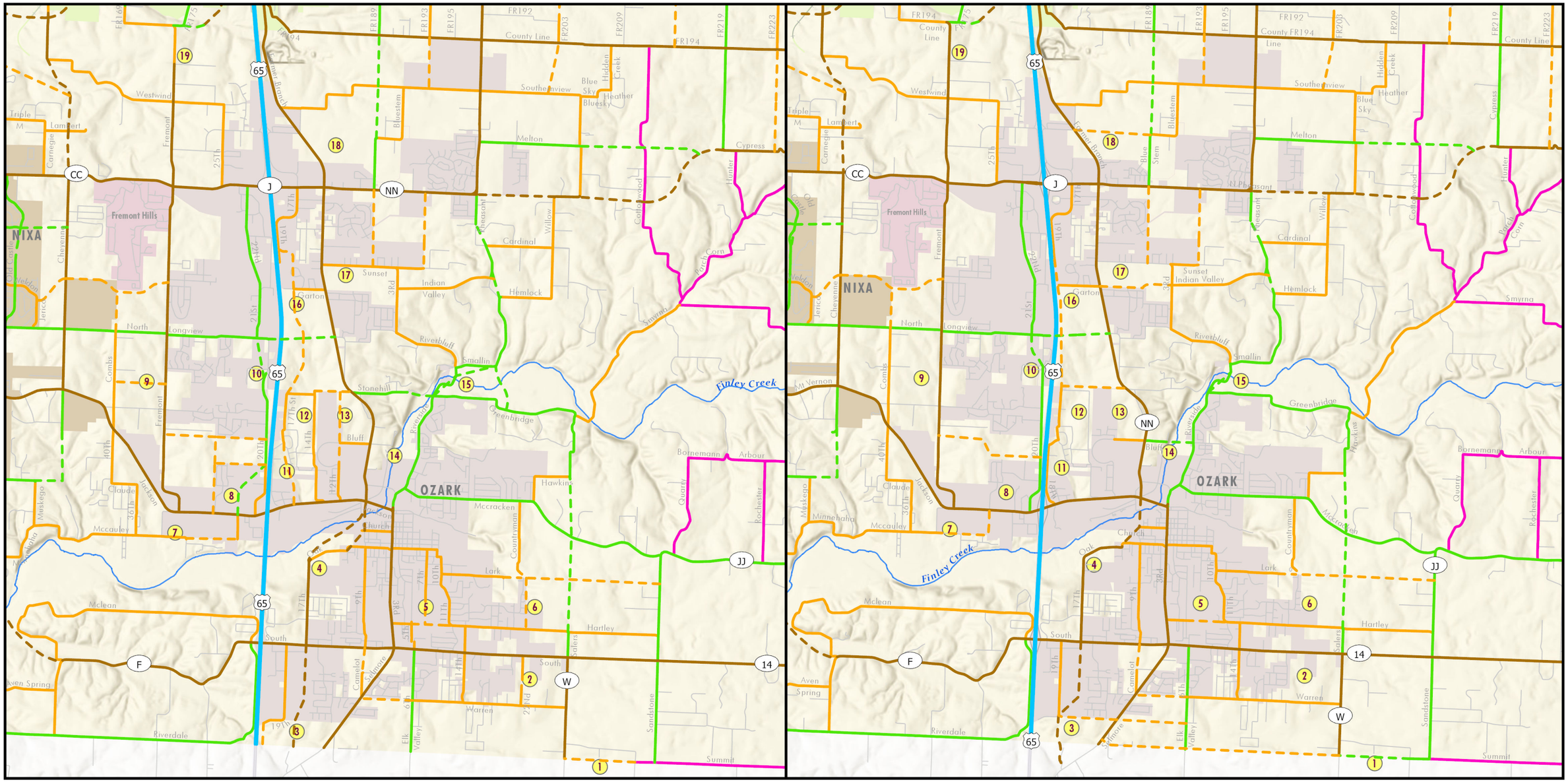
BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on August 15, 2019, the Board of Directors approved Amendment 10 to *Transportation Plan 2040*, pending additional public comment received through August 16, 2019. No additional public comment was received, so the approval stands.

