



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

JULY 15, 2021  
12:00 - 1:30 PM

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



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Board of Directors Meeting Agenda

July 15, 2021

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices and via Zoom (details to be emailed separately).

**The online public viewing of the meeting will be available on Facebook:**

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

**and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

Call to Order .....NOON

#### I. Administration

##### A. Roll Call

##### B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lear)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

##### C. Approval of May 20, 2021 Minutes ..... Tab 1

(2 minutes/Lear)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES**

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

(5 minutes/Lear)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on July 14<sup>th</sup> to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at [www.giveusyourinput.com](http://www.giveusyourinput.com). These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

##### E. Executive Director's Report

(10 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

##### F. MoDOT Update

(10 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

##### G. Legislative Reports

(10 minutes/Lear)

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

## II. Unfinished Business

### A. *Towards a Regional Trail System* Regional Long Range Trail Plan..... Tab 3 (10 minutes/Thomason)

*Towards a Regional Trail System* is a standalone regional trail plan, which will inform Destination 2045, and proposes how to fund and implement a trail system with continuous linkages that connects communities.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE TOWARDS A REGIONAL TRAIL SYSTEM AS OTO'S REGIONAL TRAIL PLAN**

### B. 2021 Action Items ..... Tab 4 (5 minutes/Fields)

Each year, the Executive Director, and the Executive Committee work to develop action items to further the mission and goals of the organization.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE 2021 ACTION ITEMS**

## III. New Business

### A. Transportation Plan 2040 Amendment 13 ..... Tab 5 (10 minutes/Longpine)

Two projects need to be added to the constrained list in Transportation Plan 2040 to be included in the FY 2022-2025 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE TRANSPORTATION PLAN 2040 AMENDMENT 13**

### B. Draft 2022-2026 STIP ..... Tab 6 (5 minutes/Miller)

The 2022-2026 Statewide Transportation Improvement Program will be considered for approval by the Missouri Highway and Transportation Commission on July 1, 2021 and is included for member information. Public comment closed on June 4, 2021.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

### C. Draft FY 2022-2025 Transportation Improvement Program ..... Tab 7 (15 minutes/Longpine)

The draft FY 2022-2025 Transportation Improvement Program is available in electronic format for review and approval.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DRAFT FY 2022-2025 TIP**

### D. Planning Process and Financial Capacity Certifications ..... Tab 8 (5 minutes/Longpine)

MPOs must annually certify with FHWA and FTA compliance with federal, state, and civil rights regulations and that recipients of federal transit funding have the financial capacity to complete awarded projects.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PLANNING PROCESS AND  
FINANCIAL CAPACITY CERTIFICATION**

**III. Other Business**

**A. Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

**B. Transportation Issues for Board of Directors Member Review**

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

**C. Articles for Board of Directors Member Information ..... Tab 9**

(Articles attached)

**IV. Adjourn meeting.** A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, September 16, 2021 at 12:00 P.M. as a web meeting via Zoom.

**Attachments**

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

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

If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

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



**TAB 1**

**BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM I.C.**

**May 20, 2021 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors May 20, 2021 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors May 20, 2021 meeting minutes.”

OR

“Move to approve the Board of Directors May 20, 2021 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
MAY 20, 2021**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. using the Zoom video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. Chuck Branch, Citizen-at-Large	Mr. Lynn Morris, Christian County
Mr. Steve Childers, City of Ozark (a)	Mr. Ralph Phillips, Christian County (a)
Mr. Travis Cossey, City of Nixa (a)	Mr. James O'Neal, Citizen-at-Large
Mr. Brad Gray, City of Willard (a)	Mr. John Russell, Greene County (Vice-Chair)
Ms. Karen Haynes, City of Republic (a)	Mr. Mike Schilling, City of Springfield
Mr. Skip Jansen, City Utilities Transit	Mr. Dan Smith, City of Springfield (a)
Mr. Andrew Lear, City of Springfield (Chair)	Ms. Martha Smartt, City of Strafford (a)
Mr. Rusty MacLachlan, Greene County	Mr. Tommy VanHorn, City of Battlefield (a)

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

The following members were not present:

Mr. Jerry Compton, Citizen-at-Large	Mr. Brian Weiler, Spfld-Branson Nat'l Airport (a)
Mr. Richard Walker, Citizen-at-Large	

Others Present: Mr. Frank Miller and Ms. Stacy Reese, MoDOT; Mr. Tyler Merriott, Senator Roy Blunt's Office; Mr. Steve Bodenhamer, City of Battlefield; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Lear called the meeting to order at approximately 12:01 p.m.

**I. Administration**

**A. Welcome and Roll Call**

Member	Vote	Member	Vote
Mr. Chuck Branch	Present	Mr. Lynn Morris	Present
Mr. Steve Childers	Present	Mr. James O'Neal	Present
Mr. Jerry Compton	Absent	Mr. John Russell	Present
Mr. Travis Cossey	Present	Mr. Mike Schilling	Present
Mr. Brad Gray	Present	Ms. Martha Smartt	Present
Ms. Karen Haynes	Present	Mr. Dan Smith	Present
Mr. Skip Jansen	Present	Mr. Tommy VanHorn	Present
Mr. Andrew Lear	Present	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Present	Mr. Brian Weiler	Absent

A quorum was present.

**B. Approval of Board of Directors Meeting Agenda**

Ms. Haynes moved to approve the May 20, 2021 agenda. Mr. Schilling seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	---
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	---
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Aye	Mr. Brian Weiler	Absent

The motion passed.

**C. Approval of March 18, 2021 Meeting Minutes**

Mr. Branch moved to approve the minutes from the March 18, 2021 meeting. Mr. O'Neal seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Aye
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Aye	Mr. Brian Weiler	Absent

The motion passed.

**D. Public Comment Period for All Agenda Items**

Chairman Lear advised there were public comments included in the packet. Chairman Lear asked for comments or questions.

**E. Executive Director's Report**

Ms. Fields reported the fuel tax passed. The Governor has not signed it yet. One of the provisions is that 15% of it will go to cities and 15% will go to counties. There is also a refund provision included which makes it difficult to project revenue. Three percent is taken off the top for administration for the Department of Revenue. A rough estimate would be \$275 million a year at full implementation for the state of Missouri. Assuming no changes, approximately \$4 million a year for the OTO area. Ms. Fields thanked the Legislature for putting their trust in MoDOT and regional partners such as OTO to select the correct projects for the use of that tax.

Ms. Fields stated OTO worked closely with Congressman Long's office in asking for some Congressionally Designated Projects for the new transportation bill. Currently the transportation bill is under a 1-year extension which expires September 30, 2021. If a new transportation bill is passed, some of the Congressionally Designated Projects could be added. OTO has also been in contact with

Senator Blunt's office regarding any priorities or designations they may want to make. The Senate has not laid out a process for that yet.

Ms. Fields stated she has been appointed to the Association of MPOs' Policy Committee. This committee will provide input for the crafting of the new transportation bill. The House is using HR2, which is the bill that was passed last year, but was not taken up by the Senate, as a starting point with some modifications. That bill includes an increase in funding of approximately 40%. It would affect the OTO planning funds, the STBG allocations, as well as TAP funds. OTO is monitoring infrastructure bills on the federal level to see if any progress is being made. There has been a lot of talk on roads and bridges as well as transit, airports, and other infrastructure.

Ms. Fields stated it is possible the next Board of Directors meeting will be a hybrid meeting, which will offer an in-person or Zoom option. OTO is currently working on minor sound issues in the conference room when using Zoom. Steps are being taken to fix the issue in preparation of the July meeting.

#### **F. MoDOT Update**

Ms. Reese stated it was MoDOT's first week back in the office.

Ms. Reese reported the draft STIP is out for public comment which goes through the end of May. The Commission will take action in June to approve it after the public comment period.

MoDOT has received many questions regarding what funding will look like with the fuel tax. It is difficult to know with the potential for a rebate. In the South Carolina model, approximately 20% of people applied for a rebate. The MoDOT Director posed a question to MoDOT's planning partners, with the fuel tax and movement at the Federal level, should the STIP be updated sooner when funding is made clearer.

Ms. Fields thanked MoDOT for its work on the draft STIP. MoDOT was able to put most of the projects discussed this spring for the OTO area into the STIP.

#### **G. Legislative Reports**

Mr. Merriott with Senator Blunt's Office reported he was speaking on behalf of Sonya Anderson who had other commitments. Mr. Merriott thanked Ms. Fields for meeting with them and going over priorities for some of the OTO MPO area projects. Their office will provide updates as funding moves forward.

Mr. Merriott stated the Senator has continued to explain to fellow legislators how important transportation is to the state of Missouri. Transportation is a competitive advantage for Missouri compared to the rest of the country. The fuel tax was one of the first steps Missouri could take to continue to improve infrastructure needs that have been long overlooked.

The Senator enacted the Repair Act which leverages public dollars to incentivize private sector investment on infrastructure. It is designed to become self-sustaining over time.

The President's infrastructure plan is \$2.1 trillion. Senator Blunt has some concerns due to only 30% of the plan is for traditional infrastructure needs. The Senator has been meeting with the President and while nothing has been finalized, progress has been made in the right direction and an

agreement may happen soon. The Senator and his office are working for bipartisan support for whatever infrastructure bill is passed to make sure Missouri's needs are taken care of.

## **II. New Business**

### **A. Financial Statements for 3rd Quarter 2020-2021 Budget Year**

Ms. Fields stated that included for consideration were the third quarter financial statements for the 2020-2021 Budget Year. This period includes January 1, 2021 through March 31, 2021. The third quarter expenses total 58.3 percent of budget. The revenue was 57.4 percent of budget. Ms. Fields explained the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Mr. Childers made a motion to accept the Third Quarter Financial Statements for the 2020-2021 Budget Year. Mr. Branch seconded the motion. A roll call vote was taken.

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	---
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Aye	Mr. Brian Weiler	Absent

The motion passed.

### **B. FY 2022 Operational Budget**

Ms. Fields stated the Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. The UPWP Appendix A Budget is required to show all planning activities that use federal funds. Therefore, the planning activities of City Utilities are shown in that budget. In-Kind match and donated services are also required to be shown. This includes State-funded MoDOT work such as signal timing and planning, as well as member jurisdiction attendance at meetings. An OTO FY 2022 Operational Budget has been developed that includes the same OTO expenses as the UPWP Appendix A, plus some additional highlighted expenses that are not billable to the federal grant. In addition, it shows the projected cash flow for the year. Once approved this will be the OTO's audited budget. Ms. Fields detailed the budget.

Ms. Fields reported MoDOT has volunteered to complete the MM to ZZ study as part of a larger corridor planning effort. OTO would like to replace that study with a Highway 13 North study, looking at the Highway 13 and I-44 interchange and areas north up to North Road and possibly beyond. A lot of public comment has been received concerning this area. The City of Springfield and Greene County will partner with OTO in this effort. There would be room for one more study, if the need arises.

Mr. Schilling made a motion to adopt the OTO FY 2022 Operational Budget with the removal of the MM to ZZ study and addition of a Highway 13/I-44 study. Mr. O'Neal seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Aye
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Aye	Mr. Brian Weiler	Absent

The motion passed.

**C. FY 2022 Unified Planning Work Program**

Ms. Fields reported the OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP contains the proposed budget for FY 2022 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. Ms. Fields highlighted the budget.

Mr. Jansen made a motion to approve the FY 2022 Unified Planning Work Program with the removal of the MM to ZZ study and addition of a Highway 13/I-44 study and authorize the Executive Director to enter into the annual contract with MoDOT for federal funding. Ms. Haynes seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Aye
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Aye	Mr. Brian Weiler	Absent

The motion passed.

**D. Public Participation Plan Annual Evaluation**

Mr. Faucett reported the effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2020 Public Participation Plan approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation. Mr. Faucett presented the evaluation.

This was informational only. No action was required.

**E. FY 2020-2023 TIP Administrative Modifications Numbers Nine and Ten**

Ms. Longpine stated there was one item included as part of Administrative Modification 9 and one item included as part of Administrative Modification 10 to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine detailed the Administrative Modifications.

This was informational only. No action was required.

**F. Amendment Number Ten to the FY 2020-2023 TIP**

Ms. Longpine reported there were 2 items requested by OTO member jurisdictions included as part of Amendment Number Ten to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine highlighted the requests regarding MSU's Grant Avenue Pedestrian Underpass and Strafford's N. Old Orchard Road projects.

Mr. Schilling made a motion to approve Amendment 10 to the FY 2020-2023 Transportation Improvement Program. Ms. Smartt seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Aye
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Aye	Mr. Brian Weiler	Absent

The motion passed.

**G. Additional Federal Funds Project Options**

Ms. Fields stated additional funding was made available for transportation projects through the Coronavirus Response and Relief Supplemental Appropriations Act (CRSSA) and the FY 21 Omnibus Appropriations Act. OTO is charged with making a determination on how best to spend these funds. The funds must be obligated by September 30, 2024. Eligible activities are those typical TAP and STBG activities plus costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses. Staff's proposal was to fund two trails in three total sections, the Chadwick Flyer and the Wilson's Creek Boulevard Trail. Ms. Fields detailed the proposal.

Mr. Branch made a motion to approve the proposal as outlined and direct staff to include the projects in the FY 2022-2025 Transportation Improvement Program. Ms. Haynes seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	---
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	No



Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	No	Ms. Martha Smartt	Absent
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Absent	Mr. Brian Weiler	Absent

The motion passed.

#### **H. Transportation Performance Management Planning Agreement**

Ms. Longpine reported that transportation law requires state departments of transportation, metropolitan planning organizations, and public transportation agencies to develop an agreement which outlines responsibilities in determining and implementing performance measure target setting and reporting. MoDOT, Missouri MPOs, and transit agencies from around the state have developed an agreement which defines the role of each agency. This template has been used to establish the agreement included in the Agenda between MoDOT, the Ozarks Transportation Organization, and City Utilities of Springfield Transit. The agreement has been updated since first signed in 2018 to include references to the Public Transit Agency Safety Plan and associated measures and targets. It is recognized that this agreement will need refinements in the future as additional guidance is released by the Federal Highway Administration and the Federal Transportation Administration regarding the implementation of the FAST Act. Staff is requesting that the Executive Director be able to continue signing for those updates as they occur. Ms. Longpine highlighted the agreement.

Mr. Jansen made a motion to approve the Transportation Performance Management Agreement and allow the Executive Director to administratively approve minor changes. Mr. Schilling seconded the motion. A roll call vote was taken.

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Absent
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Absent	Mr. Brian Weiler	Absent

The motion passed.

#### **I. Title VI/ADA Program Update**

Mr. Thomason stated Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As a recipient of federal funds, the OTO must comply with Title VI. A formal Title VI policy was first adopted in 2014, though key components of the program existed previously. The Title VI policy must be updated every three years.

The OTO's Title VI program includes provisions from FHWA and FTA circulars and check lists, along with policies related to compliance with the Americans with Disabilities Act, as amended. The program outlines policies from OTO's Limited English Proficiency Plan and Public Participation Plan that works to ensure non-discrimination, along with a demographic profile of the region and OTO's boards and committees. The program also contains policies related to physical and electronic accessibility.

In addition to approving the updated Title VI/ADA program, staff is asking for support for executing the non-discrimination policy and DOT standard assurances, and for making minor updates to the Title VI/ADA Program. The proposed resolution of adoption includes language authorizing the new policy and assurances, and for minor updates during the three-year term of the program to ensure continued compliance.

Mr. Schilling made a motion to adopt (1) the resolution approving the Title VI/ADA Program, (2) the execution of the Standard DOT Assurances and Non-Discrimination Policy, and (3) the making of minor changes to the program to maintain compliance and updated information. Mr. Cossey seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	---
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Absent
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Absent	Mr. Brian Weiler	Absent

The motion passed.

#### **J. Limited English Proficiency Plan**

Mr. Thomason reported the OTO is subject to Presidential Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) since the OTO is a federally-assisted organization. This Executive Order requires the staff to identify groups in the OTO planning area that have limited English Proficiency and identify ways to help these groups access the OTO's reports and public meetings.

The Limited English Proficiency Plan uses a four-factor analysis to determine how OTO should approach public engagement for the most significant limited-English proficient populations in the OTO area, including Spanish, Chinese, Vietnamese, Hmong, and Romanian, as well as others who are LEP, regardless of the language they speak. The LEPP then communicates how OTO can identify LEP individuals, the assistance measures that are available, and how staff will be trained in the use of the Plan. Also described is how notice of language services will be provided to LEP persons, how the plan will be monitored and updated, and how the plan itself will be disseminated. The LEP plan also informs the development of the OTO's Public Participation Plan and the Title VI/ADA program. Mr. Thomason provided an overview of the plan.

Mr. Schilling made a motion to approve the Limited English Proficiency Plan. Mr. Jansen seconded

the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Absent	Mr. John Russell	Aye
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	Absent
Ms. Karen Haynes	Aye	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Tommy VanHorn	Aye
Mr. Andrew Lear	Aye	Mr. Richard Walker	Absent
Mr. Rusty MacLachlan	Absent	Mr. Brian Weiler	Absent

The motion passed.

**K. Federal Funds Balance Report**

Ms. Longpine stated the Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited). The region no longer has funds from the Small Urban and BRM (On-System Bridge) program, due to obligating the final balances.

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2021.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

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

Due to some members needing to leave the meeting, a quorum was lost. Item L, *Towards a Regional Trail System* Regional Long Range Trail Plan, and Item M, 2021 Action Items, were not acted on and will be on the July 15, 2021 Board of Directors meeting agenda.

- L. *Towards a Regional Trail System* Regional Long Range Trail Plan**
- M. 2021 Action Items**

**III. Other Business**

**A. Board of Directors Member Announcements**

There were no member announcements.

**B. Transportation Issues for Board of Directors Member Review**

There were no transportation issues to review.

**C. Articles for Board of Directors Member Information**

Chairman Lear noted there were articles of interest included in the packet for the members to review as time allows.

**IV. Adjourn meeting**

With the lack of a quorum and no further business to come before the Board, Chairman Lear adjourned the meeting at 1:42 p.m.

---

Steve Childers  
OTO Secretary

**TAB 2**

**BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are Public Comments for the time frame between May 20, 2021 and July 7, 2021. Any additional public comment received by July 14, 2021 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.



## PUBLIC COMMENT



**Area of concern:** Farm Road 150 and Haseltine Road

**City/County of concern:** Republic/Greene County

**Date received:** 07/02/2021

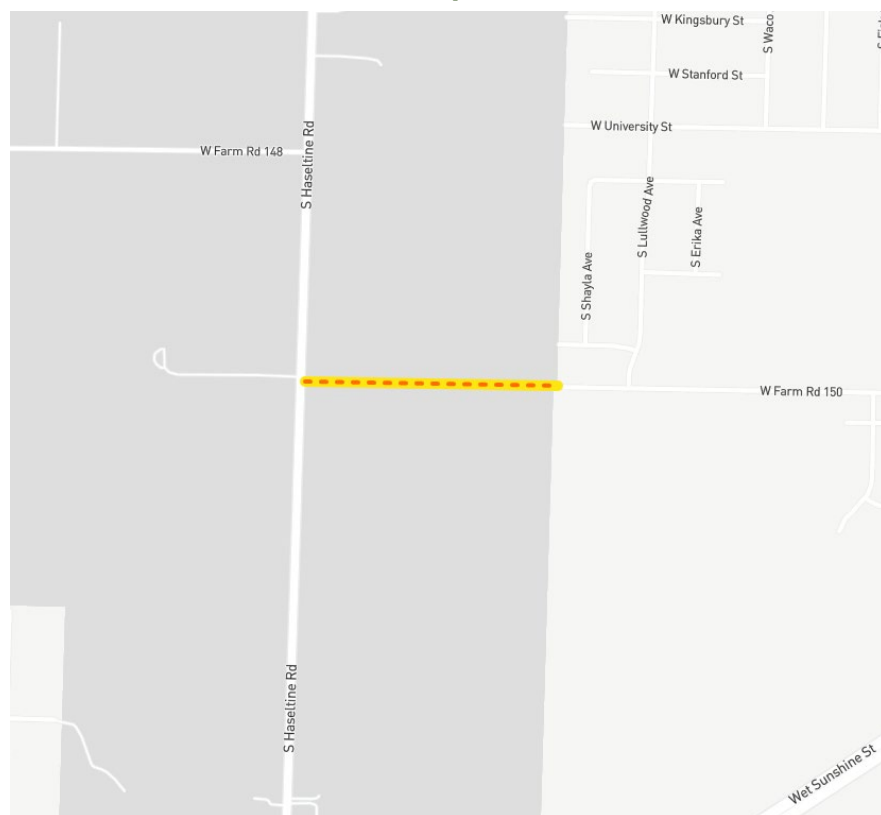
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Matt

**Contact Email/Ph #:**

**Comment:** This stretch of FR150 that is in Republic city limits is getting really bad. Their quick attempt to fill pot holes are actually making it worse. Edge of WB lane is literally full-depth falling apart, especially closer to intersection with Haseltine. Construction traffic from new subdivision just east of there is quickly destroying the entire road. It's fine once it hits the portion under Greene Co maintenance.

### Map



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



## PUBLIC COMMENT



**Area of concern:** I-44 at Kansas Expressway

**City/County of concern:** Springfield/Greene County

**Date received:** 07/05/2021

**Received through:** Facebook

**Contact Name:** Bill Owen

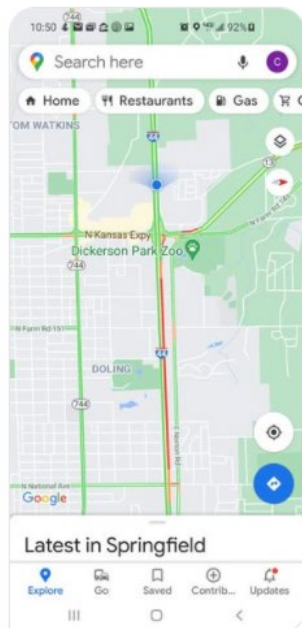
**Contact Email/Ph #:** not available

**Facebook Message received through Messenger**



Bill Owen

Mon 10:59 AM



Sent by a friend at 11:00 Sunday July 5th. West Bound I-44 backed up to National

**OTO Response:** Thank you for this information. It will be shared with our Technical Planning Committee and our Board of Directors.





## PUBLIC COMMENT



**Area of concern:** Microtransit in the Springfield Metro Area

**City/County of concern:** OTO MPO Area

**Date received:** 06/26/2021

**Received through:** Email

**Contact Name:** Cameron Griot

**Contact Email/Ph #:** camgriot@gmail.com

**Contact Address:**

**Comment:** I just wanted to inquire about the feasibility of microtransit in the Springfield Metro. Since the suburbs of Springfield are not at all served by fixed route public transportation, that seems like something that could have some potential and provide a way to transform the existing fixed routes. Another thing this would help address is providing transportation to distribution center and similar jobs that have locations along the outskirts of the community.

Thank you!

Cameron

### **OTO Response:**

Good morning Mr. Griot,

Thank you for your input! Public input is vital to our planning process. This information will be shared with our Technical Planning Committee and Board of Directors. Have a great day!



## PUBLIC COMMENT



**Area of concern:** National Avenue

**City/County of concern:** Springfield/Greene County

**Date received:** 06/22/2021

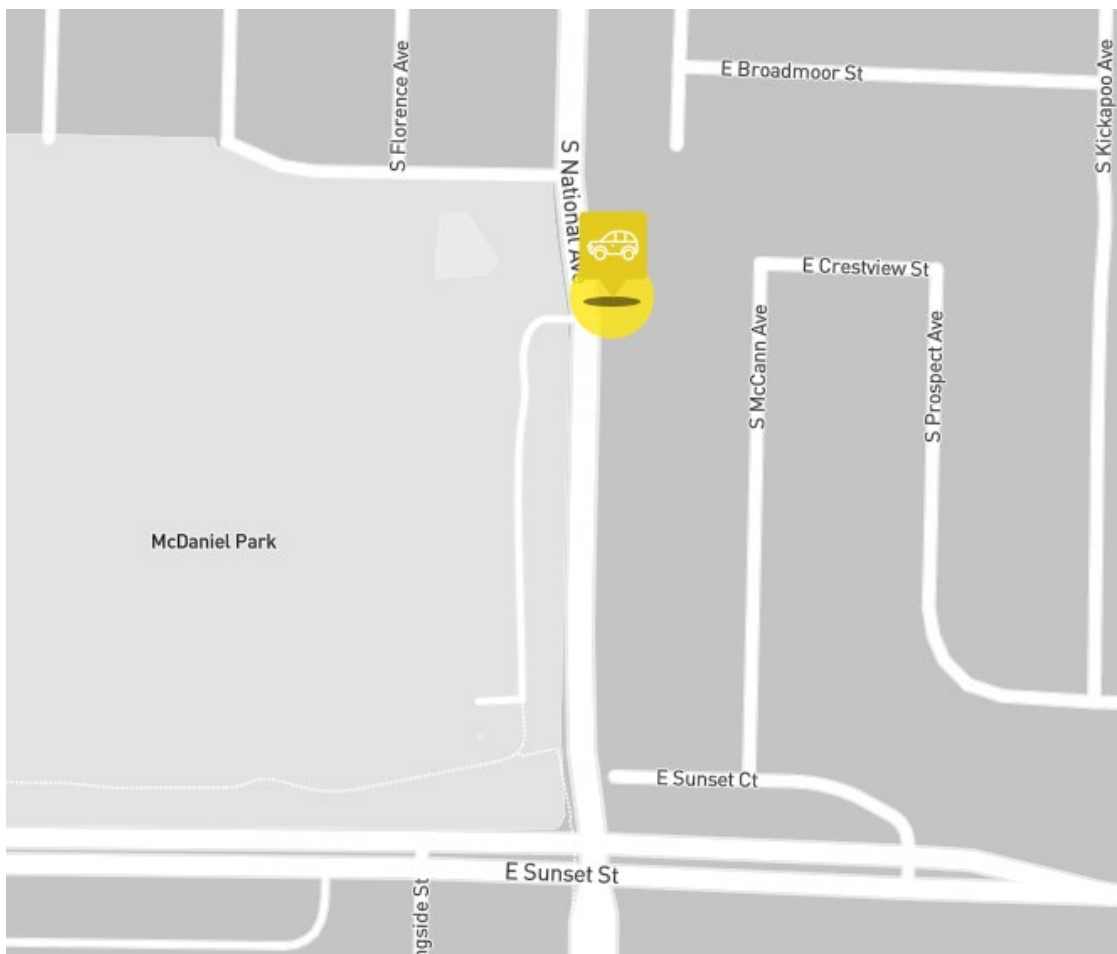
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** PH

**Contact Email/Ph #:**

**Comment:** Right lane fills half with standing water with even modest rainfall.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Campbell and James River Freeway

**City/County of concern:** Springfield/Greene County

**Date received:** 06/18/2021

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

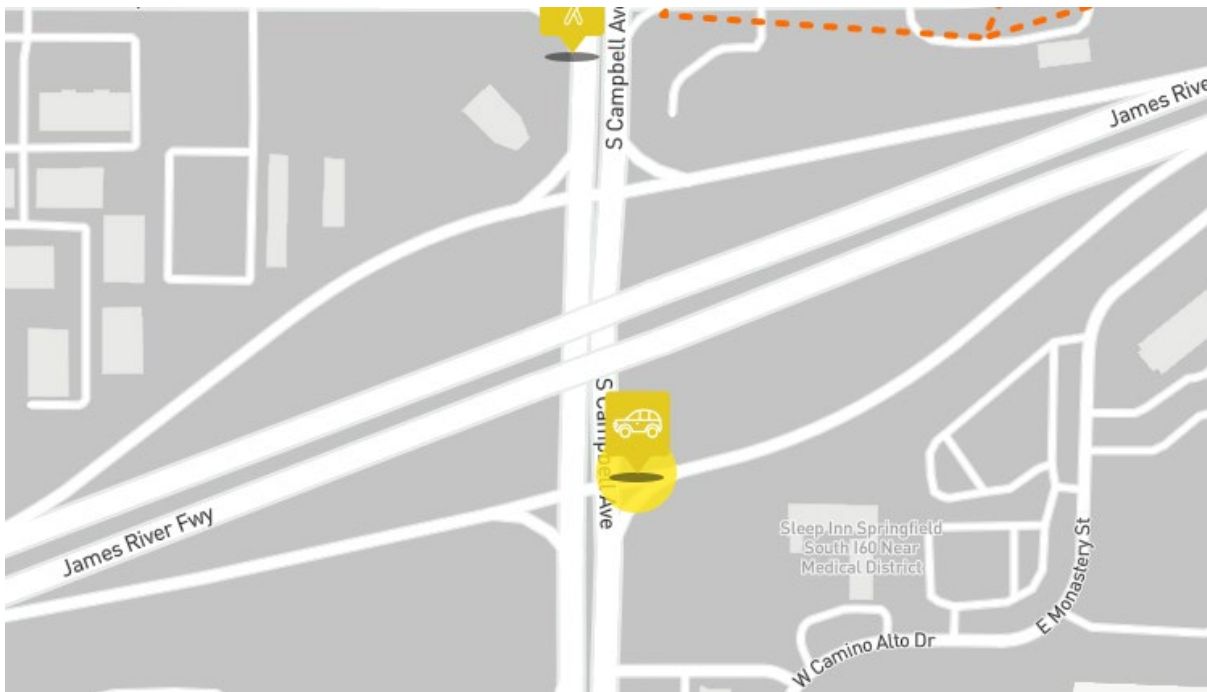
**Contact Name:** None

**Contact Email/Ph #:**

**Comment:** The flow of traffic at Campbell and James River is dangerous. Each of the intersections often get clogged because of the heavy traffic, and I've seen seriously dangerous situations there. It isn't even worth it to drive this way most of the time, it takes forever. Obviously it would require a major overhaul, but we've done it at other major intersections. We need to do it here too. Either that, or extend Kansas Expressway!

