

Amendment Number 12 to *Transportation Plan 2040*

DESCRIPTION:

Seven projects are proposed to be added to the Constrained Project List ahead of programming in the Transportation Improvement Program. One change is also requested on the Major Thoroughfare Plan.

Added Projects to the Constrained List

1. City of Battlefield Azalea Terrace - \$700,163
2. City of Springfield Galloway Street - \$5,000,000
3. City of Nixa Main Street from Tracker to CC - \$2,345,000
4. City of Nixa North Street - \$550,000
5. City of Nixa Truman Boulevard - \$1,202,000
6. City of Nixa Main Street from Route 14 to North - \$3,000,000
7. City of Strafford North Old Orchard - \$600,000

To ensure fiscal constraint, the funding received and provided as match for the Galloway Street project (\$5,000,000) was also added to the Financial Projections.

Major Thoroughfare Change Requested

1. City of Ozark McCracken Road from Riverside Road to NN from Local to Collector

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.
10. Amendment 10 was to revise the Major Thoroughfare Plan in the City of Ozark, the City of Springfield, and to update the System Performance Report.
11. Amendment 11 was to add the City of Springfield BUILD Grant to the Constrained Project List, also updating the financial projections.

programs such as BUILD and INFRA. As this funding is uncertain, awarded amounts will be amended into the Plan here, to reflect the additional funding available to the OTO region.

Table 6-A11: Discretionary Funding

Timeframe	USDOT	State	Local
2018-2022	\$ 20,960,822	\$ 1,500,000	\$ 8,740,206
2023-2027	\$ 0	\$ 0	\$ 0
2028-2032	\$ 0	\$ 0	\$ 0
2033-2037	\$ 0	\$ 0	\$ 0
2038-2040	\$ 0	\$ 0	\$ 0
TOTAL	\$ 20,960,822	\$ 22,460,822	\$ 8,740,206

1. November 11, 2019 BUILD Grant for City of Springfield Grant Avenue Connect Parkway Project

USDOT	20,960,822
Local	5,240,206
Total	26,201,028

2. FY 2020 Governor's Cost Share for City of Springfield Galloway Street Project

State	1,500,000
Local	3,500,000
Total	5,000,000

Roadway Revenue Estimates through 2040

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

With the funding projected for operations and maintenance and discretionary funding, the total revenue projected through 2040 is \$1,466,955,626.

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
Discretionary Funding	\$31,201,028
TOTAL REVENUE	\$1,471,955,626

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.

Roadways

Projected revenue through 2040 is \$1,466,955,626. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,785,293,629. 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	\$1,471,955,626
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	\$964,881,626

Available Funding (through 2040)	\$1,471,955,626
Constrained Costs (Uninflated)	(\$776,574,955)
Unconstrained Costs (Uninflated)	(\$515,742,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$327,435,329)

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
D1	SPRINGFIELD	GRANT AVENUE PARKWAY	GRANT AVENUE FROM SUNSHINE TO COLLEGE	SAFETY, BICYCLE, PEDESTRIAN AND OTHER NON-ROADWAY IMPROVEMENTS	\$26,201,028	\$ -	\$ -	\$26,201,028	\$949,085,555
B2001	BATTLEFIELD	AZALEA TERRACE	AZALEA TERRACE FROM LILAC TO HONEYSUCKLE	EXTENSION OF AZALEA AND SIDEWALKS	\$700,163	\$ -	\$ -	\$700,163	\$949,785,718
S2001	SPRINGFIELD	GALLOWAY STREET	GALLOWAY FROM LUSTER TO LONE PINE	CAPACITY, BICYCLE, PEDESTRIAN IMPROVEMENTS	\$5,000,000	\$ -	\$ -	\$5,000,000	\$954,785,718
N2001	NIXA	MAIN STREET	MAIN STREET FROM TRACKER TO CC	CAPACITY AND PEDESTRIAN IMPROVEMENTS	\$2,345,000	\$ -	\$ -	\$2,345,000	\$957,130,718
N2002	NIXA	NORTH STREET	NORTH FROM MAPLEWOOD HILLS TO CHEYENNE	ENGINEERING	\$550,000	\$ -	\$ -	\$550,000	\$957,680,718
N2003	NIXA	TRUMAN	TRUMAN FROM HEATHER GLENN TO PEMBROOK/ NORTON	CAPACITY AND PEDESTRIAN IMPROVEMENTS	\$1,202,000	\$ -	\$ -	\$1,202,000	\$958,882,718
N2004	NIXA	MAIN STREET	MAIN STREET FROM ROUTE 14 TO NORTH	ROADWAY IMPROVEMENTS	\$ -	\$3,000,000	\$ -	\$3,000,000	\$961,882,718

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST2001	STRAFFORD	NORTH OLD ORCHARD	NORTH OLD ORCHARD FROM FARM ROAD 84 TO EVERGREEN	ROADWAY IMPROVEMENTS	\$600,000	\$ -	\$ -	\$600,000	\$962,482,718

Major Thoroughfare Plan Amendment McCracken Road, Ozark MO