Amendments to the Major Thoroughfare Plan as Proposed by the City of Ozark, June 4, 2019

Original Classification

Proposed Amendments



Street Class

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local
- Railroad

Future Street Class

- Prposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local

1. Rural Collector to Secondary Arterial - From Sandstone along Summit then Future Secondary Arterial Extending to Hwy W
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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

City of Ozark
Department of Public Works

207 E. Brick St. Ozark, Missouri 65721 * Phone: 417-581-1702 * Phone: 417-581-0353 * www.ozarkmissouri.org

June 28, 2019

VIA: ELECTRONIC MESSAGE

Natasha Longpine
Principal Planner
Ozarks Transportation Organization

Natasha,

The City of Ozark would like to provide the Ozarks Transportation Organization (OTO) with a procedural update regarding the formal adoption of the requested modifications to the Major Thoroughfare Plan (MTP).

City Staff has been working diligently along with the OTO staff in an attempt to make the appropriate alterations to the MTP. The City of Ozark has proposed nineteen (19) amendments to the current MTP. These changes are based upon transportation data, development trends, future land use planning efforts, the obtainability of the necessary right-of-way, and the availability of key infrastructure components.

It is the City of Ozark's desire to submit these alterations to the OTO Technical Planning Committee at the July 17, 2019 meeting. Staff is concurrently proposing these changes to the Ozark Board of Aldermen (BOA). These amendments will be presented to the BOA on July 18, 2019. It is the City's desire to have all the proposed changes formally adopted by the BOA on August 5th of 2019. By adhering to this proposed timeline, all City approvals will be completed prior to the OTO Board of Directors meeting which is scheduled to be held on August 15, 2019.

Please feel free to contact our office if you have any questions or concerns related to this project or any of our ongoing transportation planning efforts. We greatly value our relationship with the Ozarks Transportation Organization.

Respectfully,

Jeremy Parsons
Public Works Director

P.O. Box 295 Ozark, MO 65721
Phone: 417-581-2407 Fax: 417-581-0353

BILL NO. 3088 ORDINANCE NO. 19-057

AN ORDINANCE ADOPTING THE MAJOR THOROUGHFARE PLAN.

WHEREAS, the City of Ozark, Missouri (Ozark), Ozark Special Road District, Christian County, and the Ozark Transportation Organization work together to create a Major Thoroughfare Plan for regional infrastructure development over the next twenty-five years; and

WHEREAS, the City of Ozark (Ozark) wishes to make certain amendments to the Major Thoroughfare Plan; and

WHEREAS, the proposed changes are based upon transportation data, development trends, future land use planning, right-of-way acquisition, and the availability of key infrastructure components.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF OZARK, MISSOURI, as follows, that:

SECTION 1 – The Board of Aldermen hereby adopt the Major Thoroughfare Plan, a copy of which is attached hereto and incorporated herein by reference as "Exhibit A."

SECTION 2 – This Ordinance shall be in full force and effect from and after its passage and approval.

PASSED AT MEETING ON AUGUST 5, 2019.

	AYE	NAY	ABSENT
ALDERMAN HEATHER ALDER	**X**		
ALDERMAN BRUCE GALLOWAY	**X**		
ALDERMAN NATHAN POSTEN	**X**		
ALDERMAN JASON SHAFFER	**X**		
ALDERMAN TED SMITH	**X**		
ALDERMAN JOHN TORGERSON	**X**		

APPROVED ON AUGUST 5, 2019.