### Map

VV



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



## PUBLIC COMMENT



**Area of concern:** Republic Road near Campbell sidewalk

**City/County of concern:** Springfield/Greene County

**Date received:** 06/18/2021

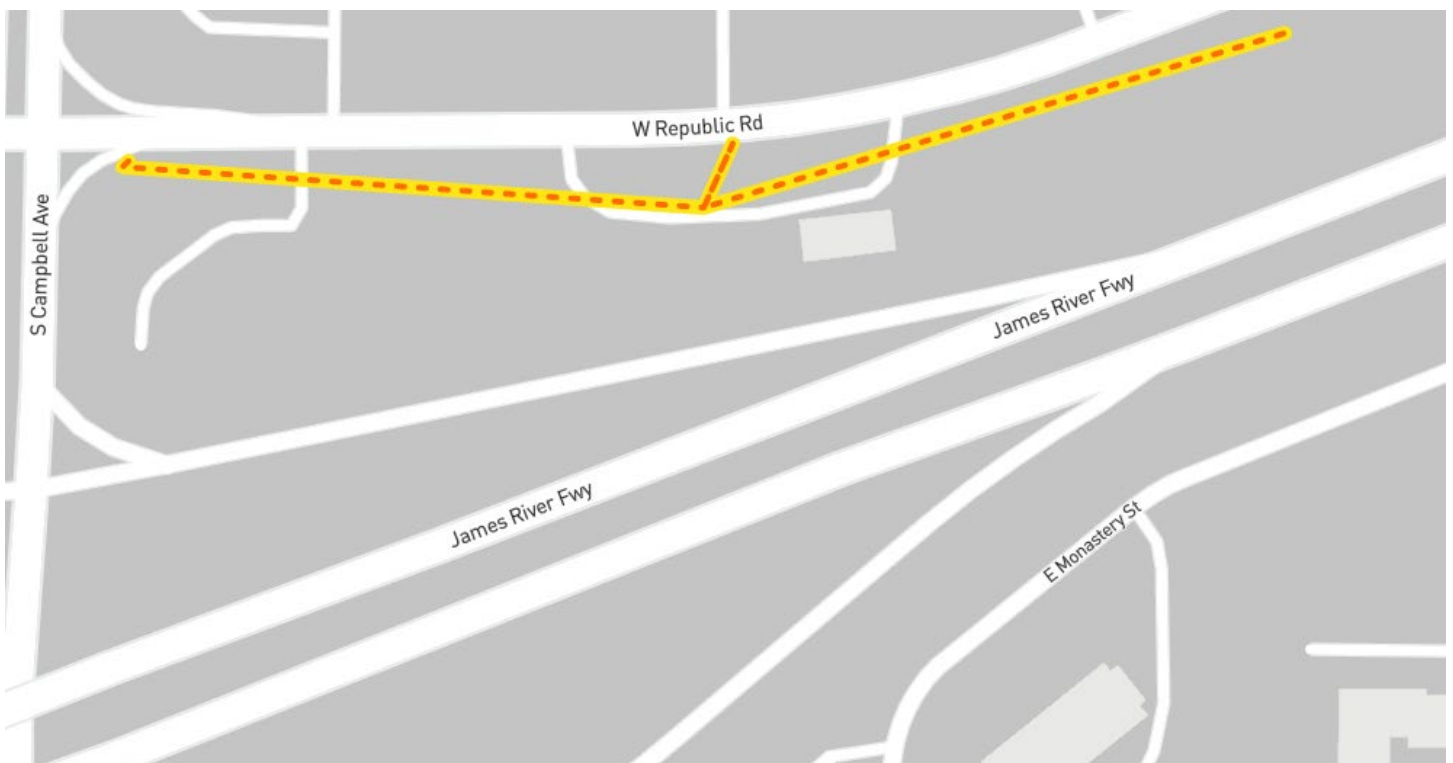
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Kat Trussler

**Contact Email/Ph #:**

**Comment:** The sidewalk that goes over James river ends leaving walkers to have to attempt to navigate either the shoulder or the grass

### Map



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



## PUBLIC COMMENT



**Area of concern:** Republic Road and Monastery Street

**City/County of concern:** Springfield/Greene County

**Date received:** 06/18/2021

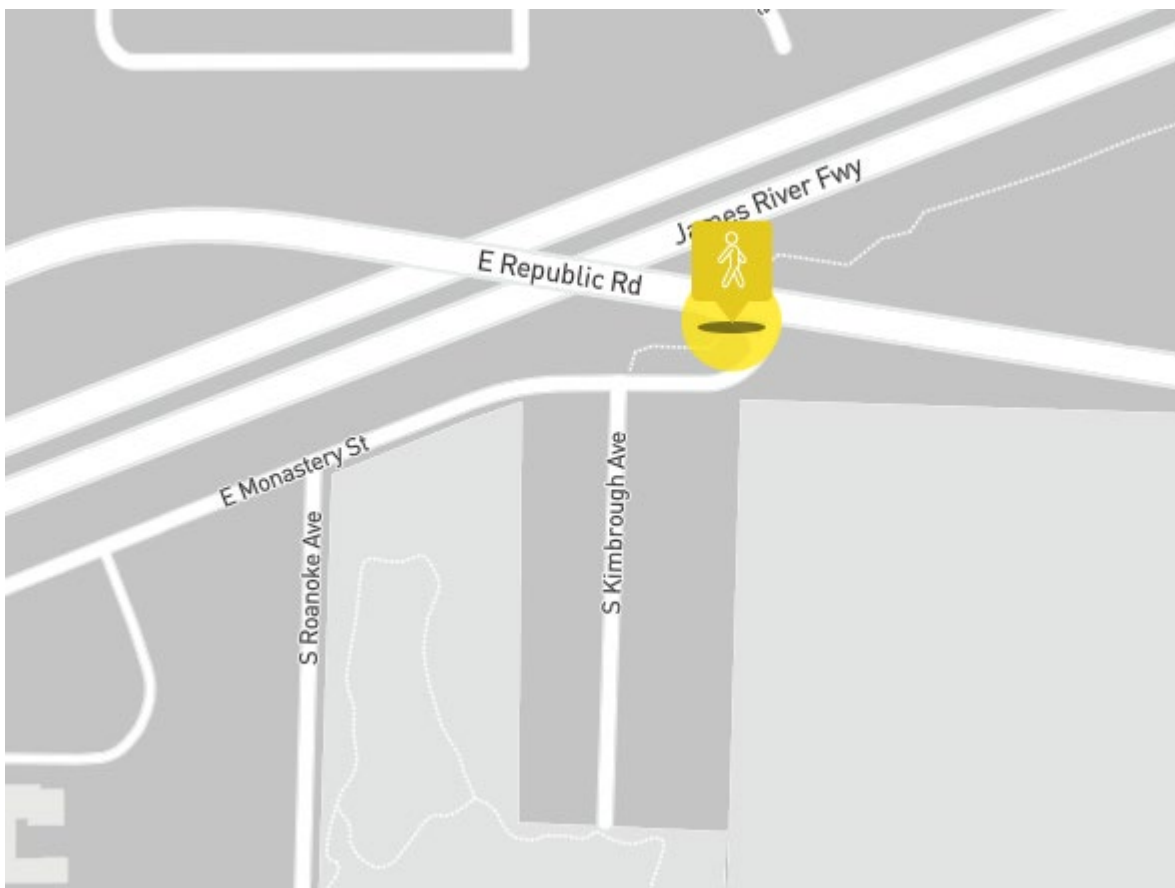
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Kat Trussler

**Contact Email/Ph #:**

**Comment:** This path goes under the road but will only allow access on the south side of republic road to the road level. If someone is attempting to use this path to access the north neighborhood they have to cross the busy road

### Map



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



## PUBLIC COMMENT



**Area of concern:** Campbell and Republic Road

**City/County of concern:** Springfield/Greene County

**Date received:** 06/18/2021

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

**Contact Name:** Kat Trussler

**Contact Email/Ph #:**

**Comment:** There are no crosswalks to cross campbell at this intersection and no sidewalks to walk on.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Bike lanes and sidewalks

**City/County of concern:** Springfield/Greene County

**Date received:** 06/16/2021

**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
June 11 at 9:03 AM · 🌐

We want to hear from you! There will be a public comment period beginning June 13 and extending through July 14, 2021 for the FY 2022-2025 Transportation Improvement Program (TIP).

The FY 2022-2025 TIP is a listing of projects proposed for federal, state, and local funding over the next four years for the OTO area which includes seven cities and two counties. Funding is proposed for aviation, bicycle and pedestrian, roadway, and transit projects.

<https://www.ozarkstransportation.org/.../public-comment...>

**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

OZARKSTRANSPORTATION.ORG  
**Public Comment: FY 2022-2025 Transportation Improvement... | OTO**

38 People Reached      11 Engagements      **Boost Post**

2      1 Comment      1 Share

Most Relevant ▾

Comment as Ozarks Transportation Organization 🗨️ 📷 GIF 🗨️

**Carolyn McGhee**  
We've been filling in trail gaps, need to fill in bike lane gaps too and add bike lanes on streets like Campbell where you've got heavy traffic going over 20mph. Not a good thing for pedestrians that cyclists have to take the sidewalks to stay safe. Similarly we have a lot of spots where you have sidewalks that dead end next to high speed traffic (Campbell southbound sidewalk ends before you get to sunshine for example), or sidewalks don't exist at all forcing people with disabilities to walk on the road or risk rough terrain in the grass.

Like · Reply · Message · 21h · Edited

**OTO Response:** Liked the comments



## PUBLIC COMMENT



**Area of concern:** Passenger Trail Local

**City/County of concern:** OTO MPO Area

**Date received:** 06/16/2021

**Received through:** Map-A-Concern

**Contact Name:** Matt

**Contact Email/Ph #:** not available

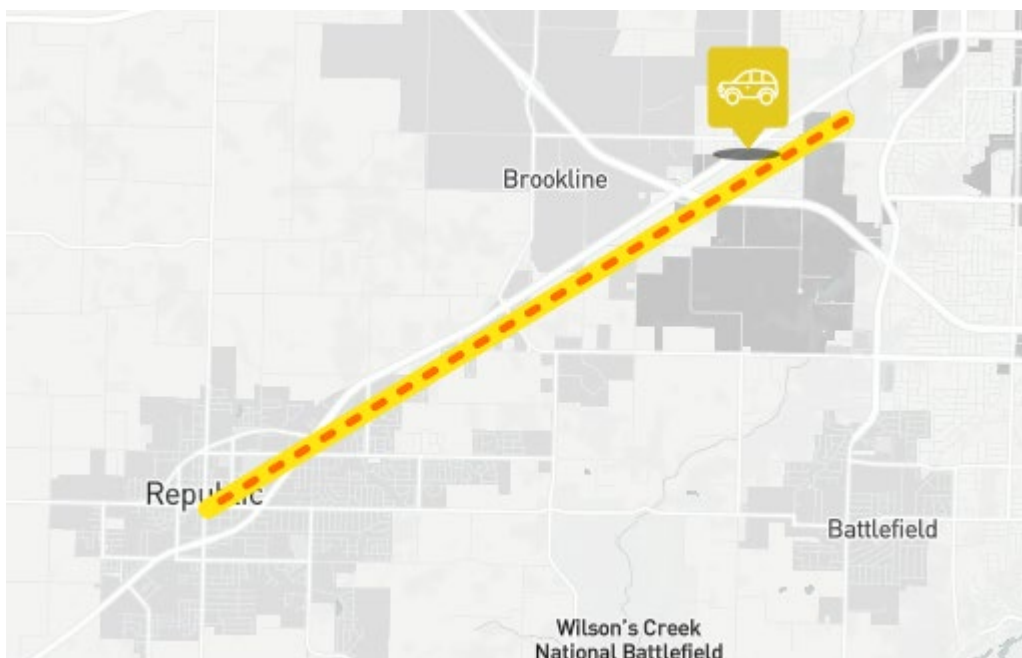
**Map-A-Concern response**  
**Comment to ---->**

"I disagree completely. I think a train connecting to nearby neighboring towns is not a cost-effective or realistic solution. The only rail service I would support is anything that would connect Springfield to either Kansas City or St Louis."

**Original Map-A-Concern Comment**

I think using passenger trains as connectors between neighboring cities would be really helpful vs trying to use busses to get back and forth and being limited by speed limits. The line I indicated is just one example. People could use the rail to get into Springfield for example and then transfer to city transit to go the rest of the way.

**Map**



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





## PUBLIC COMMENT



**Area of concern:** Battlefield Road pedestrian tunnel

**City/County of concern:** Springfield/Greene County

**Date received:** 06/16/2021

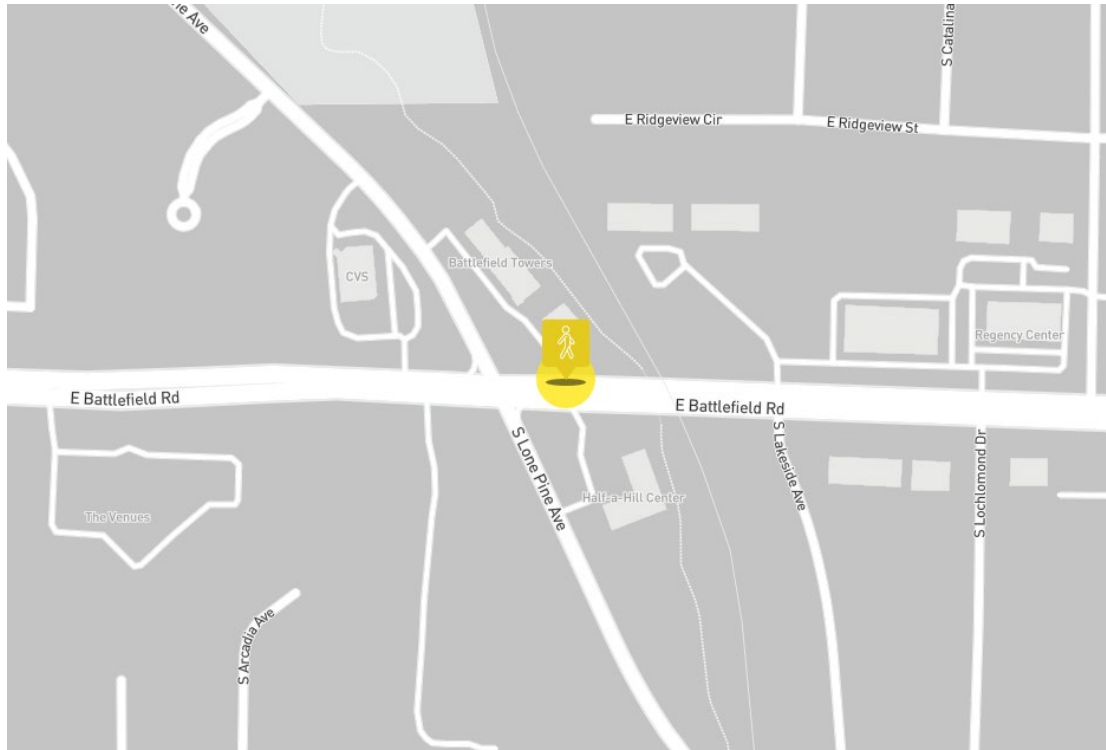
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** James Hearron

**Contact Email/Ph #:**

**Comment:** The pedestrian tunnel under E Battlefield Rd floods fairly frequently, causing trail users to cross over the street instead of under. An easy solution might be to add a small concrete divider that extends a bit further upstream, so that the water only flows through the trail side when extremely high water is flowing. Could easily be blended into the existing sidewalk for aesthetic purpose.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Battlefield Road Pedestrian Tunnel

**City/County of concern:** Springfield/Greene County

**Date received:** 06/16/2021

**Received through:** Map-A-Concern

**Contact Name:** Matt

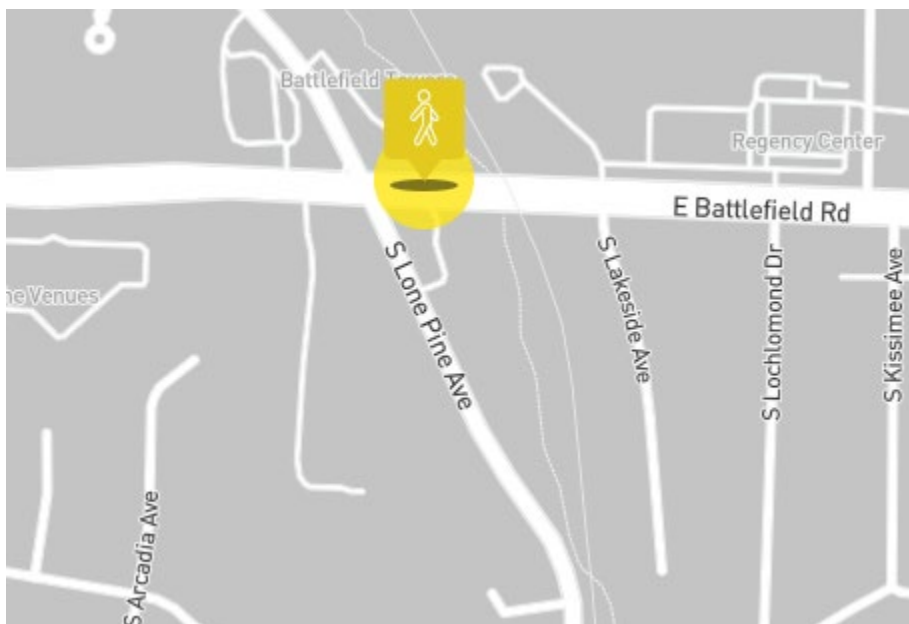
**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

Love this suggestion. Almost all of trail underpasses in Springfield have this issue (e.g, Ward Branch under Campbell; South Creek under Scenic). Long-term, I hope they can consider a different design the next time they build a new one that is much less prone to frequent flooding.

**Original Map-A-Concern Comment**

The pedestrian tunnel under E Battlefield Rd floods fairly frequently, causing trail users to cross over the street instead of under. An easy solution might be to add a small concrete divider that extends a bit further upstream, so that the water only flows through the trail side when extremely high water is flowing. Could easily be blended into the existing sidewalk for aesthetic purpose.



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



## PUBLIC COMMENT



**Area of concern:** Sunset and Glenstone

**City/County of concern:** Springfield/Greene County

**Date received:** 06/16/2021

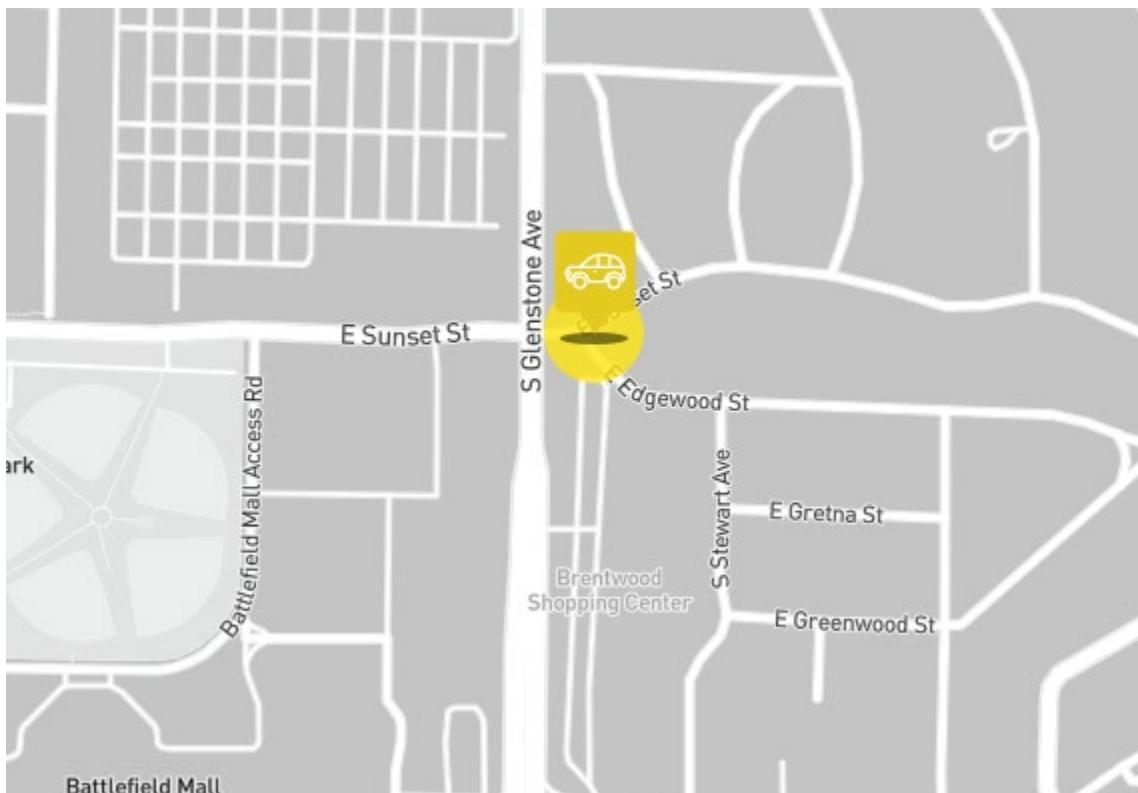
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** James Hearron

**Contact Email/Ph #:**

**Comment:** The westbound traffic on Sunset street does not have a protected left turn period. During rush hours & the fall holiday season, this makes turning left very difficult and sometimes takes two cycles for one car to get through. Traffic on the opposing side of the intersection is very heavy and leaves little time for trying to turn.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Local Passenger Trains

**City/County of concern:** OTO MPO area

**Date received:** 06/15/2021

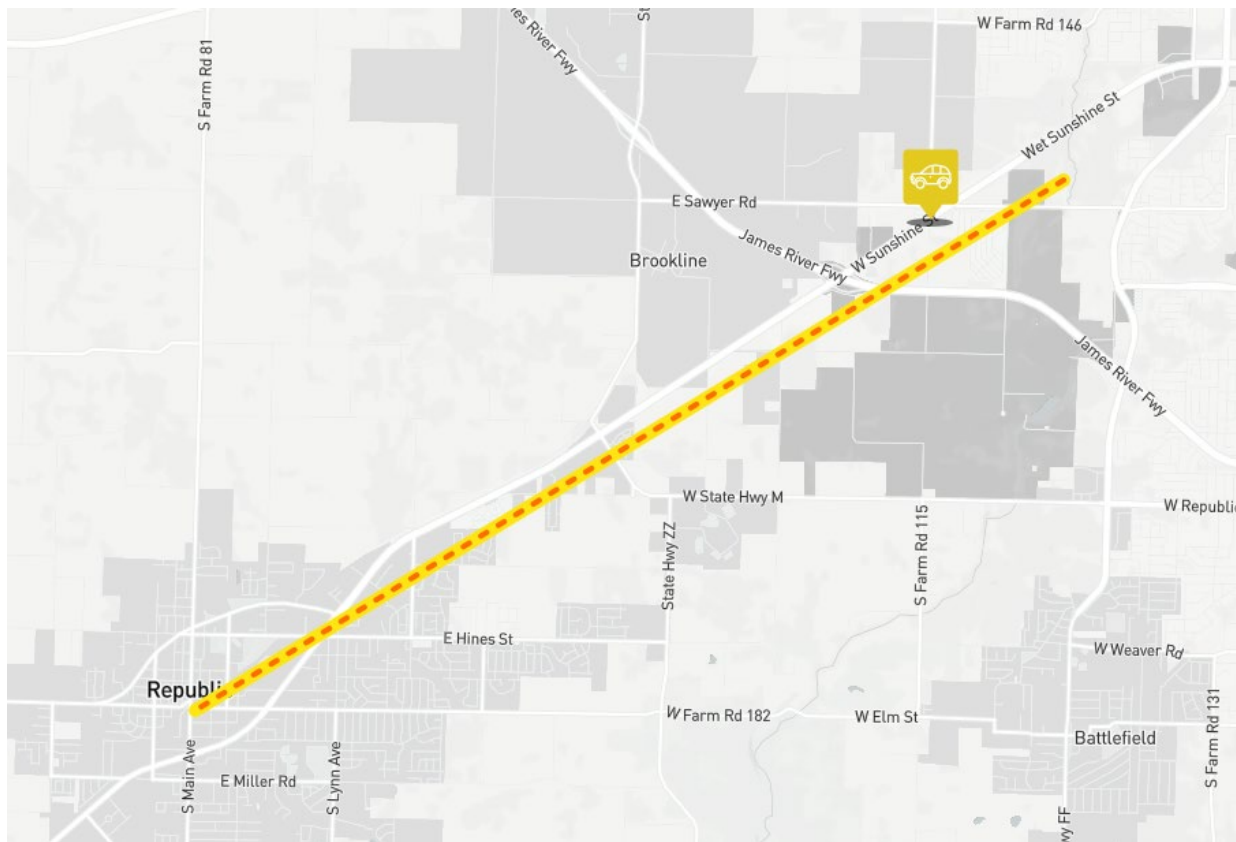
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