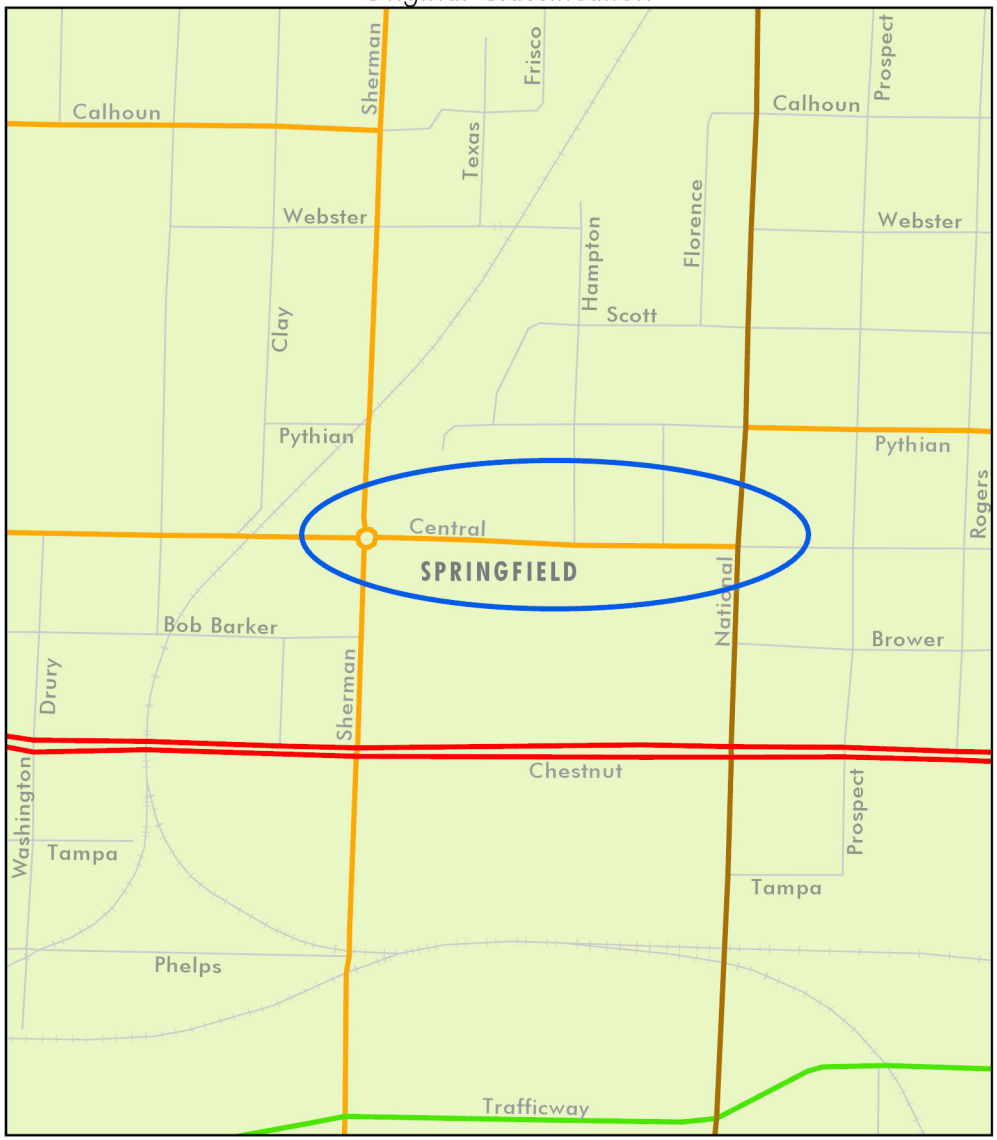
RICK GARDNER, MAYOR

ATTEST:

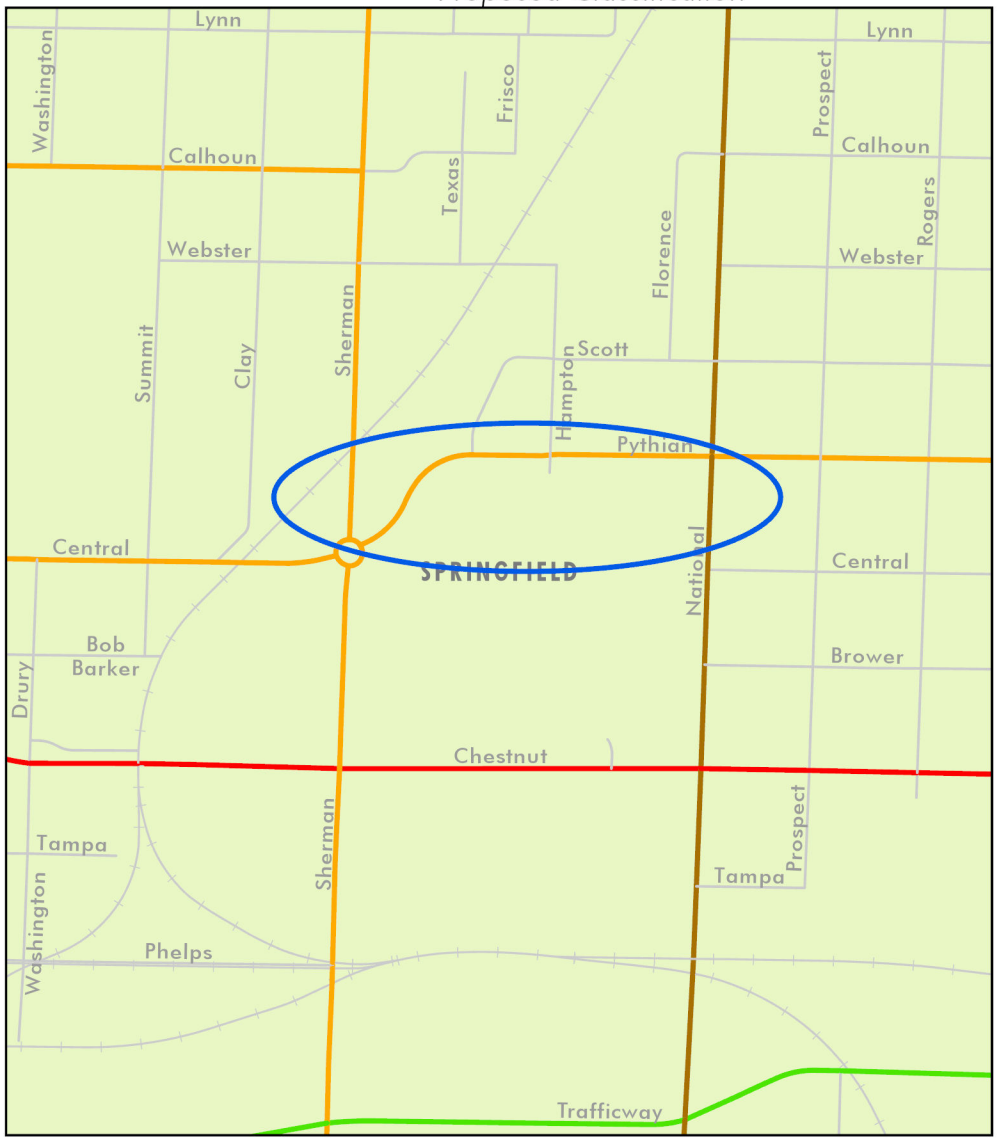
CHANDRA HODGES, CITY CLERK

Major Thoroughfare Plan Amendment:
Pythian to Collector & Central to Local/Private from National to Sherman

Original Classification



Proposed Classification



Street Class

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local
- Railroad

Future Street Class

- Proposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local

N

0 500 1,000 2,000

US Feet

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Appendix 8 – System Performance Report

System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system. Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

Transit Targets

Adopted by the OTO Board of Directors on December 20, 2018

City Utilities, as a Tier II transit agency, is partnering with the State of Missouri on their Transit Asset Management (TAM) Plan, which was adopted in October 2018. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets were coordinated with the applicable transit agencies and MPOs. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on December 20, 2018, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan.

Table A8-1: Transit Asset Management Targets

Assets: Only those for which agency has direct capital responsibility	**Performance Measure**	**Targets**
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	**Not Applicable**
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	**45 percent**
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	**Not Applicable**
Facilities Administrative, passenger stations (buildings), and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	**30% with below 3.0 Condition Rating**
Maintenance Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	**25% with below 3.0 Condition Rating**

*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

Safety Targets

Adopted by the OTO Board of Directors on December 20, 2018

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 20,2018, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2019, which are based on a rolling five-year average:

Table A8-2: Safety Targets

Performance Measure	5-Year Rolling Average (2013-2017)	Statewide Target for CY2019
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

OTO has agreed to plan and support MoDOT in the statewide targets. OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

Infrastructure Condition Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system condition targets for CYs 2019 and 2021:

Table A8-3: Pavement and Bridge Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	30.9%
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	7.1%
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%		0.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

System Performance Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system performance targets for CYs 2019 and 2021:

Table A8-4: System Performance Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.30