**Comment:** I think using passenger trains as connectors between neighboring cities would be really helpful vs trying to use busses to get back and forth and being limited by speed limits. The line I indicated is just one example. People could use the rail to get into Springfield for example and then transfer to city transit to go the rest of the way.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 65 and Catalpa

**City/County of concern:** Springfield/Greene County

**Date received:** 06/15/2021

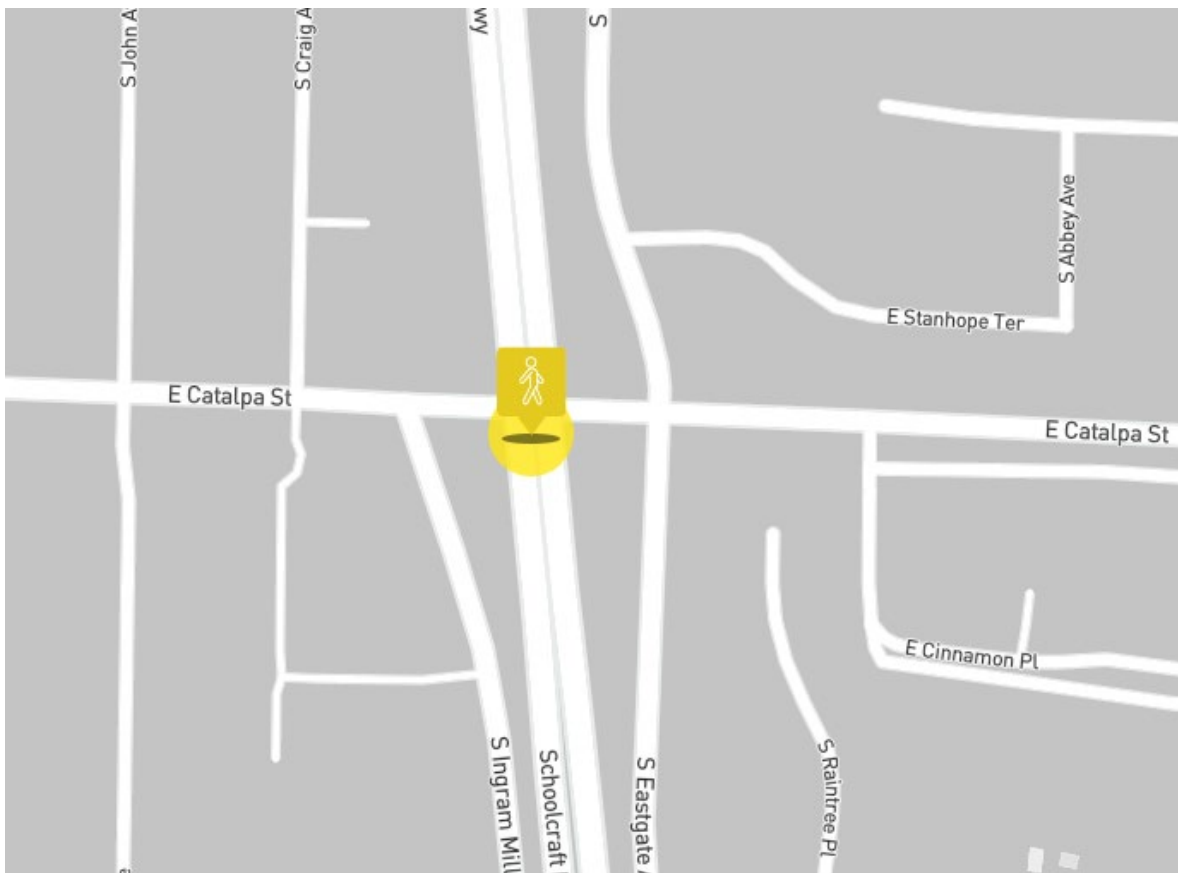
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Bill Alkier

**Contact Email/Ph #:**

**Comment:** A sidewalk under HWY 65 on Catalpa and/or bike lane would be beneficial for safety and to promote walking to nearby establishments on E. Sunshine from the neighborhoods on the E. Side of HWY 65.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Crosswalk safety

**City/County of concern:** Springfield/Greene County

**Date received:** 06/15/2021

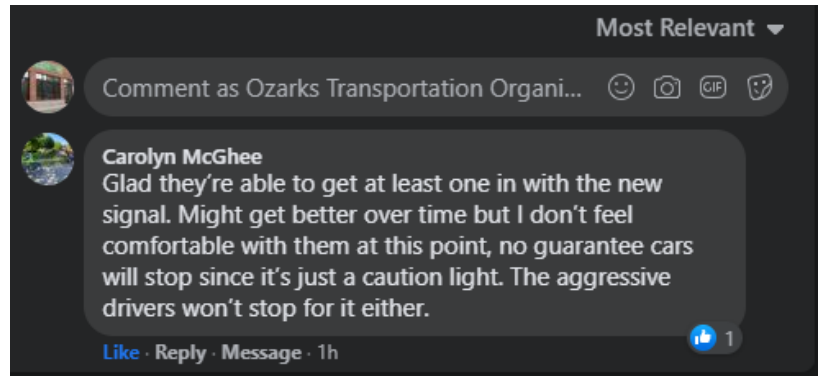
**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### OTO's Original Posting



### Facebook Comment



**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** Highway 14 and Fremont

**City/County of concern:** Ozark/Christian County

**Date received:** 06/15/2021

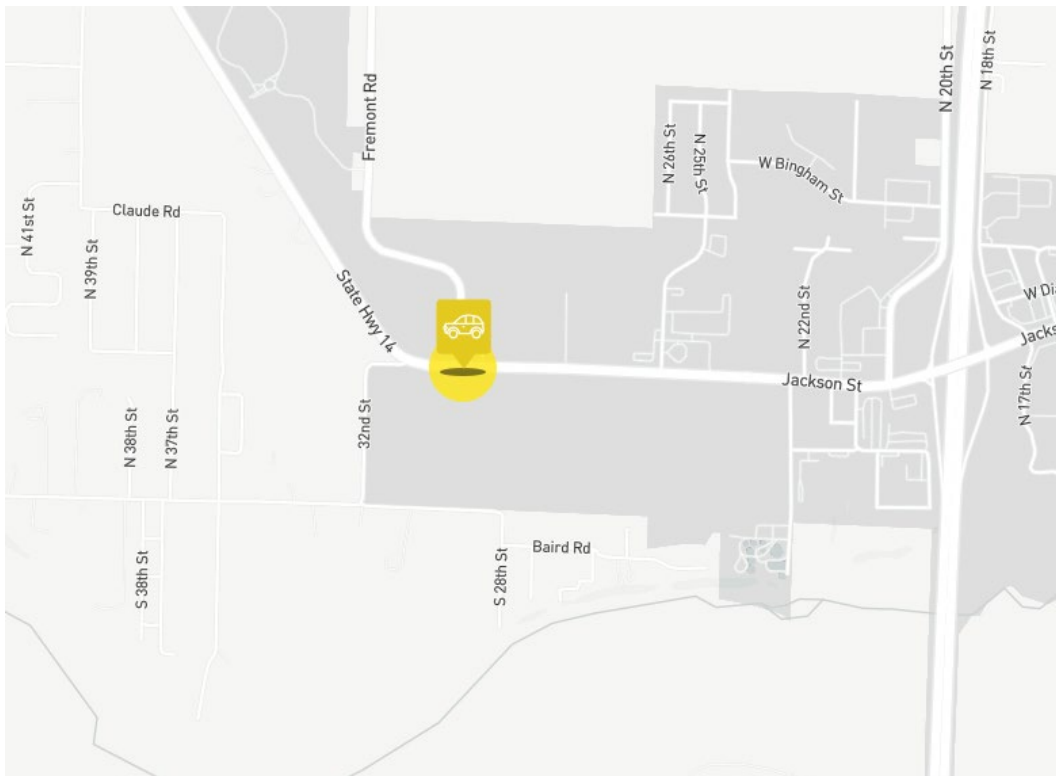
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

**Comment:** I'd love to see a traffic light here - turning left from Fremont onto 14 is nearly impossible during periods of increased traffic.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Farm Road 168 and Farm Road 81

**City/County of concern:** Republic/Greene County

**Date received:** 06/12/2021

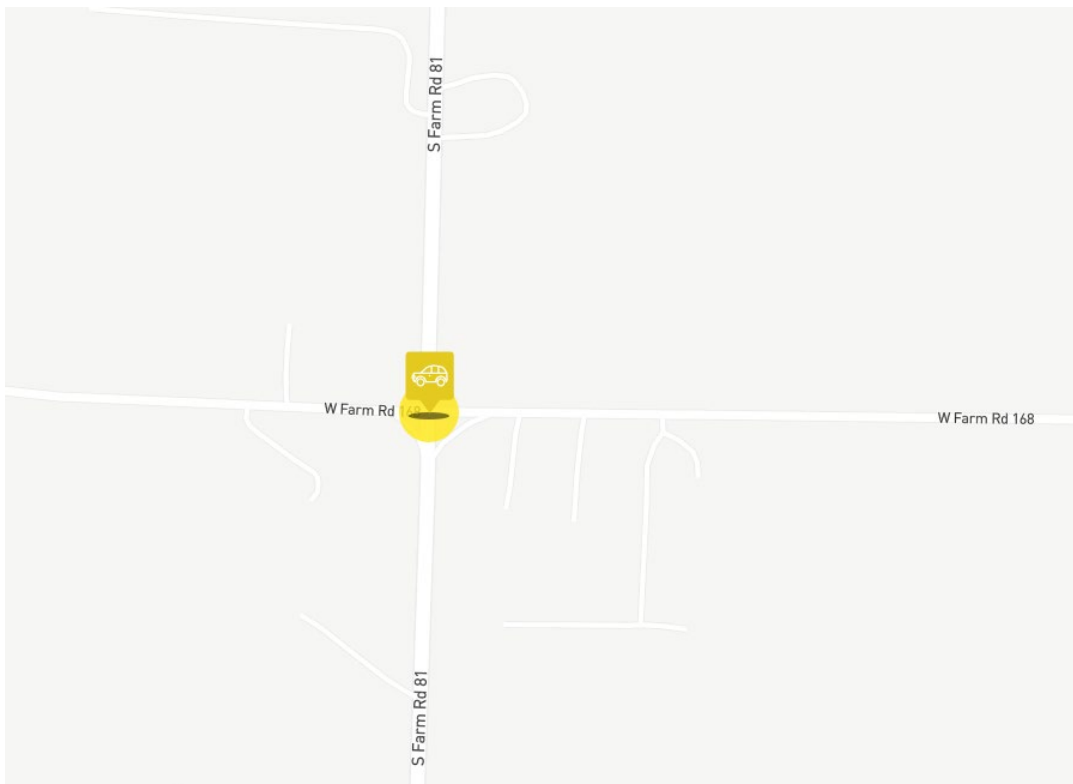
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Austin

**Contact Email/Ph #:** none

**Comment:** I think a round about here would be great. Something to slow down the traffic and still allow traffic to flow easily from farm road 168. Having an intersection at the top of the hill is a disaster waiting to happen. Except wrecks happen here all the time.

### Map



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





## PUBLIC COMMENT



**Area of concern:** Farm Road 168 and Farm Road 81

**City/County of concern:** Republic/Greene County

**Date received:** 06/11/2021

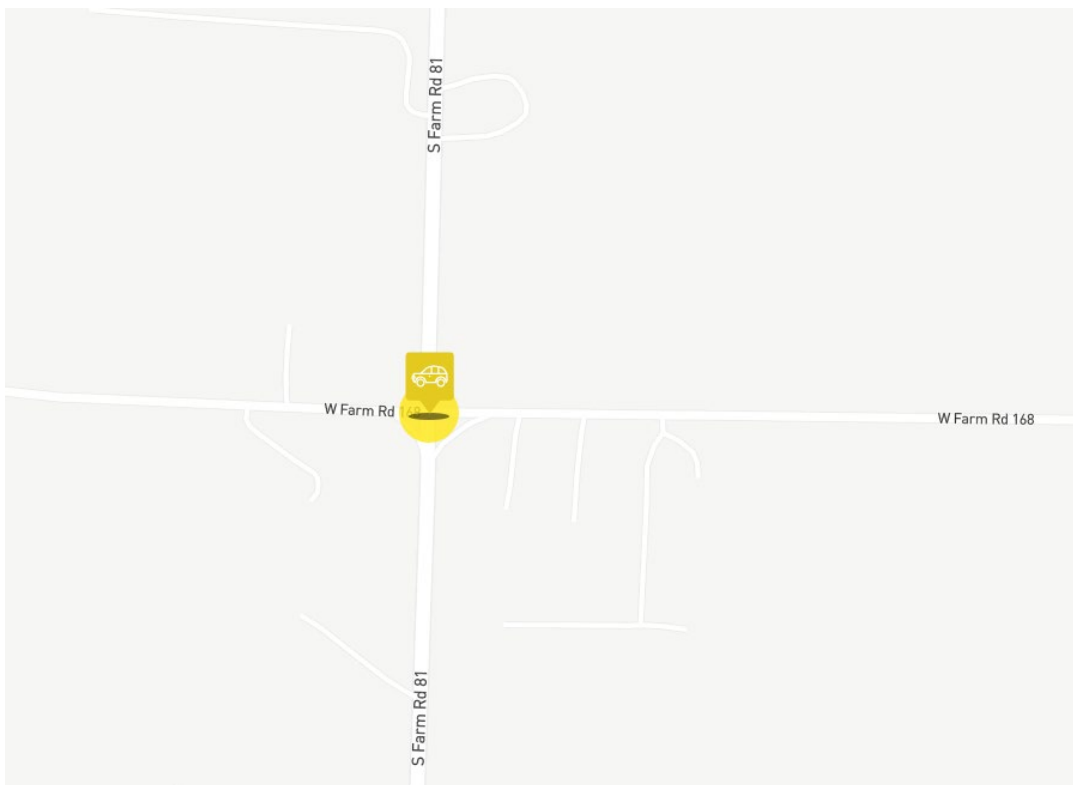
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Joyce Lopez

**Contact Email/Ph #:** none

**Comment:** Can't begin to say how scary this intersection is! The crest of the hill above an intersection on a road where people are driving too fast is a crash waiting to happen. Several accidents have occurred Here. If nothing else, the crest needs to be leveled so those at 168 can see oncoming traffic

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 174 and Main

**City/County of concern:** Republic/Greene County

**Date received:** 06/11/2021

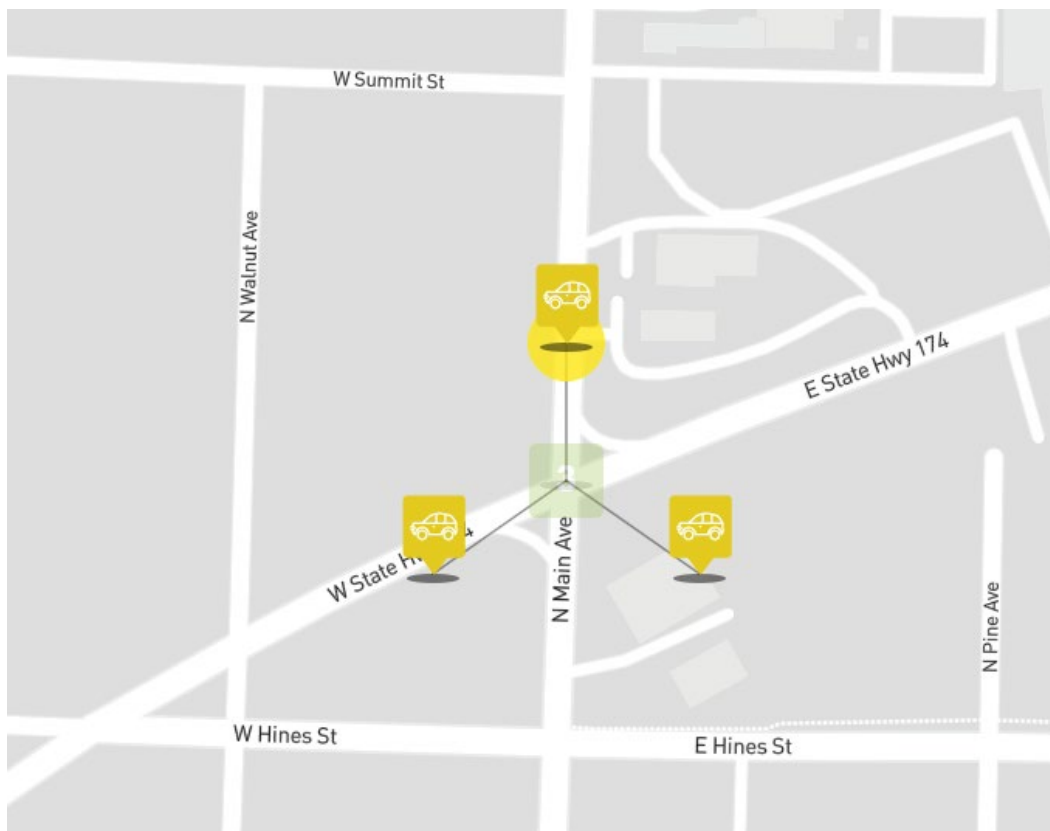
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Joyce Lopez

**Contact Email/Ph #:** none

**Comment:** This intersection is a nightmare for those not only taking care of the kiddos going to school but anyone else who has to go through that intersection for any other reason. Please consider additional lanes for school traffic lines or something to keep traffic flowing

### Map



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



## PUBLIC COMMENT



**Area of concern:** Springfield Transit system

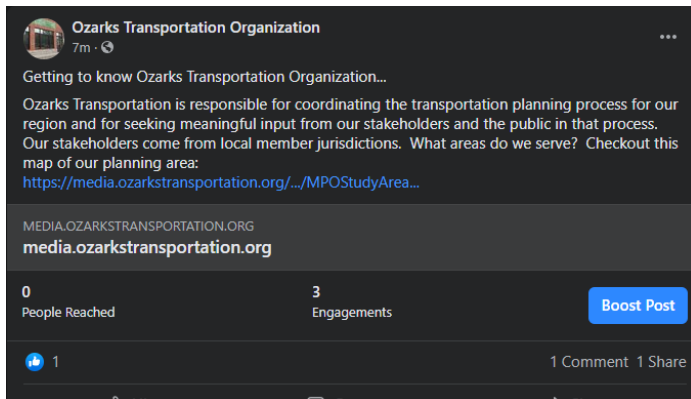
**City/County of concern:** Springfield/Greene County

**Date received:** 06/10/2021

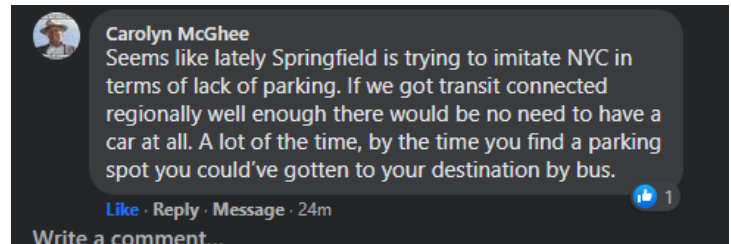
**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### *OTO's Original Posting*



### *Facebook Comment*



**OTO Response:** Liked the comments



## PUBLIC COMMENT



**Area of concern:** Highway N and Farm Road 168

**City/County of concern:** Republic/Greene County

**Date received:** 06/09/2021

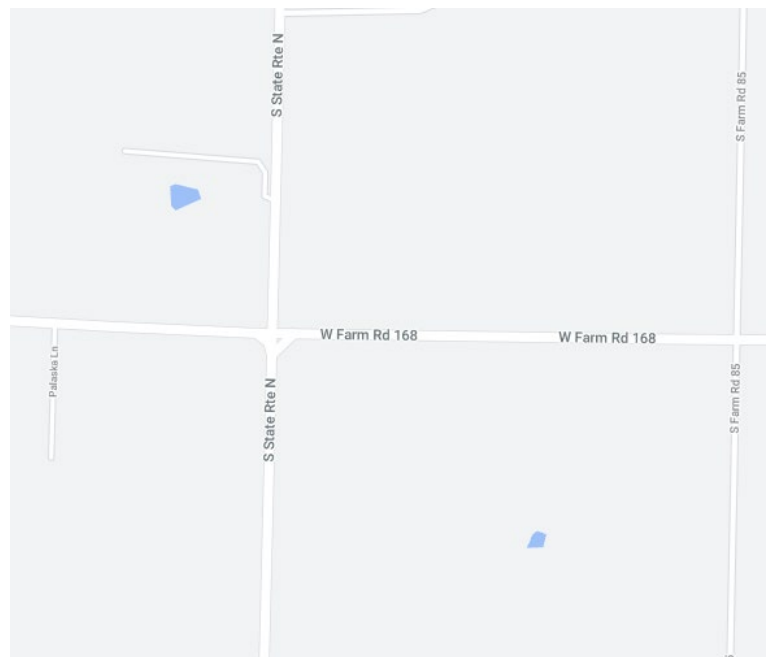
**Received through:** Phone call

**Contact Name:** Teresa Scobee

**Contact Email/Ph #:** 919-518-1995

**Comment:** There have been many wrecks and fatalities at this intersection. Many in the community have voiced their concerns as well. Many comments have been made on the “Getting to know Republic” Facebook page. The community would like to see something done soon and want to know what they can do to move this project forward. She asked how long it would take to get something done. Ms. Scobee called MoDOT with concerns also. She will call back for updates

### Map



**OTO Response:** Thanked Ms. Scobee for her comment/concern. Advised her this comment would be shared with the OTO staff, the TPC, and Board of Directors. Told her that I was unable to provide a timeline. Also told her she may call back anytime.



## PUBLIC COMMENT



**Area of concern:** Trails

**City/County of concern:** Springfield/Greene County

**Date received:** 06/09/2021

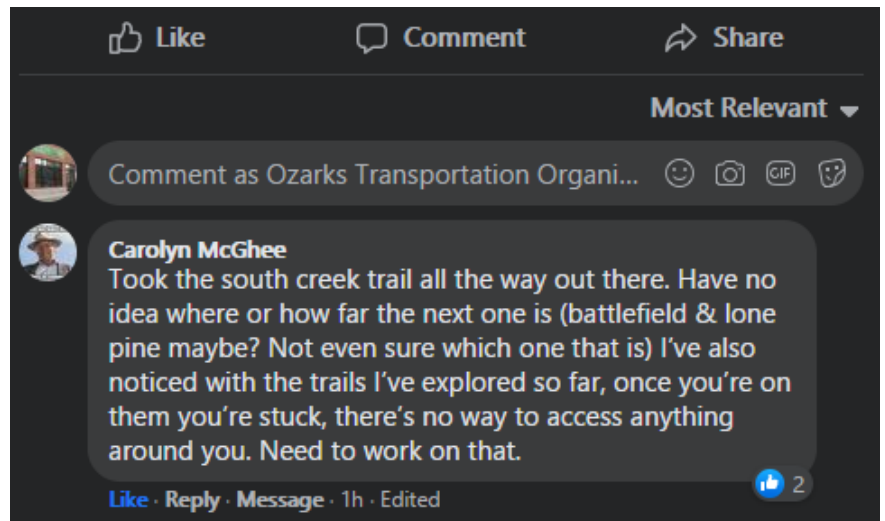
**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### OTO's Original Posting



### Facebook Comment



**OTO Response:** Liked the comments



## PUBLIC COMMENT



**Area of concern:** National and Trafficway

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

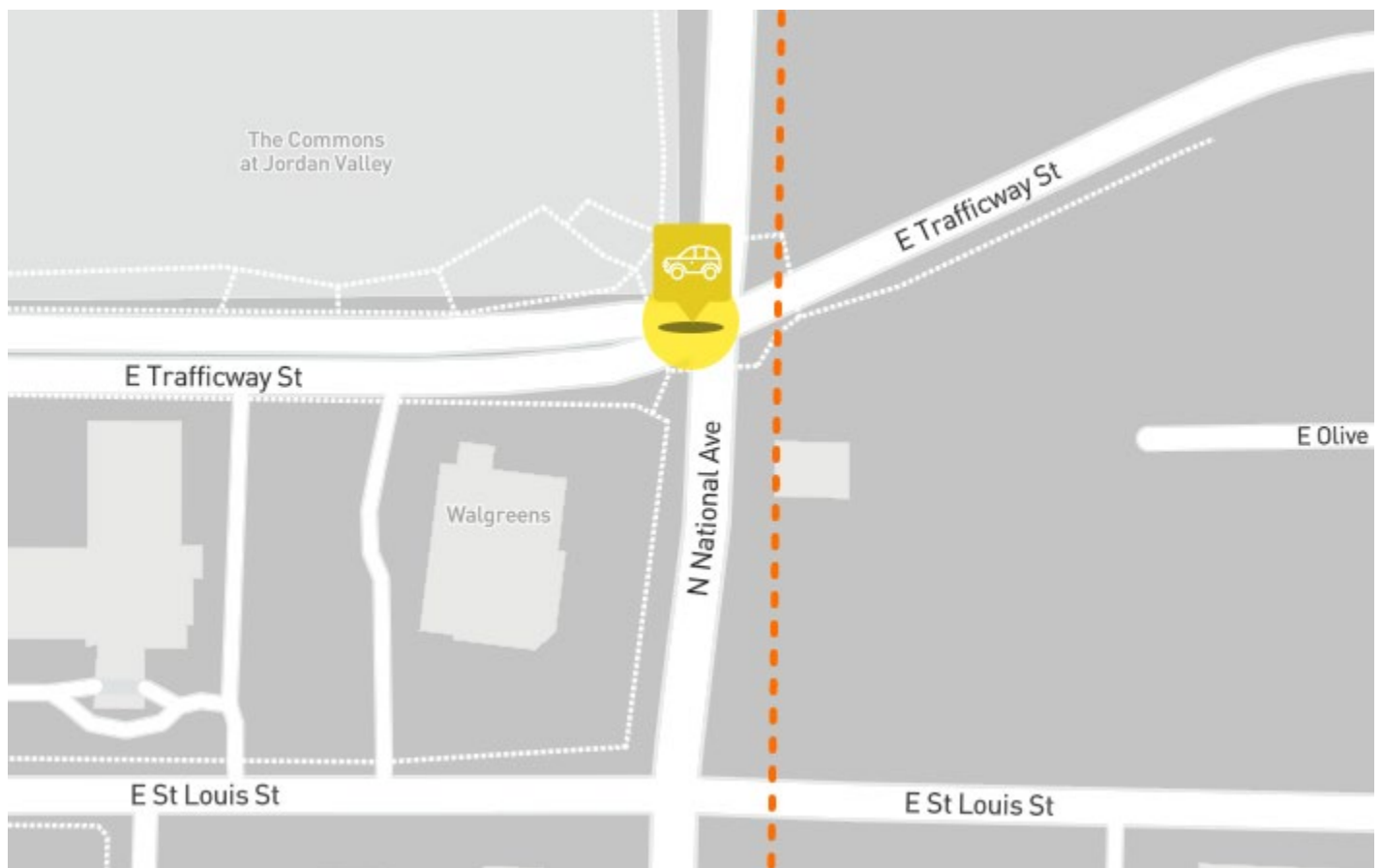
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** none

**Contact Email/Ph #:**

**Comment:** Left Turn on Trafficway going to northbound National is short and not designed well when coming up to the signal light.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Bedford and Sunshine

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

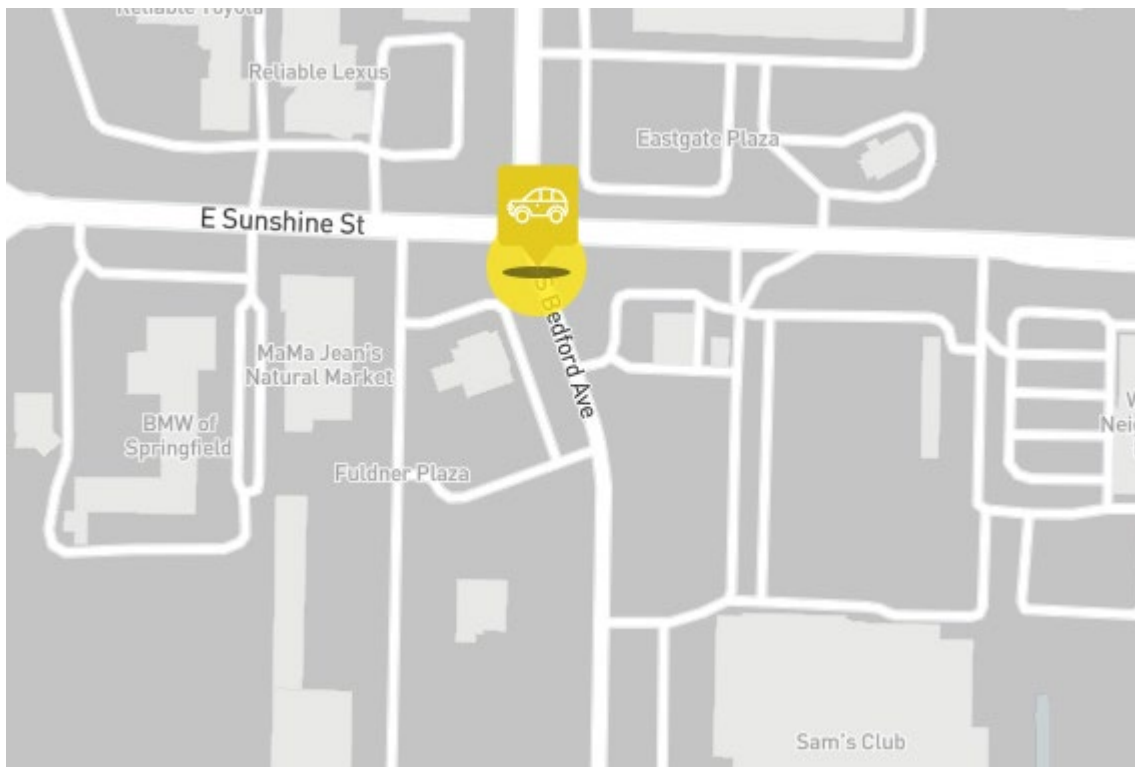
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** none

**Contact Email/Ph #:**

**Comment:** Double Left Turn Lane is needed on Bedford for those trying to go westbound onto Sunshine. Too much traffic from Sam's Club and Neighborhood Market.

### Map



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



## PUBLIC COMMENT



**Area of concern:** West Sunshine and Haseltine Road

**City/County of concern:** Greene County

**Date received:** 06/08/2021

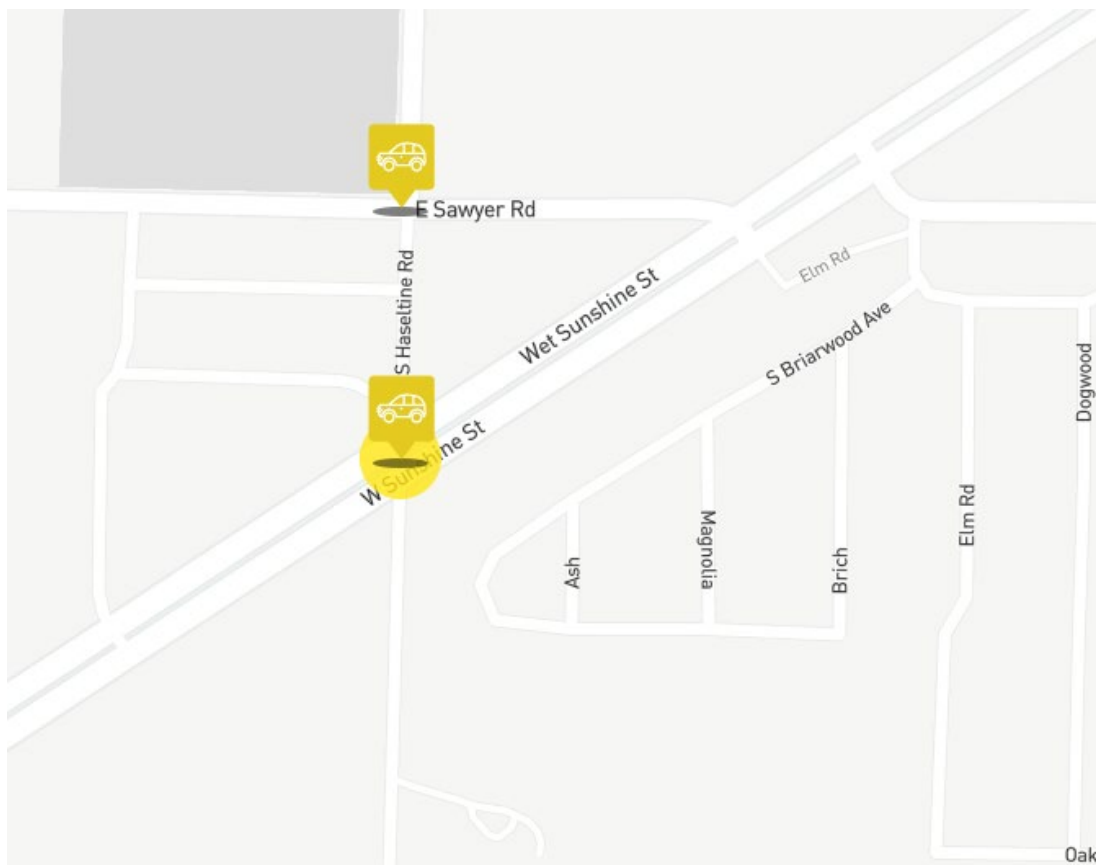
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** none

**Contact Email/Ph #:**

**Comment:** People need to be educated to understand the difference between stop and yield. Drivers trying to cross intersection (directly across north and southbound) will cut in front of a driver sitting in the in the left turn lane.

### Map



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





## PUBLIC COMMENT



**Area of concern:** West Battlefield bike lanes/bike lanes throughout city

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

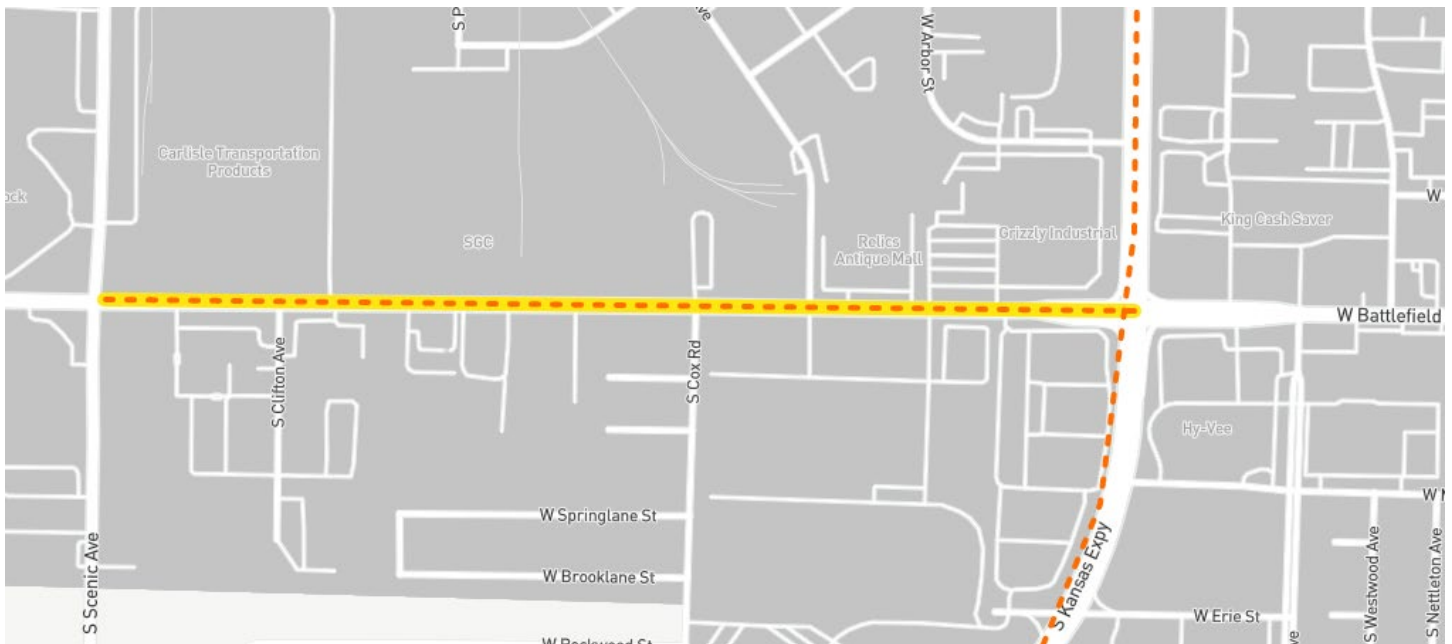
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Edd

**Contact Email/Ph #:**

**Comment:** Bike Lanes here and throughout the City need to be cleaned of all debris (especially small gravel/rocks)

### Map



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



## PUBLIC COMMENT



**Area of concern:** Kum & Go Access at MM

**City/County of concern:** Republic/Greene County

**Date received:** 06/08/2021

**Received through:** Map-A-Concern

**Contact Name:** none

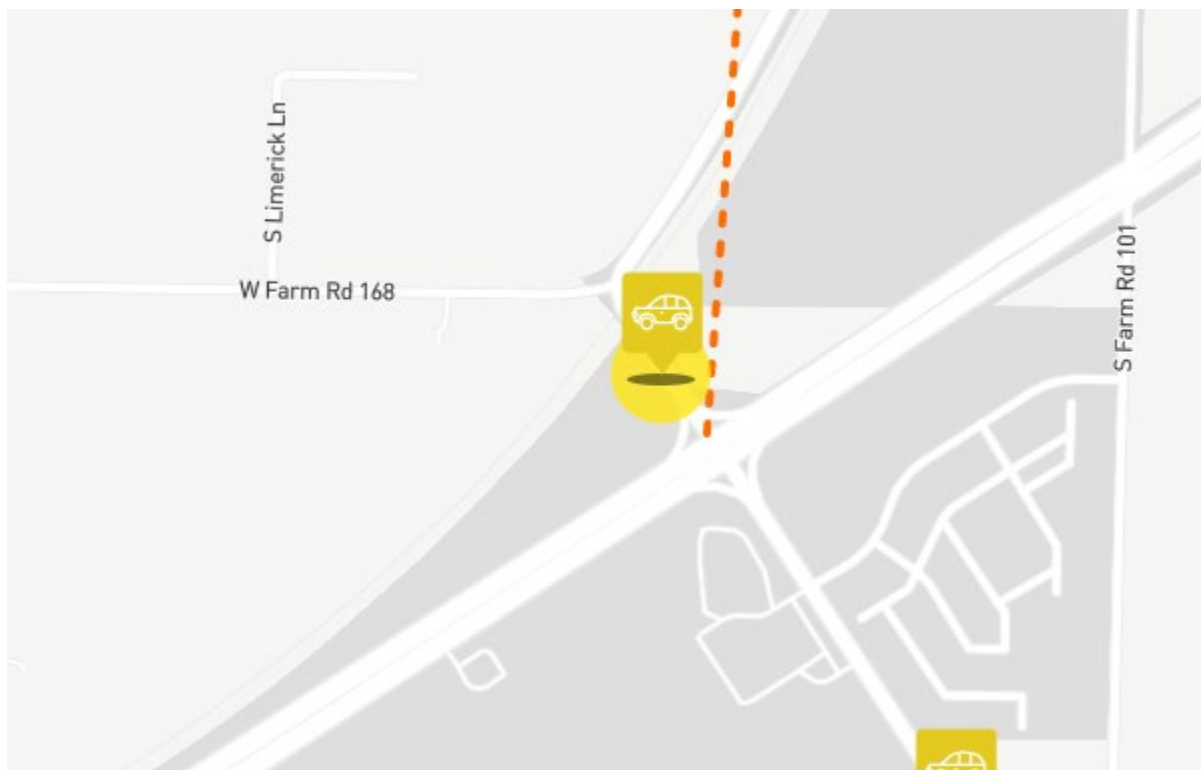
**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

Kum&Go access should not be closed, as someone needing to go northbound on MM from Kum&Go would have to put themselves at a greater risk of an accident by having to get on HWY-60 then turn onto MM.

**Original Map-A-Concern Comment**

Cars should NOT be allowed to enter Kum & Go on Hwy M. There is an entrance on Hwy 60 cars should utilize. Way to much traffic, with a RR crossing right there too. Very dangerous intersection. - Hwy MM and 60 (Republic)



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



## PUBLIC COMMENT



**Area of concern:** Primrose and Stewart

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

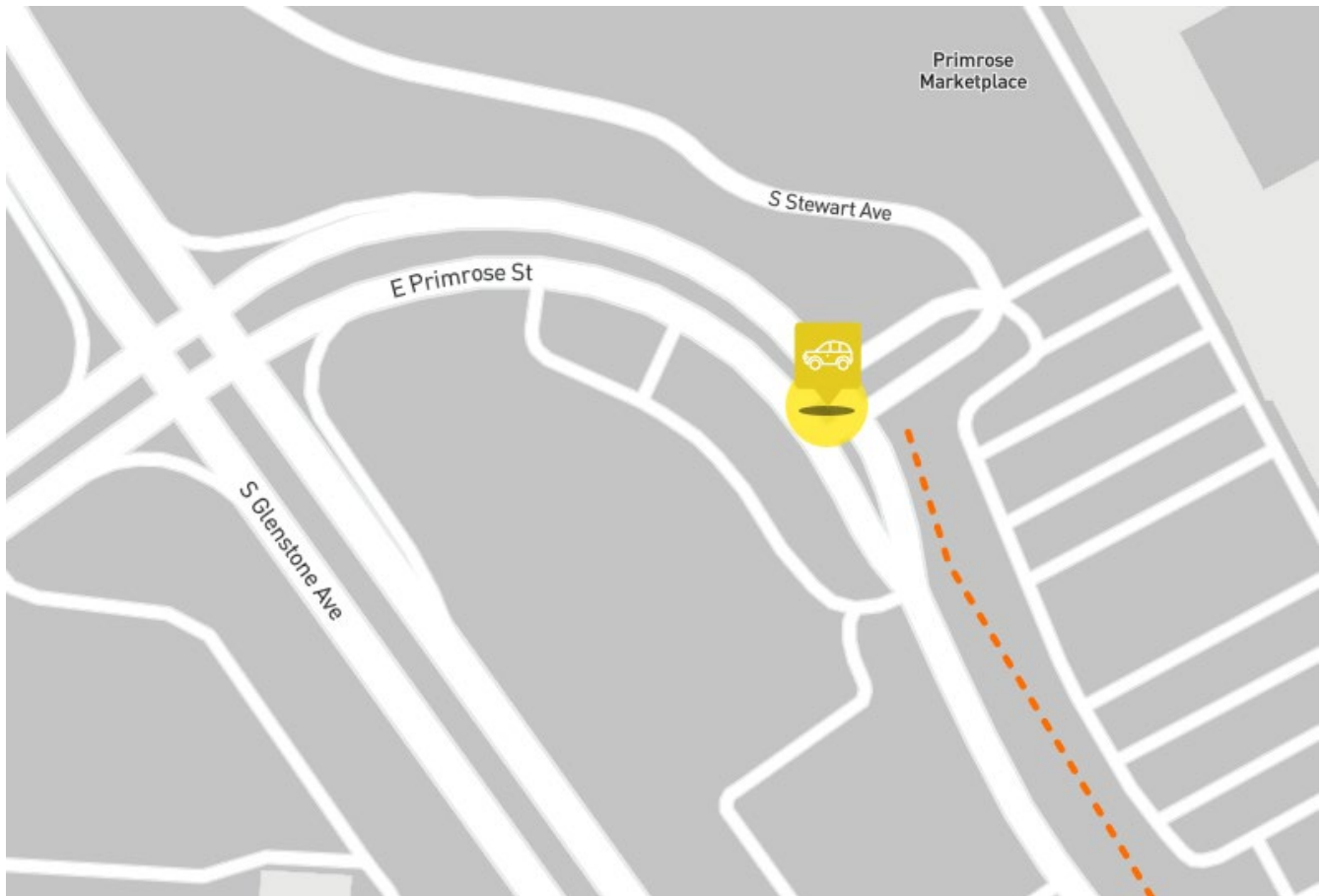
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Ann

**Contact Email/Ph #:**

**Comment:** Need a roundabout here to make left turn out of Primrose Shopping Center. Traffic would not be as backed up trying to enter into Primrose Shopping Center as well.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Stoneridge and Delaware

**City/County of concern:** Greene County

**Date received:** 06/08/2021

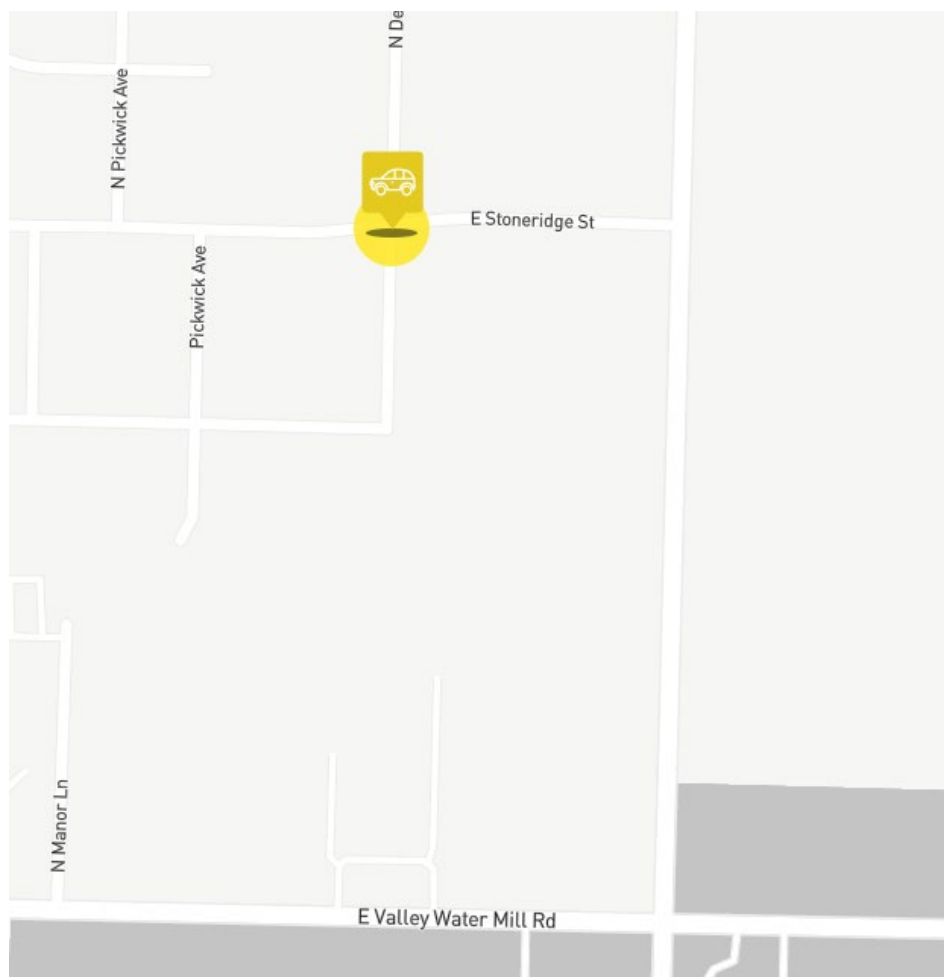
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Ann

**Contact Email/Ph #:**

**Comment:** Is a four-way stop really justified here?

### Map



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



## PUBLIC COMMENT



**Area of concern:** South National

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

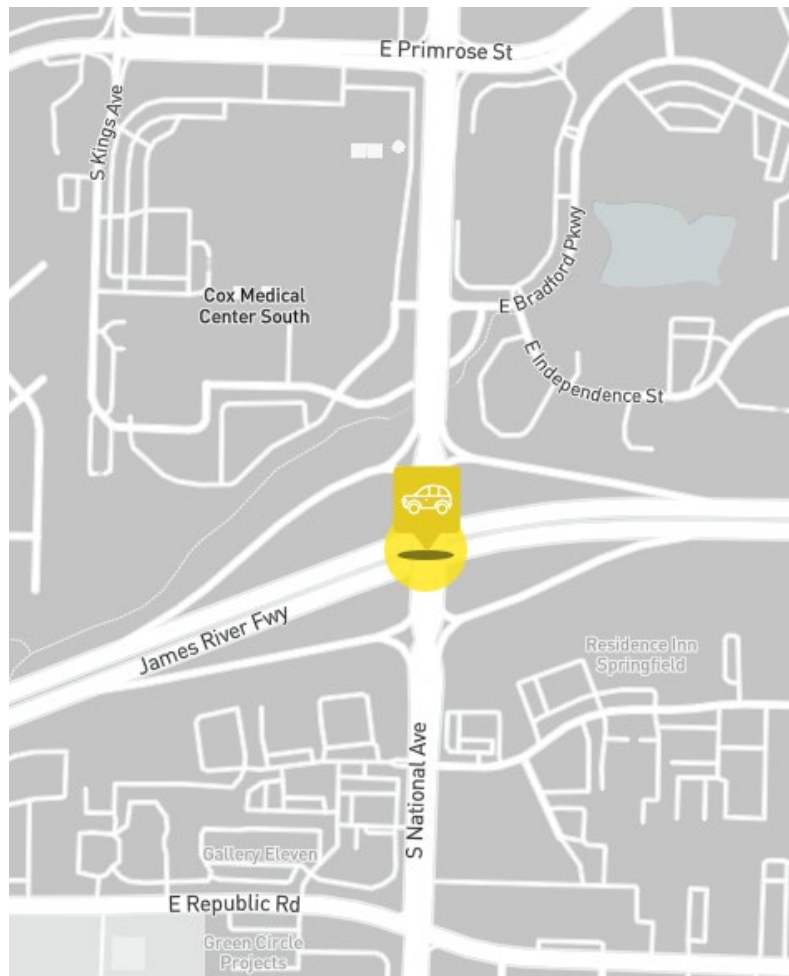
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Ann

**Contact Email/Ph #:**

**Comment:** The curves/radii in the lanes are greatly exaggerated for this intersection in the diverging diamond.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Kansas Expressway from I-44 to James River Freeway

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

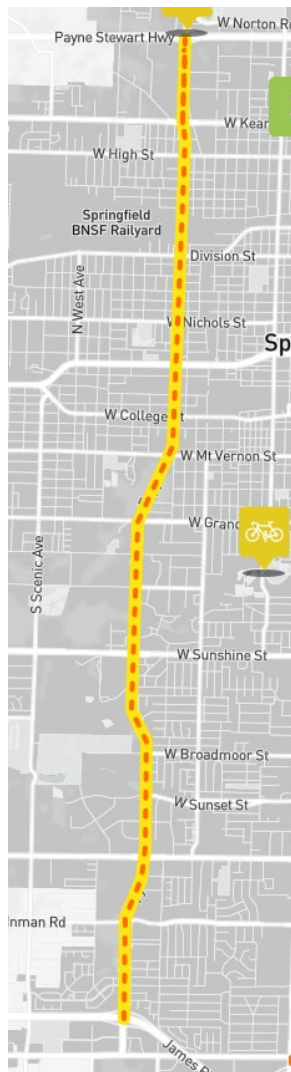
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Edd

**Contact Email/Ph #:**

**Comment:** Kansas Expressway needs to be widened to three lanes in both directions the entirety of the corridor.

### Map



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



## PUBLIC COMMENT



**Area of concern:** National from Division to Cherry

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

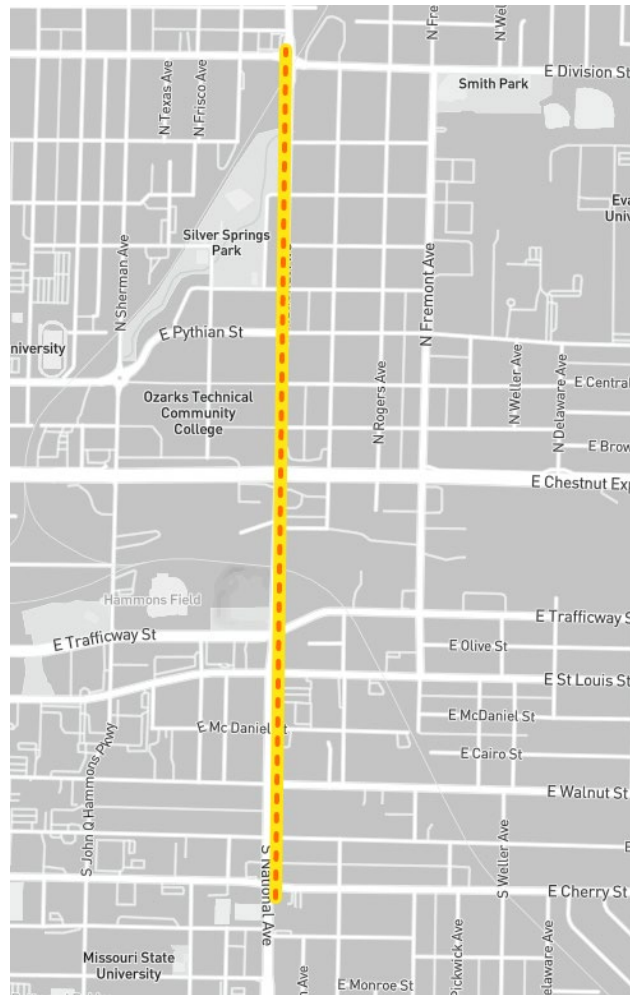
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Edd

**Contact Email/Ph #:**

**Comment:** Southbound Traffic Lights are not timed well. Often times, I find myself stopping at every traffic light when going the speed limit.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 65 and I-44

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

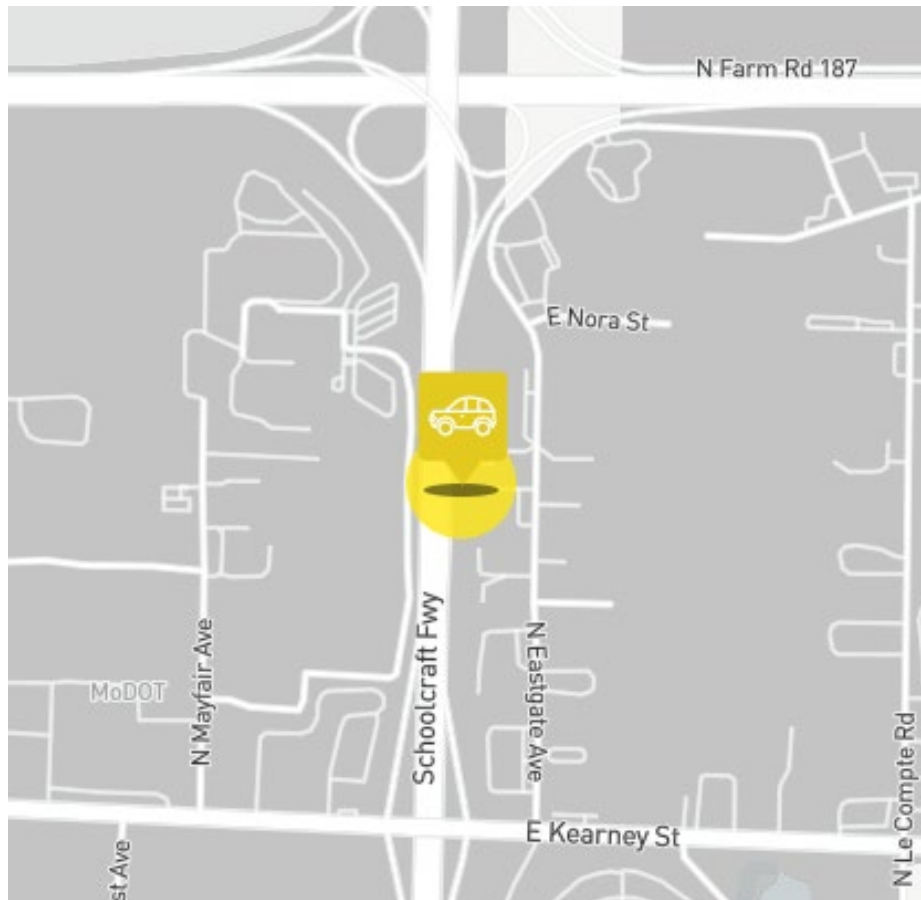
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** EDD

**Contact Email/Ph #:**

**Comment:** Need to redesign acceleration lane and exit lane. They are currently combined and it greatly reduces traffic flow when a semi or several cars are coming onto northbound Hwy-65 and a solid line of cars trying to merge into the same lane in order to exit and get onto I-44.

### Map



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





## PUBLIC COMMENT



**Area of concern:** Highway 13 flyover to I-44

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

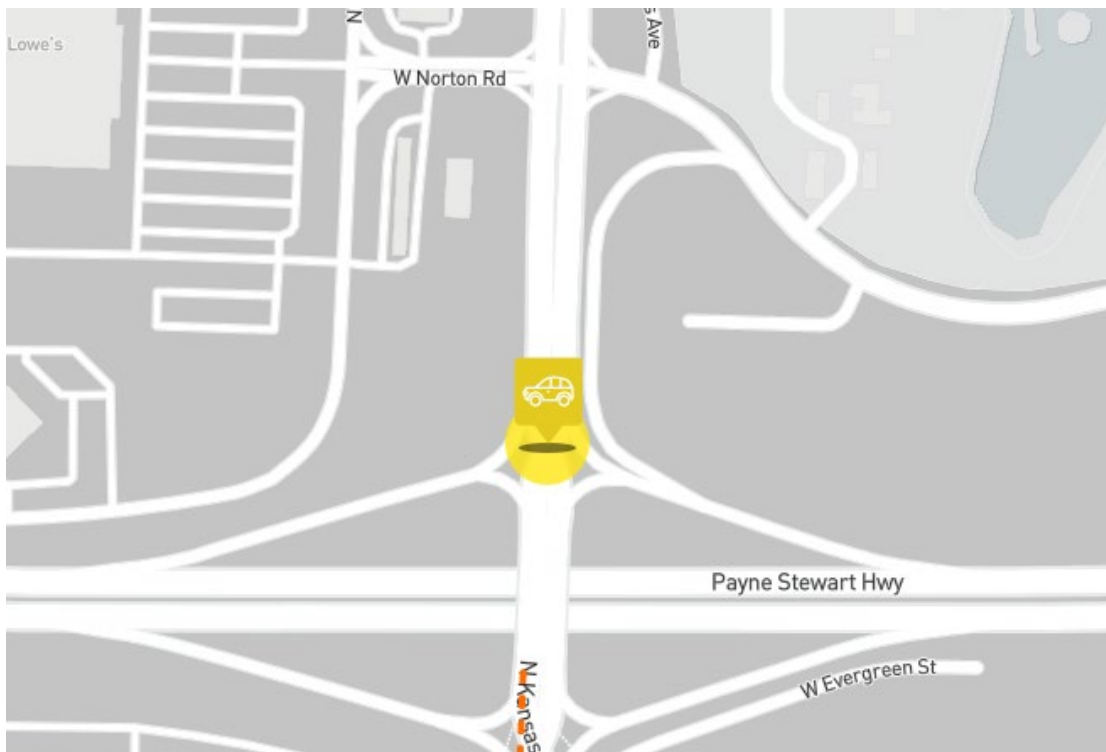
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** EDD

**Contact Email/Ph #:**

**Comment:** Need a flyover from southbound Hwy-13 to eastbound I-44. This would greatly reduce the amount of congestion that occurs coming into Springfield.

### Map



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



## PUBLIC COMMENT



**Area of concern:** North Kansas Expressway between Kearney & I-44

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

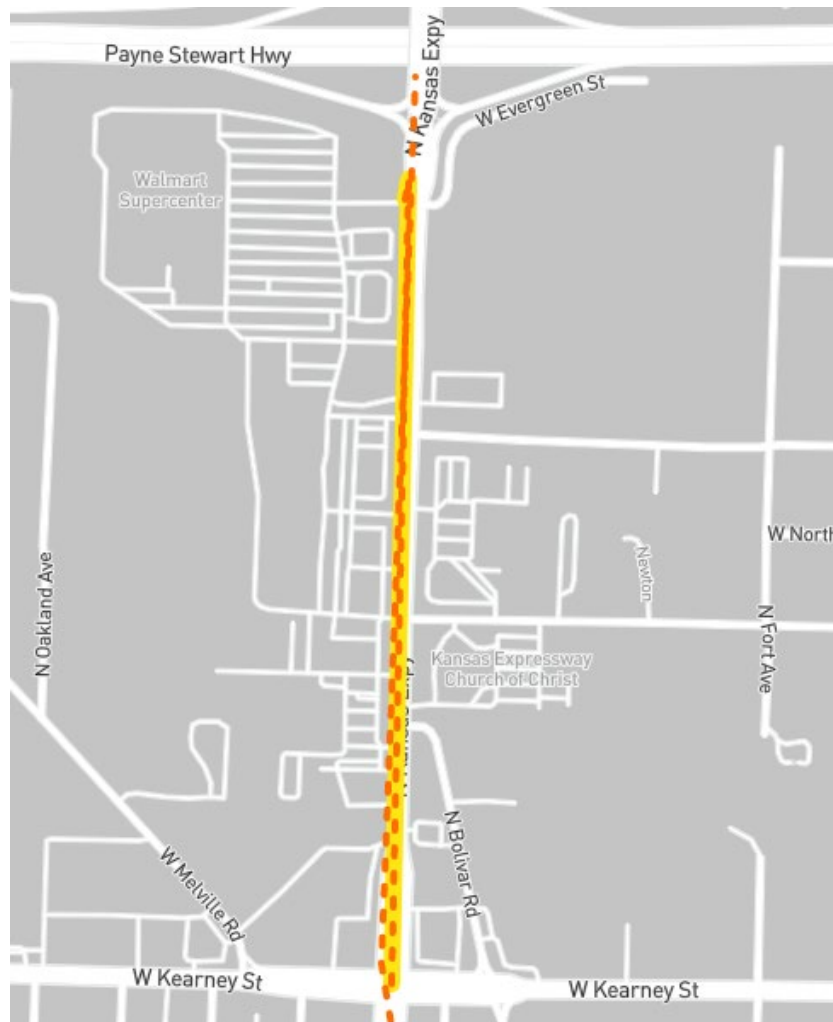
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** EDD

**Contact Email/Ph #:**

**Comment:** There are numerous driveway access points along this corridor. Need a way to consolidate some of the driveways in order to lower number of accidents and keep traffic moving.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Glenstone and I-44

**City/County of concern:** Springfield/Greene County

**Date received:** 06/08/2021

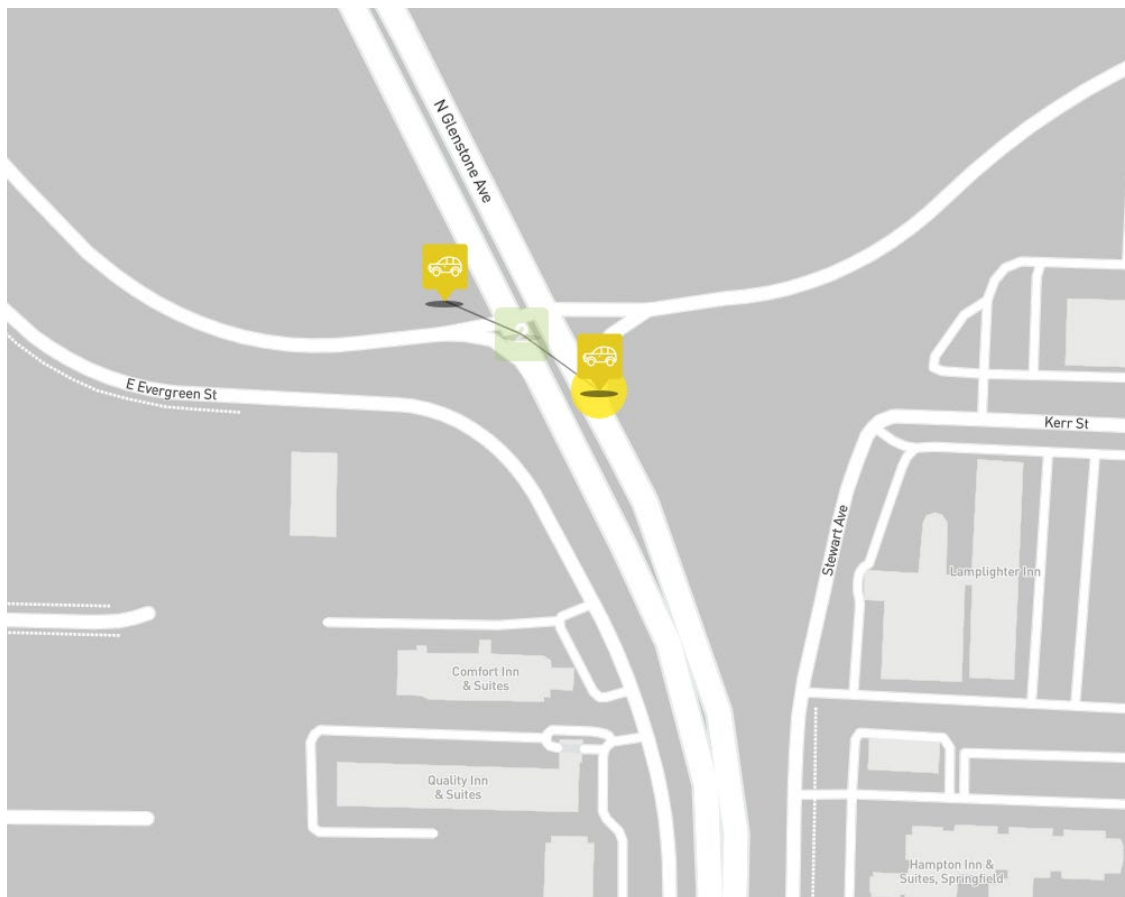
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** EDD

**Contact Email/Ph #:**

**Comment:** Left turn lane for Westbound I-44 does not need to be extended so far south (south of eastbound I-44 on-ramp). Drivers in the left turn lane (facing south) to get on I-44 going East think cars in this turn lane will stop for them on a flashing yellow turn light. Have seen accidents here.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Chestnut/Sunshine sidewalks & bike lanes


**City/County of concern:** Springfield/Greene County

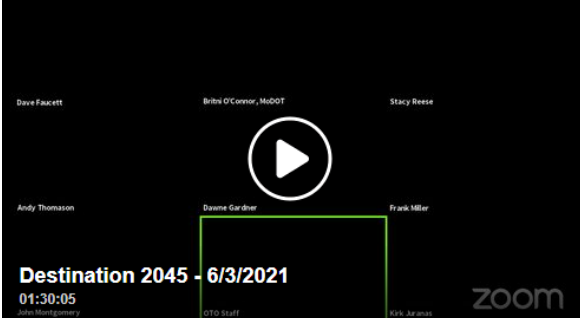
**Date received:** 06/06/2021

**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization** was live. 3d · 🌐



54 People Reached 19 Engagements [Boost Post](#)

👍 2 1 Comment 1 Share 24 Views

### Facebook Comment

Most Relevant ▾



Comment as Ozarks Transportation Organization



Sharer

**Carolyn McGhee** · 57:53 Kind of hard to adjust for traffic changes when there are buildings on either side. I wish we could add sidewalks and bike lanes everywhere the speed limit is above 20mph but especially between sunshine and chestnut it'd be really hard because buildings are too close.

[Like](#) · [Reply](#) · 12h



**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** Trails

**City/County of concern:** Springfield/Greene County

**Date received:** 06/03/2021

**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
23h · 🌐

It is World Bicycle Day. It is a beautiful day (and so far rain free 😊) to get out and enjoy the beautiful trails our area has to offer.



**NHTSA** ✓  
1d

It's World Bicycle Day! 🌍🚲 Put on your helmet and enjoy a fun, sustainable commute or leisurely ride today! #BicycleSafety

**36** People Reached    **6** Engagements    Boost Unavailable

👍❤️ 2    2 Comments

### Facebook Comment

Most Relevant ▾

**Comment as Ozarks Transportation Organization** 😊 📷 GIF 🗨️

**Carolyn McGhee** Finally got mine fixed. Can't go my normal route guess I'll see if I can go the other way without getting in too much trouble 🤔

Love · Reply · Message · 23h    👍❤️ 2

**Carolyn McGhee** Nope they tore that up too. Might be another month or two before I can ride again. It's frustrating, I want to test some things out.

Like · Reply · Message · 10h    👍 1

**Reply as Ozarks Transportation Organization** 😊 📷 GIF 🗨️

**OTO Response:** Liked the comments



## PUBLIC COMMENT



**Area of concern:** Springfield/Kansas City Interstate

**City/County of concern:** OTO MPO Area

**Date MoDOT received:** 05/26/2021

**Received through:** Email

**Contact Name:** James Kevin Clarke

**Contact Email/Ph #:** jaycl1948@gmail.com

**Contact Address:** none

**Comment:** Question! The third largest Metropolitan area of the state is the Springfield Metro area. I moved back to Springfield three years ago. We moved back from a large metropolitan city. I do have a hard time wondering why the north south highways are not interstate. One of my friends told me that there's not an interstate from Kansas City to Springfield. I just want to ask is there anything in the planning for interstate 29 to come down to Springfield.

Thank you for your time.  
James Kevin Clarke

### **MoDOT Response:**

Dear Mr. Clarke:

Thank you for your comment regarding an interstate between Kansas City and Springfield. There are no plans to extend I-29 from Kansas City to Springfield. Interstates provide significant nation-wide connections, and the major north-south interstate connection in western Missouri is I-49, which is part of a multi-interstate corridor that will eventually connect Shreveport, Louisiana, with Winnipeg Canada via Joplin, Kansas City and St. Joseph.

However, we do look to the major corridors for providing good connections between Missouri's cities, and have been making progress on the Missouri Route 13/7 corridor between Kansas City and Springfield. We completed a series of intersection safety improvements two years ago, and continue to work with city, county and regional officials to identify other potential intersection improvements. Funding constraints make it difficult to upgrade Routes 7/13 to a road similar to an interstate, meaning that ingress and egress is only through interchanges.

We will share your comments with our planning partners where it will be considered in future transportation planning efforts. I've copied my Planning Manager, Frank Miller and Area Engineer, Beth Schaller to help with that.

Thank you for your inquiry and let us know if you have future questions.

**STEVE CAMPBELL**

*District Engineer*

**Missouri Department of Transportation**

Southwest District

3025 East Kearney, Springfield, MO 65803

o: 417.895.7605

c: 417.834.7025



## PUBLIC COMMENT



**Area of concern:** Facebook live streams of meetings

**City/County of concern:** N/A

**Date received:** 05/20/2021

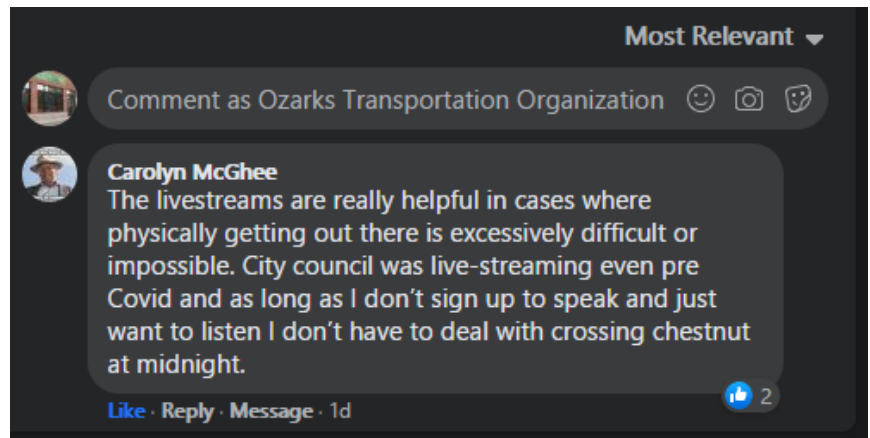
**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment



**OTO Response:** Liked the comments

**TAB 3**



BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM II.A.

*Towards a Regional Trail System* Regional Long Range Trail Plan

Ozarks Transportation Organization  
(Springfield, MO Area MPO)

**AGENDA DESCRIPTION:**

*Towards a Regional Trail System* is a standalone regional trail plan that will inform the development of the *Destination 2045* LRTP. The BPAC's planning process focus on identifying investment levels needed to create a *trail system with continuous linkages that connects communities* by 2045. Specific priority trails were not identified. Rather, the amount of new trail mileage needed by 2045 to ensure the OTO had "successfully" implemented a regional trail system by 2045 was identified.

The *Towards a Regional Trail System* planning process found the addition of 45 miles of new trails by 2045 will help ensure the region "successfully" implemented a *trail system with continuous linkages that connects communities, 45 by 45*. Based on the historical trail investment levels, two simple scenarios illustrating possible future trail construction were evaluated. One scenario included the construction of approximately 27 miles of new trails, and the other assumed the construction of approximately 48 miles. The following graphics illustrate the strengths and weaknesses of these two scenarios.



Figure 8 Range of Future Trail Networks with 27 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"><li>• Some corridors completed</li><li>• A few communities are connected</li></ul>	<ul style="list-style-type: none"><li>• Many critical gaps remain</li><li>• Footprint is not 'regional'</li></ul>

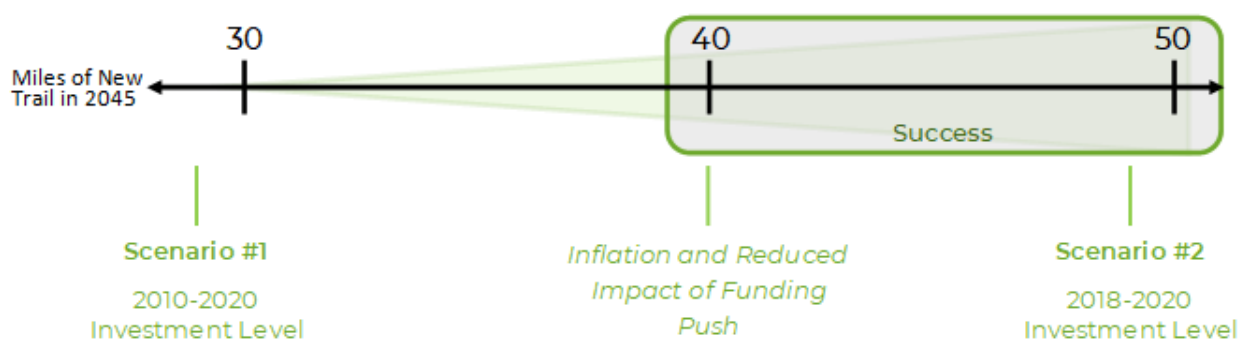


Figure 9 Range of Future Trail Networks with 48 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Many corridors completed</li> <li>• Most communities are connected</li> </ul>	<ul style="list-style-type: none"> <li>• Gaps Remain</li> <li>• Not every community connected</li> </ul>

Neither the exact amount built, nor the specific corridors completed, were the focus of these scenarios. The intent was to define “success.” Would the region feel it had been successful in its efforts to create a *trail system with continuous linkages that connects communities* if 27 miles were built by 2045? 48 miles? Ultimately, “success” was something closer to 48 than 27, as shown in the graphic below.

### Defining Success: How Many Miles Constitutes Success?



*Towards a Regional Trail System* also considers a range of challenges that might prevent the region from meeting its expectations and successfully building a *trail system with continuous linkages that connects communities*. These challenges, shown in the graphic on the following page, included things that might siphon money away from trail construction budgets and challenges associated with the mismatch between the jurisdictional funding needs and funding availability. The region can overcome these challenges, but it will take a concerted effort to do so.



*Towards a Regional Trail System* identifies several actions that would help ensure the region achieves its goal of **45 by 45**. Actions include direct action by the OTO and ways the OTO can support its member jurisdictions. A key action is the identification of sustained and expanded trail funding. The scenarios highlight the importance of sustaining the funding push made possible by the OTO Board's decision to direct Omnibus funds towards bike/ped projects during 2018, '19, and '20. A range of potential funding sources are identified, but the final decision is dependent on the passage of a long-term federal transportation bill and the careful consideration of the TPC and Board of Directors. The graphic below illustrates the actions identified in *Towards a Regional Trail System*.

### Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

### Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

*Towards a Regional Trail System* outlines three scenarios to show how the region could come up with additional trail funding. It is possible the next federal transportation bill will include additional STBG and/or TAP funds.

The TAP funds could be allocated towards trails. A portion of new STBG funds could also be allocated to trails. A final scenario involved a reallocation of existing STBG funds. A final decision on additional trail funding will be considered by the TPC and Board of Directors later. These scenarios simply outline possible courses of action for consideration by OTO leadership. The table below provides an additional summary of these funding scenarios.

Possible Sources for Sustained and Expanded Trail Funding		
Next Federal Transportation Bill Includes More Monies		No New Funds
Increased TAP Funds (STBG-Set Aside)	Additional STBG-Urban Funds	Reallocate STBG-Urban Funds
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.

**EXECUTIVE COMMITTEE ACTION TAKEN:**

The Executive Committee reviewed *Towards a Regional Trail System* at its regularly scheduled meeting on February 9, 2021. They were supportive of the overall direction of the plan and supported having some of the discussions recommended in the proposed action plan.

**TECHNICAL PLANNING COMMITTEE FEEDBACK PROVIDED:**

The Technical Planning Committee held a work session to review *Towards a Regional Trail System* during its regularly scheduled meeting on February 17, 2021. TPC members responded to a series of questions aimed at gauging their support for key elements of the proposed plan. The responses provided by the TPC were fairly similar to comments provided by the BPAC during the development of the plan.

**BICYCLE AND PEDESTRIAN PLANNING COMMITTEE RECOMMENDATION:**

After approximately one year of plan development, the Bicycle and Pedestrian Advisory Committee voted to recommend the adoption of *Towards a Regional Trail System* to the Technical Planning Committee and Board of Directors at its March 9, 2021 meeting.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended the Board of Directors adopt *Towards a Regional Trail System* as the OTO's regional trail plan.

**BOARD OF DIRECTORS ACTION REQUESTED:**

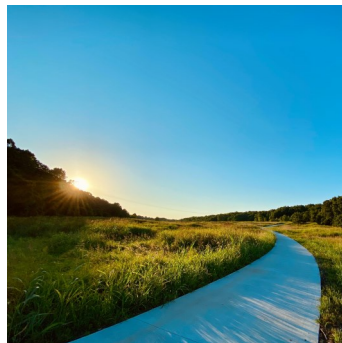
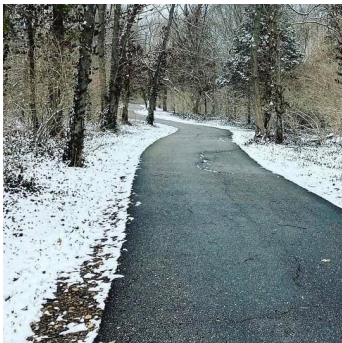
A member of the Board of Directors is requested to make one of the following motions:

"Move to adopt *Towards a Regional Trail System* as the OTO's regional trail plan."

OR

"Move to adopt *Towards a Regional Trail System* as the OTO's regional trail plan, with the following changes..."





Towards a Regional Trail System



Destination 2045



CTC  
Spring  
2021

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## Introduction/Executive Summary

Building a regional trail system *with continuous linkages that connects communities* is a critically important goal for leaders in the OTO area. The long-term vision for the regional trail system was well-established through previous planning efforts and nearly two decades of trail construction. This Destination 2045 trail seeks to identify regional expectations for future trail development, define a successful implementation, and establish a clear goal and target. Ultimately, an action plan is also developed to outline specific actions and supports the OTO can complete in an effort support the construction of **45 miles of new trails by 2045**.

## Regional Trail Planning History

The region has a long history of important trail planning projects. Springfield's Vision 20/20 comprehensive plan and the OTO's Regional Bicycle and Pedestrian Trail Investment Study created and refined the region's initial, lasting vision for a regional trail system. Nearly every other community Comprehensive or Parks and Recreation plan endorse and supports the region's effort to achieve this historical vision.

## Historical Trail Implementation

Implementation of the regional trail network began as soon as the Vision 20/20 planning process was completed. The region was able to start many corridors prior to 2003, and those corridors have continued to develop. Gaps remain, but many neighborhoods, schools, parks, and commercial areas are now connected by the regional system. Utilizing a new infographic, the region will better communicate implementation efforts with citizens and local leaders.

## Future Vision for Regional Trail Network

The region's long-term trail vision is a 255-mile network of trails first identified by the region's robust history of trail planning. By the spring of 2021, 52 miles of regional had been built.

## Defining Success: Setting a Goal for 2045

The region explored its own expectations and evaluated implementation challenges to better understand what size of trail system it thought should exist in 2045. The expectations and challenges led to a clear understanding of how many miles of new trail needed to be built for the region to see itself as successful. Simple scenarios were developed, and the region set a goal to build **45 miles of new trails by 2045**.

## Action Plan

The action plan includes direct and supportive actions. The OTO must identify sustained and expanded trail funding, support the trail development pipeline, and create a strong project selection process to achieve this 45-mile target. The OTO must also offer its full support to local funding initiatives and any efforts to development trail maintenance programs.

## Regional Trail Planning History

The region's long history with comprehensive planning has played a critical role in the development of the OTO's regional trail vision. Three key documents play a foundational role in the establishment of an integrated trail network, and broad inclusion of trails in recently developed plans have formalized individual community commitment to this vision.



The following sections will explore these key plans and highlight the many ways our communities have planned for trails.

### Key Documents and Planning Processes

Three key planning processes have laid the groundwork for the OTO's regional trail vision. The initial vision for a regional trail network was developed in Springfield's Vision 20/20 comprehensive plan in the late 1990's. Implementation costs for many unbuilt corridors from the Vision 20/20 plan were developed in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS) in 2017. An addendum was developed for the RBPTIS in 2018 that proposed connections that would finally integrate Nixa into the region's trail vision. Future implementation efforts will draw heavily from these important planning exercises.

#### **Vision 20/20 - Springfield/Greene County, 1998**

Of all the regional trail planning efforts, Springfield's Vision 20/20 is the foundational document for the region's trail system. Residents envisioned their park system as critical to structuring the land use patterns of their community. Their vision is described as a 'community as a park' mentality. Using the region's many drainage ways, i.e. rivers and streams, as linear parks, new trails would allow people to move throughout the community. The Vision 20/20 process also took a regional prospective and recognized the ability of the region's trails to impact the quality of lives for everyone in Greene County and in surrounding counties.

Today, many Vision 20/20 trails have been started. Segments of the South Creek, Galloway Creek, Jordan Creek and Fullbright Springs trails, amongst others, have all been built. Work continues to implement the system envisioned in *Vision 20/20*. For more details, please review the *Historical Implementation* section of this plan.

Most of the trails included in *Destination 2045's* Bike and Pedestrian Plan were first proposed and formalized in the Vision 20/20 process. In fact, the region's dedicated trail non-profit, Ozark Greenways, came into being to implement the Vision 20/20 trail plan. Figure 1 is a map from Vision 20/20 that shows the earliest concepts of trails that exist on the ground today.



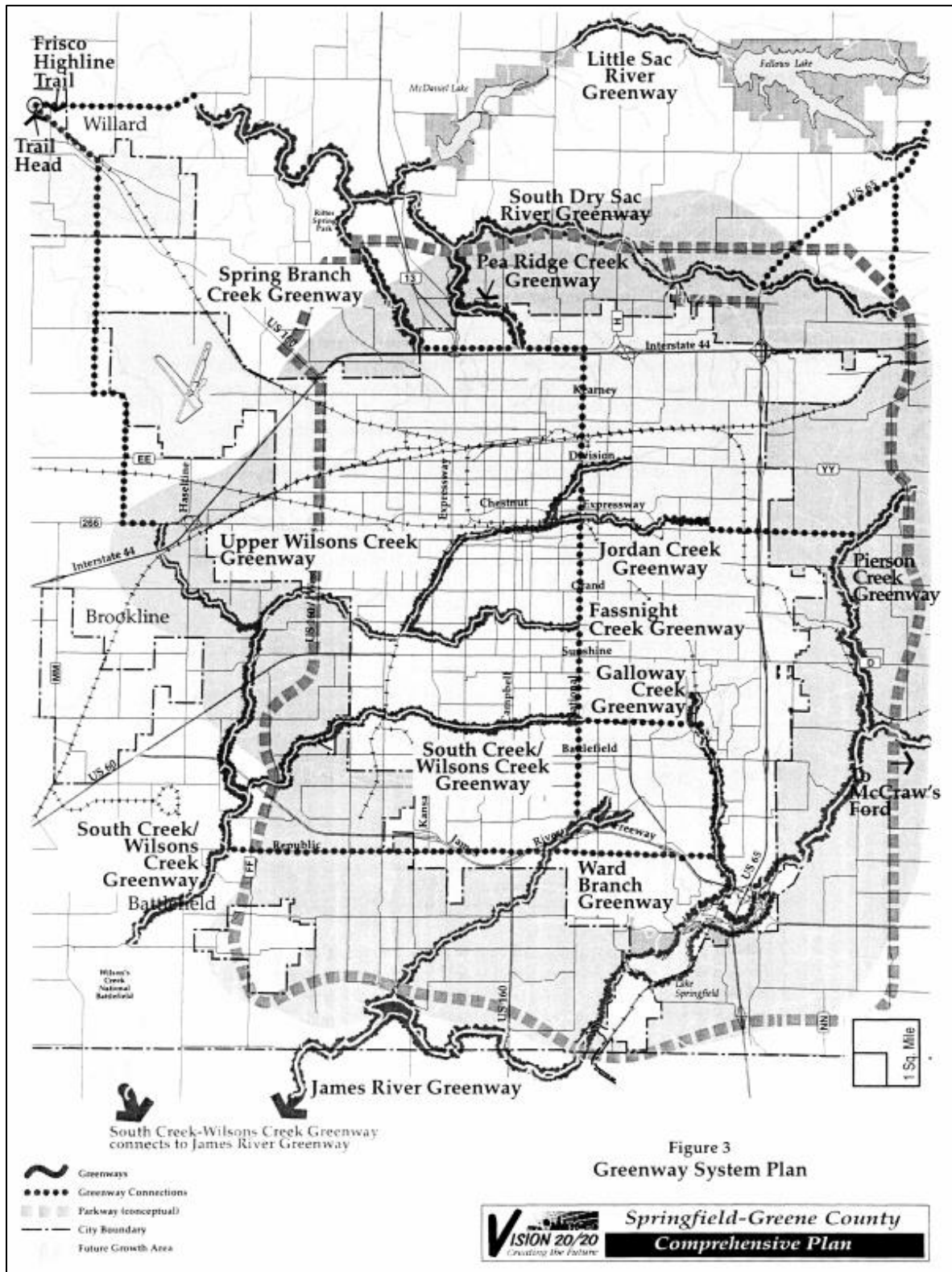


Figure 1 Vision 20/20 Greenway System Plan

## Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS) & Nixa Addendum - OTO Region, 2017 & 2018

The Regional Bicycle and Pedestrian Trail Investment Study was the region's first effort to quantify the cost associated with the buildout of a truly regional trail system. This study looked at the remaining unbuilt trails identified in the Vision 20/20 process and at other corridors that could the rest of the OTO's communities. Trails evaluated in the RBPTIS were considered *transportation trails*, trails that connected people to jobs, schools, and other daily destinations. Planners looked for the most strategic alignment within each corridor and estimated costs using two methodologies. For the approximately 76 miles of trails evaluated in the RBPTIS, construction costs were estimated to be \$100 million. For the first time, the region had hard numbers they could share with the community.

The 2017 RBPTIS process did not include trails connecting to the City of Nixa. The region had never developed trail concepts that extended to this portion of Christian County. Thanks to the Nixa Addendum, an additional 12 miles of trails were added to the region's trail vision. These trails connected Nixa to Springfield and to Ozark.

The overall RBPTIS process evaluated 88 miles of new trails and estimated a build-out cost of approximately \$125 million.



## Other Planning Support for Trails

The OTO region also benefits from a wide range of other planning efforts that include support for the region's trail vision. These plans may formalize a community's support for a conceptual regional trail corridor or show support for the development of a strong local trail system. They ensure the intercity trails are integrated in the various intracity trail networks. Figure 2 below outlines the many community level plans that support the development of a strong trail system.

These plans illustrate the many ways OTO communities support trails. Willard has committed to capitalizing on the presence of an established intercity trail, the Frisco Highline Trail. Ozark recognized its role in developing a strong trail system for Christian County. This wide support for trails helps ensure the region's vision is implemented.

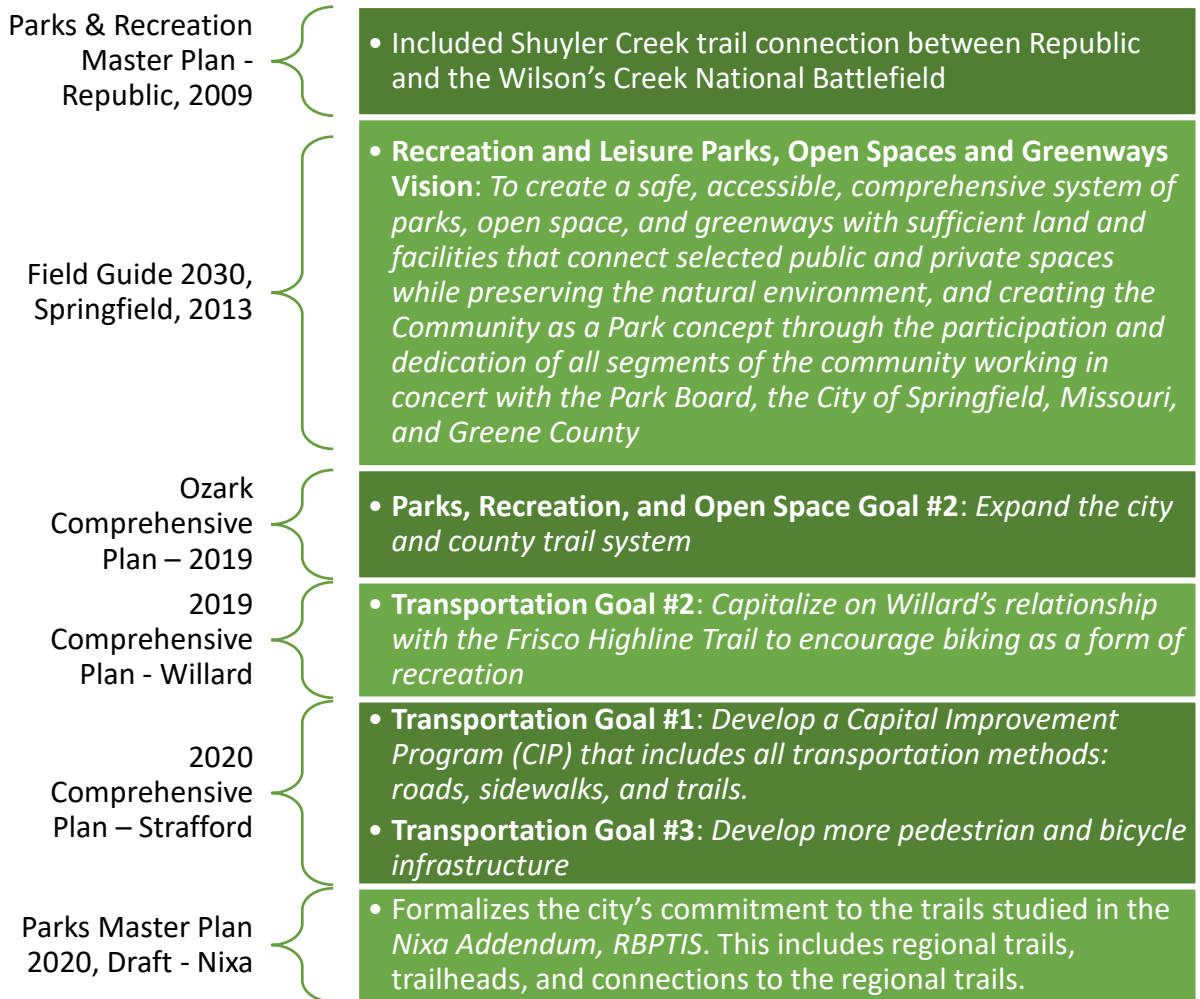


Figure 2 Planning Processes with an Impact on Trails

In addition to formally adopted plans, the region also has several plans currently under development that will also support the development of a strong trails system. The inclusion of trails in developing plans, in addition to existing plans, shows the region is still interested in building trails.

Ongoing Plan Updates
<ul style="list-style-type: none"> <li>• Battlefield Comprehensive Plan</li> <li>• Republic Comprehensive Plan</li> <li>• Christian County Plan</li> <li>• Forward SGF Comprehensive Plan</li> <li>• Springfield/Greene County Parks Master Plan</li> </ul>

## Historical Trail Implementation

The region began implementing the ideas developed during Vision 20/20 immediately after the plan was adopted. Implementation has steadily continued over the last two decades. Early implementation primarily occurred in Springfield and its immediate surroundings. Within the last couple years, significant investments have been made by the cities of Ozark and Republic to build a truly regional system. Despite a strong history of implementation, many important connections and linkages have not been completed.



The following sections will explore trail implementation efforts, describe current and recently filled trail gaps. These sections do not describe every trail constructed in the OTO region. Rather, these sections describe trails that form a system with continuous linkages that connects communities.

### Historical Implementation

Trail construction started shortly after the adoption of the Vision 20/20 plan. Galloway Creek, South Creek, and the Frisco Highline Trails were some of the earliest trails to be started. Figure 3 on the following page shows a basic timeline of trail implementation through 2020.

An important funding source for much of the early trail construction was a Springfield/Greene County Parks Tax. A portion of this tax provided important capital funding for all kinds of park, recreation, and trail projects. This tax provided the Springfield/Greene County Park Board a dedicated funding source for implement many elements of the Vision 20/20 comprehensive plan. However, the capital improvements aspect of the tax was allowed to sunset as part of commitments made to address the Springfield's underfunded Police and Fire Pension Plan. The remaining portion of the tax shifted to debt service, maintenance, and staffing of park facilities. The loss of this capital funding significantly impacted the availability of local funds for trail construction. State, federal, and foundation grants became the primary source of trail funding for the Springfield/Greene County Park Board.

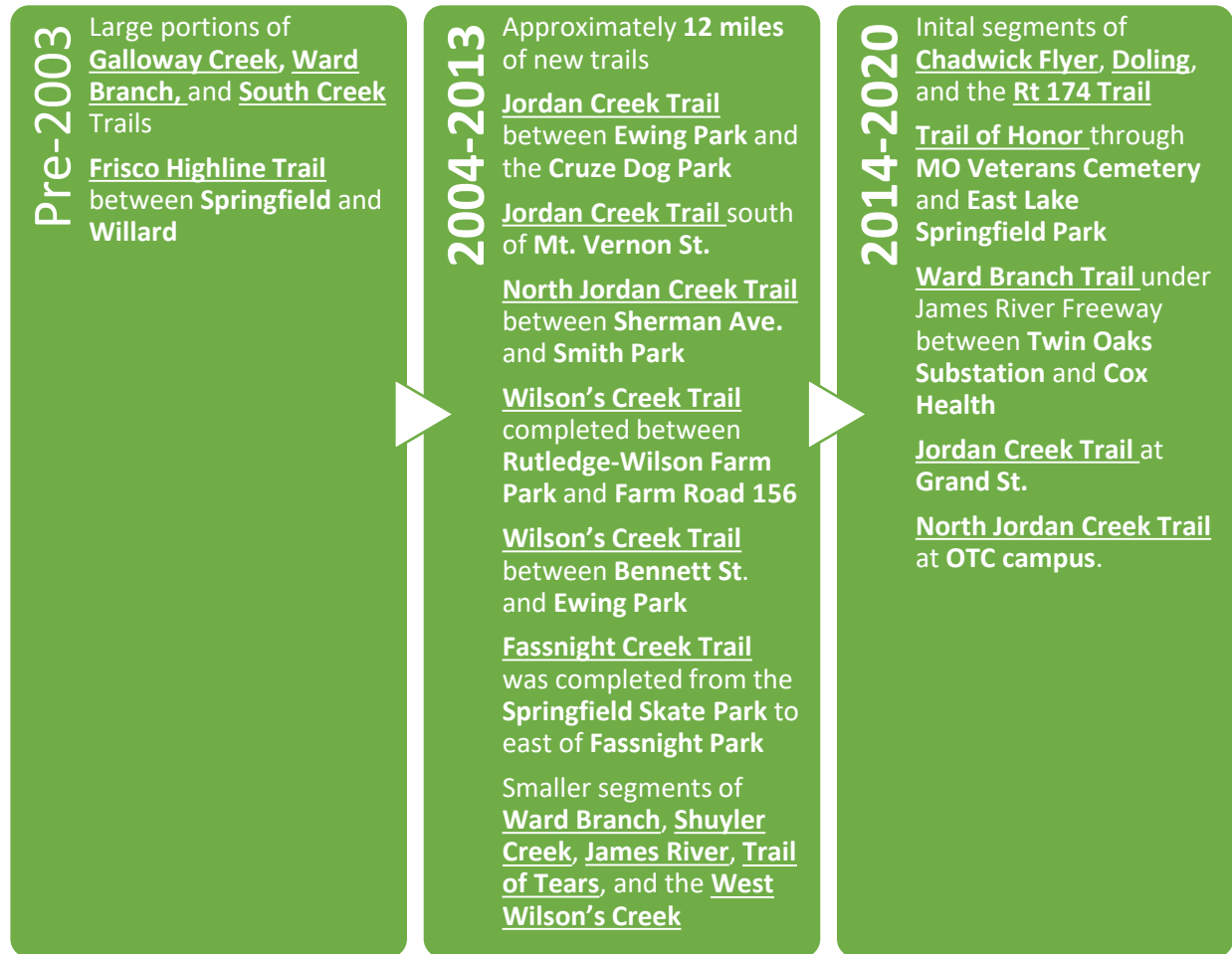


Figure 3 Trail Construction Over Time



### OTO Focus on Trail Funding, 2018-2020

The OTO Board of Directors chose to boost its regular investments in the region's bicycle and pedestrian system thanks to additional funding allocations included in the FY 18, 19, and 20 federal omnibus budget bills. The FY 18 funds allowed existing monies to be reallocated to sidewalks and trails, while the FY 19 funds allowed existing monies to exclusively be invested into the region's trail system. The FY 20 funds, a substantially smaller allocation, allowed the region to shift funding to a project awarded design and right-of-way funding in FY19. This



## Construction Awards

The OTO Board of Directors' decision to allocate additional funds 2018-2020 allowed several high profile trail projects to continue, as shown in Figure 4. The project in Ozark included pedestrian underpasses at Rt. 14 and the Fassnight Creek project helped to implement the Springfield Art Museum's new Master Plan. Republic will finally have a direct pedestrian connection to the historic Wilson's Creek National Battlefield. The region wouldn't typically be able to fund projects of this scale across different communities with its annual trail funding allocation. The focus on trail funding helped the region create significant momentum, funding over 3.8 miles of new trail.

## Regional Trail Planning Services

The OTO chose to invest in the project development pipeline for trail projects during the focus on trail funding in 2018-2020. A steady stream of available trail projects helps ensure the region can best match funding opportunities with appropriately sized trail projects. These funds will be used to work with local communities to identify trail opportunities, outreach to landowners and the public, and refine plans based on new opportunities and information. These activities will help the region's communities have plans on the shelf that can be submitted when various grants become available.

### Fassnight Creek Trail

- Through Phelps Grove Park and Springfield Art Museum

### Shuyler Creek Trail

- Extended to Wilson's Creek Battlefield

### Trail of Tears

- In Trail of Tears Park to Somerset Dr.

### Chadwick Flyer

- From the OC to Clay St.

### Galloway Creek Trail

- Rebuild segment south of Sequiota Park
- New connection across Lone Pine at Greenwood

Figure 4 Key Funding Awards During 2018-2020



## Completed Connections and Closed Gaps

Existing trails connect many important destinations throughout the region. Trails connect schools, regional parks, colleges, universities, cultural institutions, and many neighborhoods. The only existing intercity connection is made by the Frisco Highline Trail between Springfield and Willard. In fact, this trail connects Springfield to Bolivar, MO, some 35 miles to the north.

Important connections have been made throughout the system's two-decade long history, as shown in Figure 5. Early trails, such as South Creek, Galloway, and the Frisco demonstrated the types of connections and positive benefits trails could bring

to the region. These were long trails that connected important destinations. More recent projects, such as the new Grand Street Bridge and the completion of the Fullbright Springs trail across the old Fullbright Land fill closed gaps that had existed in the system for many years.

The public sector are not the only ones building new trails. As new neighborhoods are built, private developers are also constructing key trail segments. For example, private developers have built portions of the *Chadwick Flyer* along 22<sup>nd</sup> St. in Ozark and portions of the *West Wilson's Creek Trail* west of Rutledge Wilson Farm Park in southwest Springfield. Private developers will continue playing an important role in the build out of the region's trail system.

When intercity connections are made and gaps are filled, trail users can access more of their own region and the community can focus on the next project. For example, Willard has been connected to Springfield with the Frisco Highline Trail. The next issue is finding a way to connect the Frisco to the other existing trails in Springfield. This reality explains why Willard is not included in some of the mapping exercises discussed later in this report. The planned connection to Willard has been completed, so Willard will not bear any future implementation costs for the buildout of the region's trail system through 2045.

### Frisco Highline Trail

- Springfield, Willard (Walnut Grove, Bolivar)

### Fassnight Creek Trail

- Parkview High School, Fassnight Park, Phelps Grove Park, Springfield Art Museum (est. 2021)

### South Creek Trail

- Carver Middle School, Sherwood Elementary, Horton Smith Golf Course, Nathaniel Greene/Close Memorial Park, McDaniel Park

### Galloway Creek Trail

- Pershing Elementary, Lone Pine Bike Park, Sequiota Park, Galloway Village, Missouri Department of Conservation Nature Center, Missouri Veteran's Cemetery

### Wilson's Creek / Jordan Creek Trails

- Ewing Park, Cruze Dog Park

### Wilson's Creek Trail

- Rutledge Wilson Farm Park, Tal's Trail Head, Round Tree Public Access Area

### Jordan Creek / North Jordan Creek Trails

- Founder's Park, Jordan Valley Park, OTC, Drury University, Silver Springs Park, Boys and Girls Club of Springfield-Stalnaker Unit, Smith Park

### Fullbright Spring Trail

- Truman Elementary, Lost Hill Park, Ritter Springs Park, David C Murray Trail Head

### Ward Branch Trail (North)

- Cox Hospital, Burrell Behavioral Health, Twin Oaks Substation Park, The Library Center

### Ward Branch Trail (South)

- Gray Elementary, Missouri Institute for Natural Sciences

Figure 5 Key Destinations Connected by Regional Trails



## Remaining Gaps and Missing Links

The region's trail system has several gaps along existing trails and a handful of entirely new trails that need to be constructed. New trails are needed to connect the existing network to Nixa, Strafford, and to the Frisco Highline Trail to Willard. These are important missing links that represent significant challenges moving forward. Gaps within the existing system, while no less challenging to complete, are often shorter in overall length. There are currently nine gaps within the existing system that are less than one mile in length, as shown in Figure 6. Approximately 0.04 miles of trail is needed to connect the existing eastern terminus of the North Jordan Creek Trail to existing paved surfaces and paths within Smith Park, as seen in Figure 7. At just under one mile, the gap between Nathaniel Greene Park and Ewing Park is another critically important missing piece in the existing trail network.



Figure 7 Smith Park Trail Gap

## Existing Gaps: Less than 1 mile



Figure 6 Locations of Gaps less than one mile in length

### North Jordan Creek Trail

- Within Smith Park - 0.04 Miles

### MO 174 Trail

- Lindsey to US 60 - 0.36 Miles

### West Wilson's Creek Trail

- Silo Hills to Wilson's Creek Greenway - 0.4 Miles

### Jordan Creek Trail

- Grant to Campbell - 0.43 Miles
- Mt. Vernon to Fort - 0.51 Miles

### Trail of Tears

- Silverleaf to Marcella - 0.52 Miles

### South Creek Trail

- ~Battlefield to Tal's Trailhead - 0.59 Miles

### Trail of Tears

- Battlefield to Mt. Vernon - 0.68 Miles

### Trail of Tears

- Ewing Park to Nathaniel Greene/Close Memorial Park - 0.98 Miles



## Future Vision for Regional Trail Network

The *Destination 2045* Trail Plan seeks to show support for the regional trail vision that has been developed over the last 20 or 25 years. While this vision may not be fully realized by 2045, it does represent the overarching vision to which the region is committed. It represents a network of trails that provide connections between workers and jobs and between workers and the amazing natural landscape that is the Ozarks. The future includes a trail system with continuous linkages that connects communities. Scenarios representing the region's goal for the trail network in 2045 will be explored later.

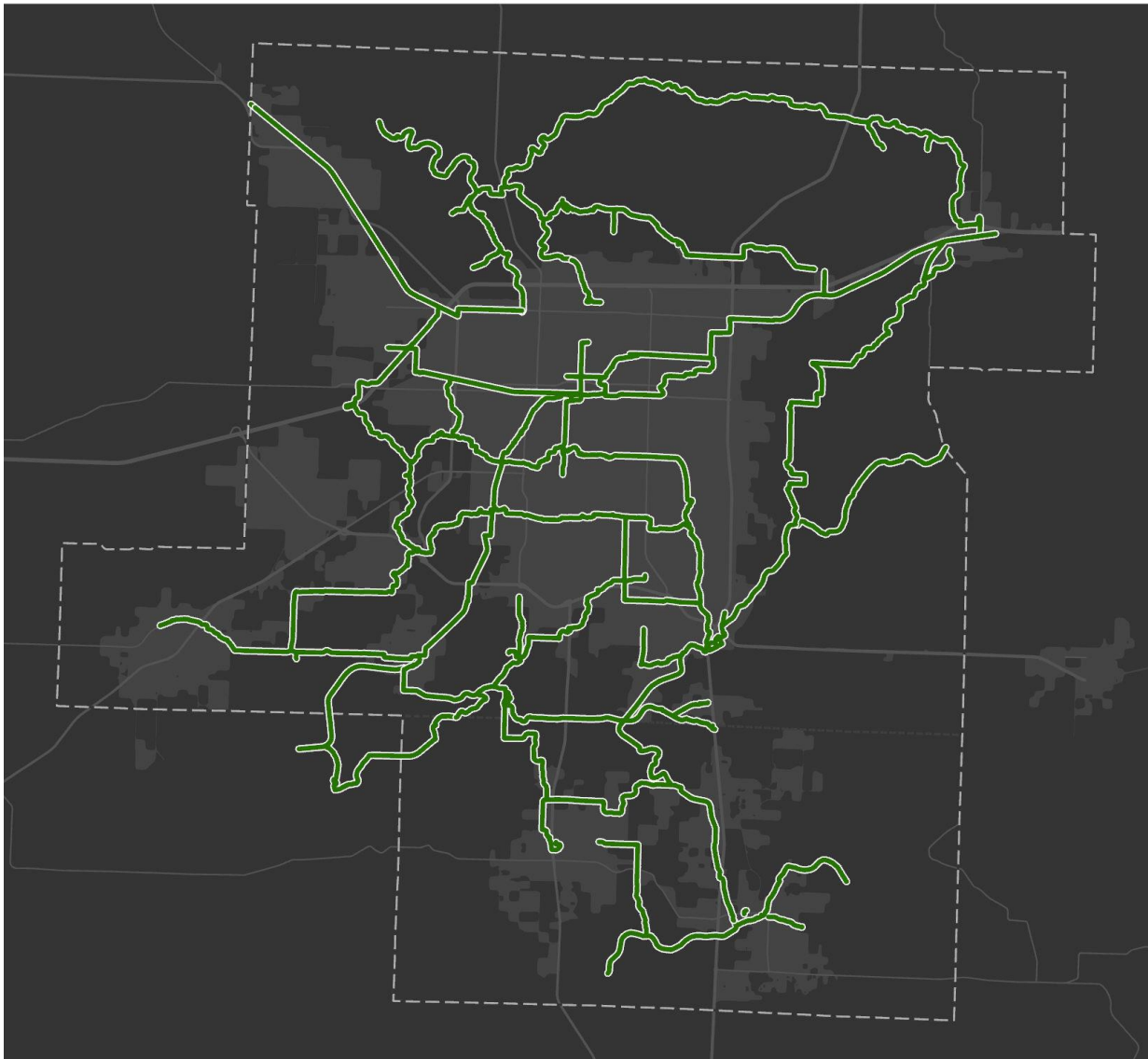
The Hard Surface Trail Network includes a wide range of trail types that qualify for a wide range of potential funding sources. Some trails connect jobs and neighborhoods and are great candidates for funding from the OTO. It also includes recreational trails that provide important connections to the region's many natural amenities and are excellent candidates for programs such as the Recreational Trails Program administered by the Missouri Department of Natural Resources. The Hard Surface Trail Network is comprised of approximately 255 miles of trails, 52 of which exist today. Figure 8 shows the 255-mile network.

The specific alignments for some trails included in the Hard Surface Trail Network have evolved since Vision 20/20. The Pearson Creek Trail is now shown as primarily an on-street trail. The Wilson's Creek Trail between the Round Tree Branch Public Access and the Wilson's Creek National Battlefield is now shown as a multi-use sidepath along Rt. M and Rt. ZZ. Some trail gaps, such as along the Wilson's Creek or Jordan Creek Greenways, are still shown to follow the same alignments proposed in the Vision 20/20 process. It is always important to remember the region is more committed to the broader corridor than any specific alignment. The corridors represent the key connections the region wants made. Alignments can be determined based on the opportunities with which the region is presented.



## Regional Hard Surface Trail Network

The Ultimate Long-Term Goal



*Figure 8 Regional Hard Surface Trail Network*

## Defining Success: Setting a Goal for 2045

The region has demonstrated a strong commitment to building a trail system with continuous linkages that connect communities. The *Destination 2045* planning process has allowed the region to define what is achievable over the next 25 years and define what success might look like.

The region used two future scenarios to understand what implementation success might look like. These future scenarios were also considered in light of four key implementation challenges. Utilizing all this information, the region defined success and set a goal for 2045. Ultimately, the scenarios including higher investment levels revealed future trail systems with fewer gaps and meaningful connections throughout the region, a trail system with continuous linkages that connects communities. Success can be described as continuing the focus on trail funding that occurred during 2018-2020 and setting a goal for **45 miles of new trails by 2045**.



The following sections explore how the scenarios allowed the region to recognize expectations, consider implementation challenges, and ultimately define success and set a trail construction goal.

### Understanding Expectations: Two Future Scenarios

Understanding your expectations is an important first step in many planning processes. By knowing what is expected, the region can determine if it is on track to meet those expectations or if it needs to increase its efforts. Using two scenarios, the region was able to visualize the amount of trail new trail, and the resulting trail network, they expected to see in 2045. Overall, the region expects to build a trail system with continuous linkages that connects communities. These scenarios revealed significant investments are needed to meet the region's expectations for new trails

These scenarios explored what was possible and allowed the region to decide which scenario met its expectations of a trail system with continuous linkages that connect communities. Scenarios explored two investment scenarios: investments on par with the last decade and investments on par with the focus on trail funding that occurred during 2018-2020<sup>1</sup>. Scenario 1 resulted in the investment of \$32 million and

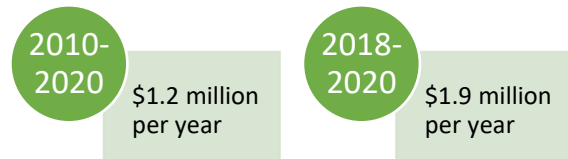
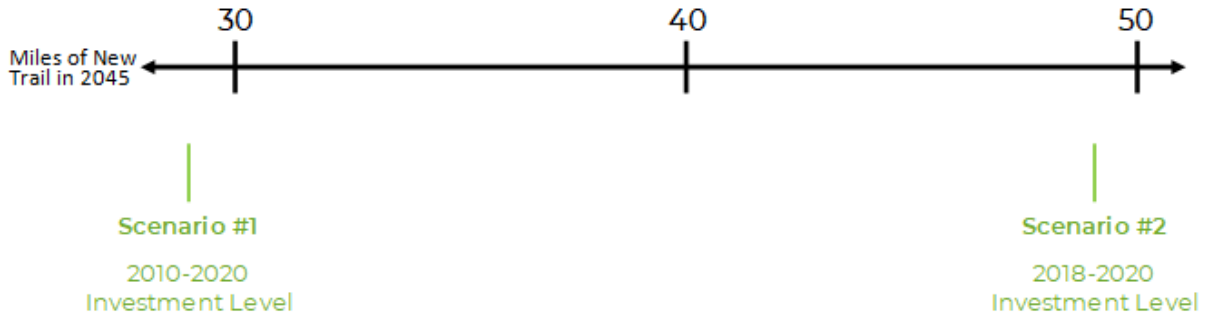


Figure 9 Historical Annual Investment Levels

<sup>1</sup> These scenarios calculated new trail construction over the Destination 2045 planning horizon by utilizing high- and low-cost estimates and assuming a continuation two historical investment trends.

the construction of approximately 27 miles of new trails by 2045, while Scenario #2 resulted in \$48 million invested in the construction of approximately 48 miles.

### Understanding Expectations: How Many Miles Does the Region Expect?



#### Scenario 1: Continuing the historical Trend - 27 miles of new trails

Assuming the future will look like the past is never a bad starting point for these types of conversations. Scenarios based on the long-term investment average assumed the construction of 27 miles of new trails during the *Destination 2045* planning horizon. Twenty-seven miles is not an insignificant amount of new trail, but the maps shown in Figure 10 reveal many existing gaps are left unfilled and only one or two new communities were likely to be integrated into the region's trail system.

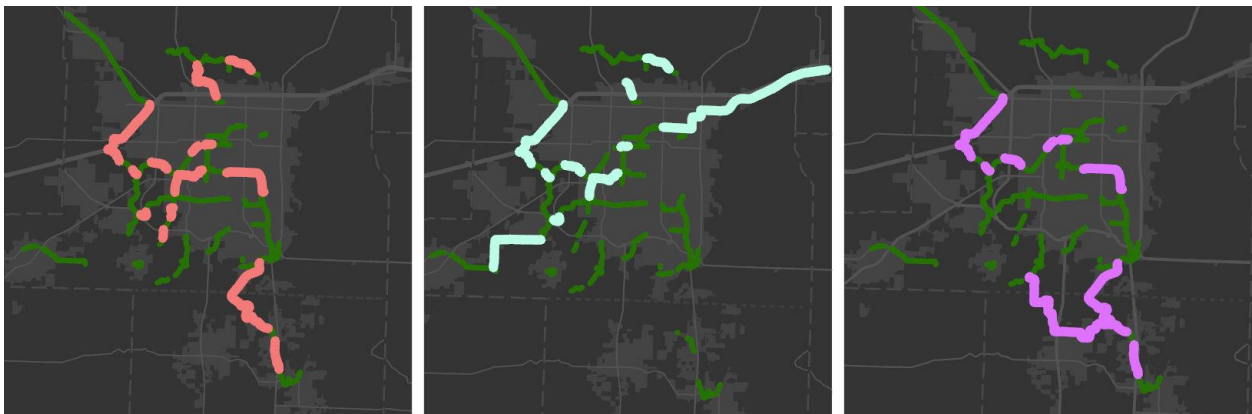


Figure 10 Range of Future Trail Networks with 27 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Some corridors completed</li> <li>• A few communities are connected</li> </ul>	<ul style="list-style-type: none"> <li>• Many critical gaps remain</li> <li>• Footprint is not 'regional'</li> </ul>

Multiple maps were constructed based on the resulting total of new trail construction. These maps illustrated the many different combinations of new trails could be developed in each investment scenario. The goal was not to identify the best map, rather it was to identify an investment scenario that was most likely to create a trail system the region would deem successful.



**Scenario #2: Maintaining Focus on Trail Funding - 48 miles of new trails**

Attempting to maintain recent momentum towards achieving a goal is another good way envision what the future might look like. Scenarios based on the region's trail focus on trails in 2018-2020 assumed the construction of 48 miles of new trails. The scenarios shown in Figure 11 included over 75% more new trail than were assumed in Scenario Set 1. The extra mileage allowed many existing trail gaps to be filled and for several regional connections to be made.

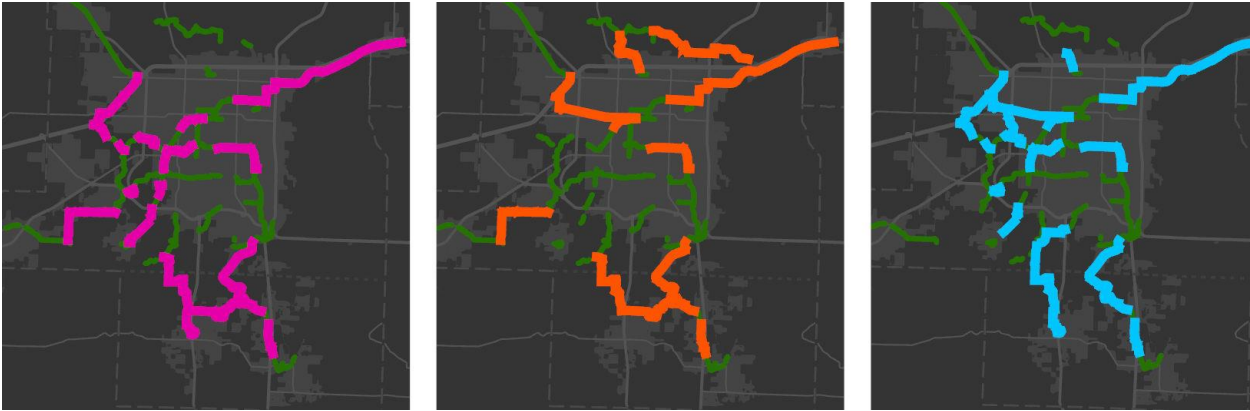


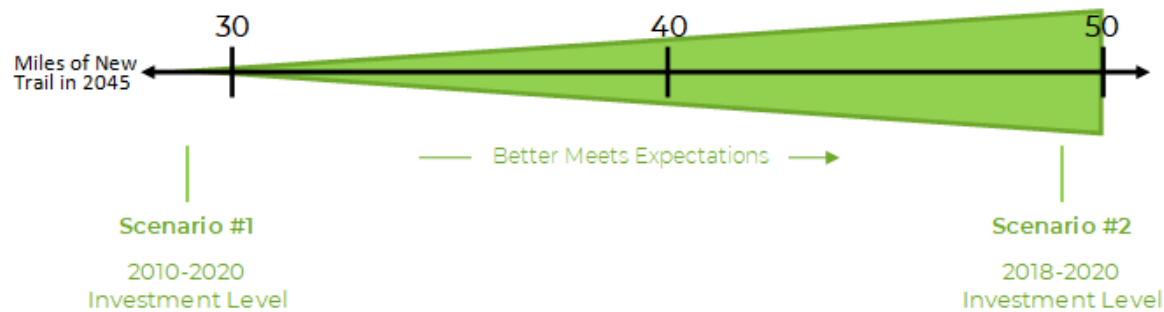
Figure 11 Range of Future Trail Networks with 48 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"><li>• Many corridors completed</li><li>• Most communities are connected</li></ul>	<ul style="list-style-type: none"><li>• Gaps Remain</li><li>• Not every community connected</li></ul>

**Expectations Defined**

These scenarios reveal the region expects a future more akin to Scenario #2 than to Scenario 1. More corridors will be completed, and more communities will be connected. A future that looked like Scenario #2 would have a trail system with continuous linkages that connects communities. Many events could prevent this future from happening, so four key challenges are explored next.

**Recognizing Expectations: How Many Does the Region Expect?**





## Challenges to Meeting Expectations

The ability of the region to maintain the elevated funding levels and build a future that is similar to Scenario #2 will be impacted by at least four key factors: disparate jurisdictional responsibility for trail development and subsequent jurisdictional funding disparities, the need to address deferred maintenance, and rising construction costs. These challenges are shown in Figure 12.

Regional leaders believe these challenges are not insurmountable, but these challenges may limit the region's ability to fully achieve the future described by Scenario #2. However, these scenarios were just tools used to understand success, and a trail system with continuous linkages that connects communities is possible with fewer miles of new trails.

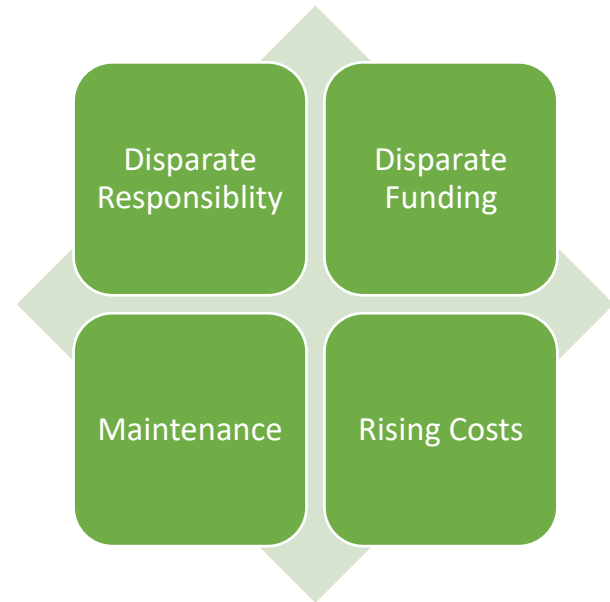


Figure 12 Challenges to achieving Scenario #2

## Disparate Jurisdictional Responsibilities

Naturally, the responsibility for building out the region's trail system is not evenly distributed across the region. The table below shows how each community shares in the responsibility for building the trail systems outlined in Scenario #2. The table includes a range of trail mileage shown within each community's boundaries and includes a range of new trail costs based on different inflation considerations.

Summary of Jurisdictional Breakdown of New Trails				
Jurisdiction	Mileage		Cost Range	
	Low	High	Low	High
Battlefield	0.0	0.6	\$ -	\$ 790,000
Christian County	3.8	8.0	\$ 4,830,000	\$ 8,010,000
Greene County	9.2	12.2	\$ 10,810,000	\$ 13,640,000
Nixa	0.0	4.9	\$ -	\$ 4,940,000
Ozark	1.1	1.1	\$ 1,150,000	\$ 1,440,000
Republic	0.0	1.8	\$ -	\$ 2,270,000
Springfield	13.5	23.8	\$ 16,900,000	\$ 23,890,000
Strafford	3.6	3.6	\$ 3,600,000	\$ 4,520,000

Many of the existing gaps are located within the City of Springfield. Some communities, such as Nixa or Republic, may bare none of the regional cost burden if additional trails are not extended to those communities.

### Disparate Jurisdictional Funding

Funding sources available for new trail construction vary amongst the region's communities. It is vital that each community feels it is possible to meet the financial responsibilities described in this plan. Some communities only have general revenue, their gas tax allotment, and the opportunity to apply for federal funds to fund trail construction, while other communities have several additional local sales taxes that could be put towards trail construction or maintenance. Figure 13 below highlights the range of revenue sources available to each of the region's communities.

Summary of Trail or Transportation Funding Sources							
	Capital Improvements Sales Tax	Transportation Sale Tax	Road Property Tax	Parks Tax		Parks Impact Fee	Fuel Tax Revenue
				Park Board Operational Component	Municipal Allocation Component		
Battlefield		x			x		x
Christian County		x					x
Greene County			x	x			x
Nixa		x					x
Ozark	x	x				x	x
Republic	x	x	x		x		*
Springfield	x	x		x			x
Strafford					x		x
Willard	x				x		x

\* The City of Republic directs fuel tax revenues to the city's police department.

Figure 13 Summary of Trail Transportation Funding Sources

### Trail Maintenance

A backlog of maintenance activities must be addressed in addition to building new trail over the coming decades. Many of the region's earliest trails were constructed of asphalt. These trails have not received consistent maintenance and are beginning to deteriorate. The region will have to decide what to do with these deteriorated trails. Additionally, each community in the region needs to implement a strong routine maintenance program.

*Maintaining Asphalt Trails*

Many of the earliest trails were constructed with asphalt as shown in the Figure 14 below. These early trails have not received regular surface maintenance, and many need serious rehabilitation. Asphalt was an easy, less expensive option when construction of the network first began. It is also a trail surface favored by many runners. These trails can be resurfaced with fresh asphalt or be replaced with concrete. Concrete trails are more expensive to build but require less annual maintenance and have a longer useful life span. Communities within the region seem to be taking different approaches.

# Trail Maintenance

## Trail Surface Type and Age

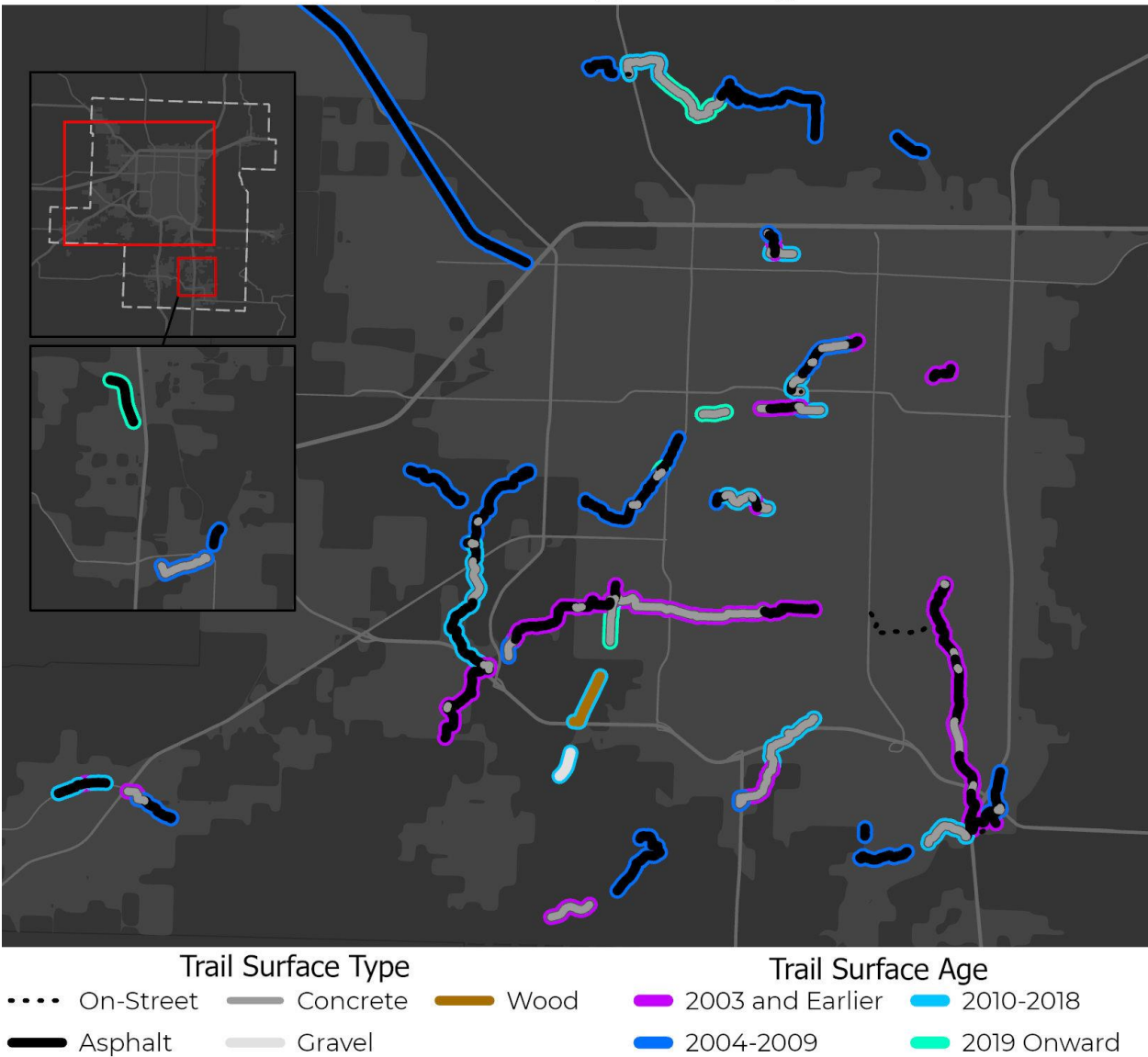


Figure 14 Trail Maintenance



Simplified maintenance estimates for the region's approximately 29 miles of asphalt trails suggest the region will need to spend between \$2.2 and \$6.5 million to address the asphalt trails, including options to repair the asphalt surface or replace with concrete. The lowest cost option over the *Destination 2045* planning horizon seems to be maintaining the asphalt trails as asphalt. This low-cost estimate includes a sealcoat every five years and a basic resurfacing every 10 years<sup>2</sup>. The higher cost option assumes asphalt trails will be replaced with concrete trails. However, across the 50-year lifespan of concrete trails, the price of replacing trails with concrete vs maintaining the asphalt becomes very similar.

Regional communities are taking different approaches to this issue. Currently, the City of Springfield is replacing asphalt trails with concrete and constructing new trails with concrete. On the other hand, Ozark and Republic are opting to maintain existing asphalt trails and build new asphalt trails. Each approach has its own short-term and long-term cost implications.

### *Annual Routine Maintenance*

Annual routine maintenance is a critically important element of the region's trail system. These maintenance activities include minor repairs, mowing, litter cleanup, clearing dirt and debris from trails, and addressing vandalism or illegal dumping. The system currently does receive annual maintenance.

Routine annual maintenance is performed throughout the region. The Springfield/Greene County Parks Department has a dedicated trail crew that addresses trail maintenance activities on trails managed by department. Ozark Greenways regularly organizes volunteer workdays to address upkeep, in addition to the regular work of its Frisco Highline Trail Manager. Individual public works and parks and recreation staff maintain trails owned by the region's other communities. The costs of these activities are often absorbed by the community's overall park, grounds, and road maintenance budgets. However, it is estimated that annual routine maintenance will cost between \$6.4 and \$6.8 million over the Destination 2045 planning horizon.

### *Overall Maintenance Costs*

It is important to point out the maintenance costs discussed above will be in addition to the costs associated with building new trail. Annual routine maintenance is likely absorbed into existing maintenance budgets, but the needs associated with the region's asphalt trails will require explicit funding. Combined, these two maintenance costs could total as high as \$13.3 million over the Destination 2045 planning horizon. It is critically important the region to plan for range of maintenance activities described above and identify sustainable funding sources.

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<sup>2</sup> LTAP, Indiana and Development Commission, Ohio River Greenway, "Best Practices in Trail Maintenance" (2014). Indiana Local Technical Assistance Program (LTAP) Publications. Paper 8. <http://docs.lib.purdue.edu/inltappubs/8>

## Rising Costs

Scenario #2 did not include the cost inflation regional leaders knows will occur in the future. The scenarios were simplistic tools for gauging success. Cost inflation could threaten the ability of the region realize Scenario #2 and build a trail system with continuous linkages that connects communities. However, a deeper dive into the impact of rising costs suggests the investments included in Scenario #2 could still meet the region's expectations for new trails in 2045. Inflation reduces the amount of possible new trail in 2045 by about 10 miles. Figure 15 shown below demonstrates a 10-mile reduction to Scenario #2 would still result in a trail system with continuous linkages that connects communities

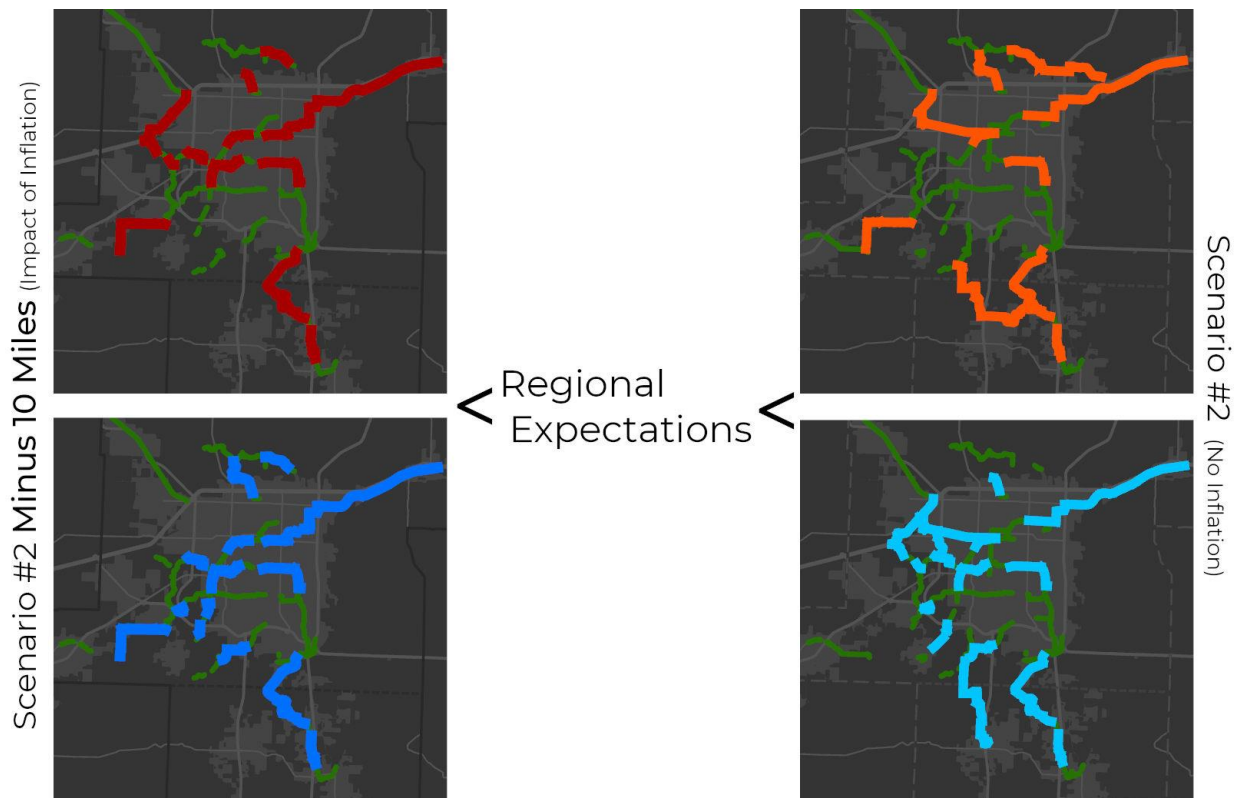


Figure 15 A comparison of Scenario #2 with and without Rising Costs

This graphic show that if the OTO continues allocating additional funds towards trails, the future could meet the region's expectations for new trails. Fewer gaps may be filled, or fewer connections made, due to rising costs, but the resulting networks could still be described as *continuous* and *interconnected*.

Addition, the public sector can mitigate rising construction costs by continuing to shift some trail development costs to private developers. Development regulations can be modified to include trails as part of the required infrastructure in new subdivision. Developers benefit from having trails in their subdivisions and the public sector can direct funds towards segments in built-out neighborhoods.

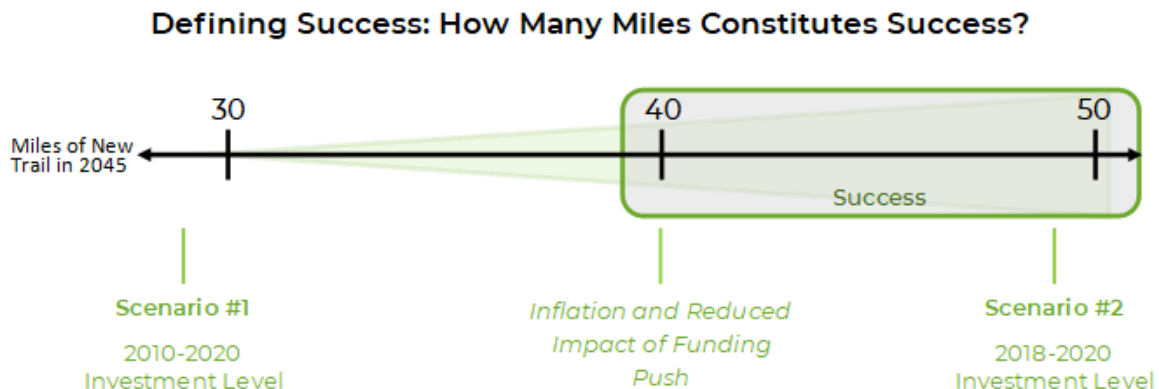
## Impact of Challenges

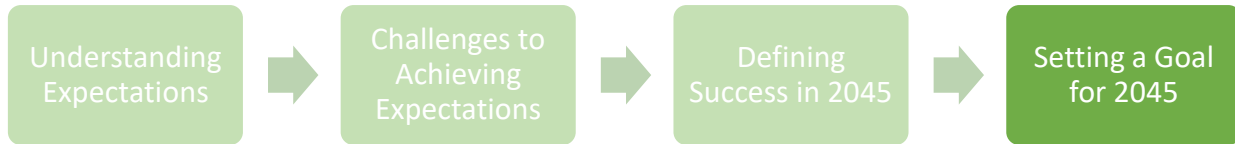
The availability of funding sources and the magnitude of each community's trail responsibility do not always match. Communities such as Greene County and Christian County have sizable project burdens but have limited funding sources. On the other hand, Springfield's funding and trails burdens are better balanced. Over the last decade or so, Springfield has averaged around \$1 million a year in trail related investments, including infrastructure on and off the highlighted regional trail network. With this annual investment, Springfield has a reasonable chance of investing the \$16 to \$19 million to build its share of the regional trail system. As a region, maintenance costs could impact the ability of some communities to dedicate funds to new trail construction. These challenges suggest achieving a future like Scenario #2 may be difficult, but expectations could be met even if the region comes up a little short.



## Defining Success in 2045

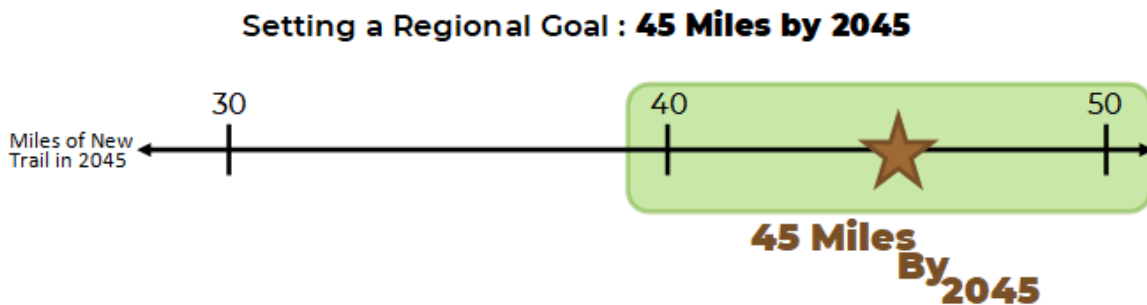
The OTO will have successfully implemented the *Destination 2045* plan if the region has between 40 and 50 miles of new trails by 2045. Regional expectations would be met with this amount of new trail construction. The future shown in Scenario #1 did not meet the region's expectations a trail network that truly connected our region. Scenario #2 illustrated a future trail system with continuous linkages that connects communities. Even if the challenges described above limits the impact of regional investments, the sustained focus on trail underlying Scenario #2 can still result in a network that connects the OTO region, meets regional expectations, and can be called successful.





## Setting a Goal for 2045

The region must set a specific target for trail construction so it can track its progress over the next two and a half decades. Successful implementation of the *Destination 2045* plan will result in the construction of **45 miles of new trails by 2045**. This target will cost the region between \$45 and \$50 million. With this investment, the region will build a trail system with continuous linkages that connects communities. This goal will allow the region to meet its expectations and achieve success, success as defined in this plan.



Users of the regional trail system in 2045 will be able to move between trails and communities without needing to frequently leave the trail system. Individual trails will have few gaps and will be connected to other trails. Most communities will be connected to the regional trail system, and these intercity connections will rarely rely on on-street connections. On-street connections will be important for movement with individual communities, but those long, intercity connections rely on the trail system. Finally, residents will have followed along with the development of the truly regional system thanks to clear and consistent communication from the OTO and its trail partners.

Achieving this goal will require the region to make permanent the increased trail funding introduced during the focus on trail funding of 2018-2020. The region must continue to leverage local, state, and federal monies to achieve this goal. The cities of Springfield, Republic, and Ozark used receipts from transportation and capital improvements taxes. The region must ensure these funding sources continue to be available. The private development community must also play a part as new development intersects proposed trail corridors. Ultimately, the OTO must continue directing additional STBG-Urban funding to trail construction. The reallocation of STBG-Urban funding made possible by the Omnibus funds was a critical driver of the 2018-2020 push.

**Multi-year Benchmarks**

The construction of new trail will not happen according to a consistent schedule over the Destination 2045 planning horizon. Several miles of trail may be built in some years, while several miles of trails may be designed or have right-of-way purchased during others. However, it is important to set benchmarks for the development of the region’s trail network to ensure adequate progress is made across multi-year timeframes. Two simple benchmarks are outlined in Figure 16.



*Figure 16 Regional Trail Benchmarks*

These benchmarks will help the region monitor the successful implementation of this trail plan while not holding the region to unrealistic annual target. The region may not meet both benchmarks in each three-year timeframe. Some projects will include very costly road or river crossing, while others will include long stretches of reasonable flat trail. The region should seriously evaluate its trail construction activities if it fails to meet both benchmarks during a three-year period. This failure would suggest the region is not on track to achieving the region’s goal of constructing 45 miles of new trails by 2045.

## Action Plan

Forty-five miles of new trail will be built by 2045 because the OTO has allocated and prioritized additional regional funding opportunities and supported strong local trail funding mechanisms. This mixture of direct and indirect action will create a financial climate that is supportive of prolific trail construction.



### Direct OTO Action

The OTO will directly implement this plan through its bike/ped grant programs. Individual communities will ultimately decide what trail corridors are built out, but it is the OTO's job to ensure funding supports are available and directed to projects with the largest regional impacts. Building 45 miles of new trails by 2045 will require the OTO to maintain the enhanced grant program made possible by Omnibus funds in 2018, 2019, and 2020. The region needs to have hard conversations to identify from where these replacement funds will come. The OTO will also need to maintain its support for regional trail planning activities. Maintaining a pipeline of shovel ready projects is multi-jurisdictional and does not follow a consistent timetable. The OTO is best suited for these times of uncertainties. Finally, the OTO will support the region's mission to build a trail system with continuous linkages that connects communities by ensuring its funding goes to projects with the largest regional impacts. These actions are outlined in Figure 17.

### Identification of Sustained and Expanded Trail Funding

The OTO must identify a sustainable source of extra funding for region's trail grant program to maintain the focus on trail funding made possible by the Omnibus funds. The reallocated funds in '18, '19, and '20 were essential to Board of Directors'

#### Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

#### Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

Figure 17 Destination 2045 Trails Action Plan

focus on trail funding. The overall investment level achieved during this time must be maintained to build 45 miles of new trails by 2045. The omnibus funds allowed the region to reallocate approximately one million dollars of funding each year to the regional trail system. A sustainable source of expanded trail funding could come from several different sources, including increased federal funding associated with a new transportation bill or by reallocating existing STBG-Urban<sup>3</sup> funding, as outlined in Figure 18. These replacement funds could be allocated evenly across the planning horizon or grow based on a fixed percentage of overall funding. While establishing a sustainable funding source is important, the region could begin by identifying replacement funds for a specific time horizon.

<b>Possible Sources for Sustained and Expanded Trail Funding</b>		
<b>Next Federal Transportation Bill Includes More Monies</b>		<b>No New Funds</b>
<b>Increased TAP Funds (STBG-Set Aside)</b>	<b>Additional STBG-Urban Funds</b>	<b>Reallocate STBG-Urban Funds</b>
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.

*Figure 18 Possible Sources for Sustained and Expanded Trail Funding*

An increase in regional funding in the next federal transportation bill would reduce the prospect of needing to reallocate existing STBG-Urban funds. New STBG-Set Aside<sup>4</sup> funds could automatically go towards maintaining the recent focus on trail funding. If additional funds were still needed, a portion of any new STBG-Urban funds also could be allocated to trails. If the next transportation bill does not include additional funding, the OTO Board of Directors could elect to redirect existing STBG-Urban funds to regional trails.

### **Provide Regional Trail Planning Supports**

The OTO should continue providing financial and technical support to communities and organizations engaged in the development of trail projects. These supports will ensure a steady pipeline of shovel-ready projects. The OTO is in a special position to fund this work because the work crosses jurisdictional boundaries and does not follow a predictable schedule.

### **Target Specific Corridors and Trails for OTO Funding**

The OTO should develop a strong project selection process to ensure the trails funded with its grant programs connect people and jobs. The HSTN includes

<sup>3</sup> STBG-Urban funds are directly allocated to the OTO area for designing and constructing a wide range of transportation infrastructure, including roads, bridges, trails, and sidewalks

<sup>4</sup> STBG-Set Aside funds are reserved for Transportation Alternatives, including the construction of trails and sidewalks.



corridors with existing trail segments and trail corridors that exist only on paper. The project selection process should prioritize corridors with existing segments and corridors that connect the region's seven cities. While every corridor included in the HSTN would benefit the region, the project selection process must prioritize projects that build a trail system with continuous linkages that connects communities.

### Trail System Dashboard

Communicating the implementation of the region's trail vision is vitally important. As such, a dashboard should be developed to share this information with the public. The Dashboard should outline historical implementation; recently awarded and completed trail segments; and show progress towards constructing 45 miles of new trails by 2045. The dashboard should be updated each Spring and Fall to ensure the public is kept current of recent awards and ribbon cuttings.



### Supports offered to OTO Member Jurisdictions

The OTO will indirectly implement this plan by offering its support for local funding initiatives and efforts to increase trail maintenance spending. The region can only sustain its recent funding push if our member communities have local match funds. Diversifying funding options makes it easier for individual communities to come up with project funds. Local funding is also critically important if the region's trail network is to be kept in a state of good repair.

### Support Expansion of Local Funding Options

The region must provide support for communities wishing to increase local trail funding sources. Ensuring that all communities have a range of funding mechanisms will be critical to maintain the recent focus on trail funding over the next 20 to 25 years. Some communities, such as Christian County, do not have dedicated trails/parks and recreation funding sources, nor do they have the transportation or capital improvements taxes many other communities have. The City of Ozark has a transportation sales tax, but it sunsets in five years. Greene County has two parks and recreation taxes, but one tax is fully sub-allocated to communities within the county, while the other funds basic operations and debt payments. The City of Springfield has more diverse range of funding mechanisms available to construct its expected portion of the 45-mile regional trail goal, but the city is also responsible for a much larger transportation system than other communities. Maintaining and growing the local funding base is critically important if the region is going to achieve its goal of **45 miles of new trails by 2045** and a trail system with continuous linkages that connects communities. OTO support could include assistance in developing project lists, creation of maps, or providing educational materials or presentations.



**Support Establishment Trail Maintenance Program/funding**

A properly funded trail maintenance program is necessary to keep the region's trail system in a state of good condition through 2045, and beyond. Maintenance has been deferred along many of the region's oldest trails. Each community must have funds available to repair old trails and maintain any new trails that are built within their jurisdiction. The region cannot be successful in creating a a trail system with continuous linkages that connects communities if many of the trails are deteriorated and dangerous to traverse. OTO support could include conducting trail condition inventories, creation of maps, or providing educational materials or presentations.

**TAB 4**

**BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM II.B.**

**2021 Action Items**

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

**DESCRIPTION:**

In 2014, the OTO worked to develop a mission statement with and goals objectives as part of a strategic planning effort. Each year, the Executive Director and the Executive Committee work to develop action items to further the mission and goals of the organization. Implementation of these action items are reviewed annually, which ensures staff accountability to furthering the mission of the OTO. The proposed action items for calendar years 2021 are included for approval.

The proposed action items are developed from several different OTO plans. These plans include *Transportation 2040*, the Traffic Incident Management Plan, the Bicycle and Pedestrian Plan, as well as other community initiatives as needed.

**EXECUTIVE COMMITTEE ACTION REQUESTED:**

At its regular scheduled meeting held April 14, 2021, the Executive Committee recommended the Board of Directors approve the 2021 Action Items.

**BOARD OF DIRECTORS REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the 2021 Action Items.”

Or

“Move to approve the 2021 Action Items with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**CALENDAR YEAR 2021 Action Items**

**Action 1: Increase Involvement and Organizational Identification**

- Continued activity in non-government groups
- Continue to use social media to engage a transportation dialogue

**Action 2: Increase Legislative Education**

- Adopt legislative priorities that are consistent with other local agency priorities
- Support legislative member education through visits to Jefferson City, letter writing and meetings with legislators
- Conduct a legislative event to educate legislators in transportation issues

**Action 3: Continued Education of OTO Staff, Boards and Committees**

- Continue professional development of staff through education
- Educate board and committees through outside speakers

**Action 4: Implement Long and Short-Range Plans**

- Continue to work with the Traffic Incident Management Committee, the Bicycle and Pedestrian Committee the Local Coordinating Board for Transit and other committees to implement plans
- Update the travel demand model to reflect current conditions

**Action 5: Monitor transportation system performance**

- Complete an annual State of Transportation Report
- Establish and monitor national transportation performance measures and targets

**Action 6: Foster Collaboration in the Project Prioritization and Programming Process**

- Provide opportunities for MoDOT to communicate project and programming issues
- Prioritize projects for annual STIP prioritization
- Work to identify partnership opportunities for transportation projects

#### **Action 7: Aggressively Seek to Ensure the Timely Expenditure of Federal Funds**

- Provide a bi-annual federal funds balance report
- Monitor reasonable progress to ensure no loss of federal funding
- Encourage partnerships to stretch limited resources
- Work to ensure all Fast-Act funds are obligated expeditiously

#### **Action 8: Identify funding opportunities for regional transportation projects**

- Identify projects for congressionally directed spending and other federal funding opportunities.
- Work with entities to apply for funding opportunities.
- Work to select project options for additional OTO allocated funding.

#### **Action 9: Identify Areas of Special Transportation Study**

- Identify areas that need further study with OTO planning funds
- Conduct planning studies as appropriate

#### **Action 10: Complete the Long Range Transportation Plan Update**

- Adopt updated Long Range Transportation Plan by end of year

#### **Action 11: Monitor federal bills and state bills that fund and regulate transportation**

- Participate in opportunities to learn about new legislation.
- Provide Input on policy when possible.

#### **Action 12: Complete USDOT Transportation Planning Certification to ensure continued eligibility for federal funding**

- Complete required materials and meeting for certification review
- Address any concerns and comments arising from review

#### **Action 13: Conduct a Staffing and Technology Needs Assessment**

- Evaluate current and future staffing needs
- Monitor and evaluate additional technology options to increase efficiencies.

**TAB 5**

**BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM III.A.**

***Transportation Plan 2040 Amendment 13***

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

**AGENDA DESCRIPTION:**

Two projects are proposed to be added to the Constrained Project List ahead of programming in the Transportation Improvement Program.

Added Projects to the Constrained List

1. City of Springfield Grand Street - \$2,000,000
2. MoDOT Route ZZ/Farm Road 182 - \$1,338,000

To ensure fiscal constraint, the funding received through the Federal Lands Access Program and National Parks Service for the Route ZZ/FR182 project (\$970,000) was also added to the Financial Projections.

**PRIOR AMENDMENTS:**

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17<sup>th</sup>/19<sup>th</sup> 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.
12. Amendment 12 added projects to the constrained project list and made one change to the Major Thoroughfare Plan

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on June 16, 2021, the Technical Planning Committee recommended the Board of Directors approve the *Transportation Plan 2040* Amendment 13.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve *Transportation Plan 2040* Amendment 13”

OR

“Move to approve *Transportation Plan 2040* Amendment 13 with these changes...”



### 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

### Discretionary Funding

While not guaranteed, the Ozarks Transportation Organization region is eligible to apply and receive funding that is made available through competitive grants at the discretion of USDOT. These include

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	\$ 970,000	\$ 0	\$ 0
2028-2032	\$ 0	\$ 0	\$ 0
2033-2037	\$ 0	\$ 0	\$ 0
2038-2040	\$ 0	\$ 0	\$ 0
TOTAL	\$ 21,930,822	\$ 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

3. Federal Lands Access Program and National Park Service funding for Route ZZ and Farm Road 182 Roundabout

FLAP	870,000
NPS	100,000
Total	970,000

# 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
<b>TOTAL</b>	<b>\$54,843,512</b>	<b>\$55,385,947</b>	<b>\$55,933,806</b>		<b>\$1,151,023,421</b>
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
<b>TOTAL</b>	<b>\$11,093,497</b>	<b>\$11,310,486</b>	<b>\$11,531,766</b>		<b>\$216,157,177</b>
<b>TOTAL</b>	<b>\$65,937,008</b>	<b>\$66,696,432</b>	<b>\$67,465,572</b>		<b>\$1,367,180,598</b>

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
<b>TOTAL</b>		<b>\$1,151,023,421</b>

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

<b>MoDOT Allocated and Suballocated Total</b>		<b>\$1,367,180,598</b>
<b>Operations and Maintenance</b>		<b>\$73,574,000</b>
<b>Discretionary Funding</b>		<b>\$32,171,028</b>
<b>TOTAL REVENUE</b>		<b>\$1,472,925,626</b>

### 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	\$1,472,925,626
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	\$965,851,626

Available Funding (through 2040)	\$1,472,925,626
Constrained Costs (Uninflated)	(\$779,912,955)
Unconstrained Costs (Uninflated)	(\$514,031,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$328,092,329)

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
SP16	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$ -	\$ 2,000,000	\$ -	\$2,000,000	\$964,482,718
M120	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	GREENE COUNTY	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	\$ -	\$ 1,338,000	\$ -	\$1,338,000	\$965,820,718

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
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



**TAB 6**

**BOARD OF DIRECTORS 7/15/2021; ITEM III.B.**

**Draft 2022-2026 MoDOT Statewide Transportation Improvement Program (STIP)**

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

**AGENDA DESCRIPTION:**

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2022-2026 STIP will be adopted at the July 1, 2021 Missouri Highways and Transportation Commission meeting. Included for your information is the 2026- 2026 Scoping and Design Projects and the 2022-2026 Highway and Bridge Construction Schedule.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. Please see the included document titled Spring 2020 Final Recommendations for STIP Programming for the list endorsed by the OTO.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2020-2023 Transportation Improvement Program.

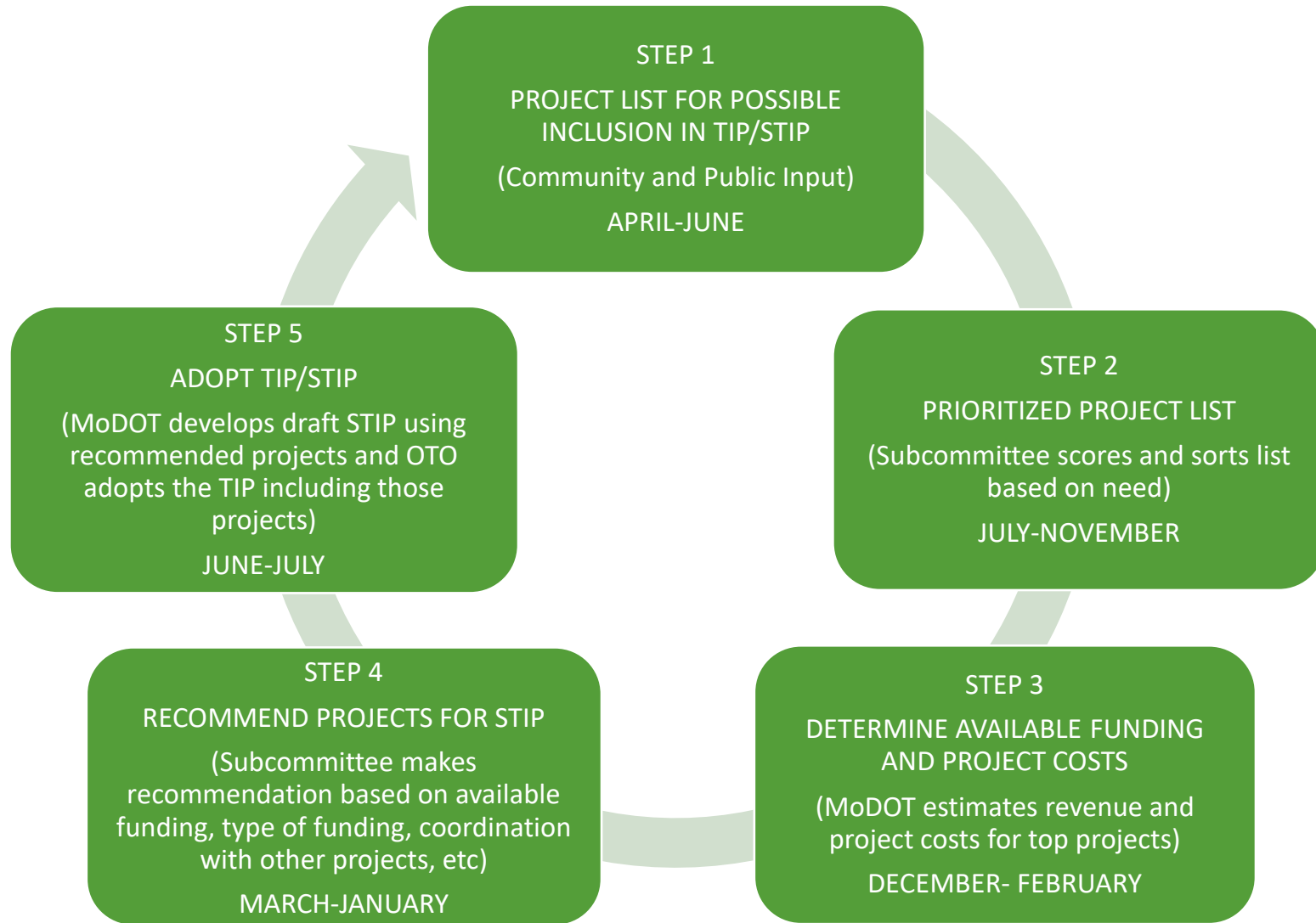
**BOARD OF DIRECTORS ACTION REQUESTED:**

Informational Only. No Action Requested.



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## STIP PROJECT DEVELOPMENT PROCESS



NOTE: ALL PROJECTS MUST BE IN THE APPROVED FINANCIALLY CONSTRAINED LIST OF DESTINATION 2045



NOTE: ALL PROJECTS MUST BE IN THE APPROVED FINANCIALLY CONSTRAINED LIST OF DESTINATION 2045

DRAFT

### **Section 3 – Scoping and Design Projects**

## 2022 – 2026 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP horizon period.

After needs have been identified and prioritized, the higher priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT departments. The core team investigates the problem or concern. The core team develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern and of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4.) Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework process of identifying and prioritizing needs, to developing solutions, to prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5, or if additional funding becomes available.



# 2022 - 2026 Scoping and Design Projects

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2026
County: <b>Christian</b> Route: <b>MO 14</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8P0583</b>	Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark.	AC-State <b>160</b>	State <b>40</b>	Local <b>0</b> Future Cost: <b>5,001 - 10,000</b>	<b>143</b>	<b>100</b>	<b>100</b>
County: <b>Christian</b> Route: <b>MO 14</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8P0588</b>	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.	Fed <b>40</b>	State <b>10</b>	Local <b>0</b> Future Cost: <b>25,001 - 50,000</b>	<b>1,163</b>	<b>10</b>	<b>40</b>
County: <b>Christian</b> Route: <b>MO 14</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8P3249</b>	Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.	AC-State <b>40</b>	State <b>10</b>	Local <b>0</b> Future Cost: <b>2,001 - 5,000</b>	<b>0</b>	<b>10</b>	<b>40</b>
County: <b>Christian</b> Route: <b>US 65</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P0605I</b>	Scoping for capital improvements from Rte. CC to Rte. 14 in Ozark.	AC-State <b>20</b>	State <b>5</b>	Local <b>0</b> Future Cost: <b>10,001 - 15,000</b>	<b>6</b>	<b>5</b>	<b>20</b>
County: <b>Christian</b> Route: <b>US 65</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P0605J</b>	Scoping for capital improvements and northbound bridge improvement over the Finley River from Rte. 14 to Rte. F in Ozark. Project involves bridge A0646.	AC-State <b>40</b>	State <b>10</b>	Local <b>0</b> Future Cost: <b>5,001 - 10,000</b>	<b>6</b>	<b>10</b>	<b>40</b>
County: <b>Christian</b> Route: <b>US 65</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8P3235</b>	Scoping for ramp and intersection improvements at Rtes. CC and J in Ozark. Project involves bridge A3860.	AC-State <b>32</b>	State <b>8</b>	Local <b>0</b> Future Cost: <b>2,001 - 5,000</b>	<b>0</b>	<b>10</b>	<b>30</b>
County: <b>Christian</b> Route: <b>RT CC</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8S0736</b>	Scoping for capacity and safety improvements from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN and on Rte. NN from Rte. J to Pheasant Road in Ozark.	Fed <b>40</b>	State <b>10</b>	Local <b>0</b> Future Cost: <b>25,001 - 50,000</b>	<b>104</b>	<b>10</b>	<b>40</b>
County: <b>Christian</b> Route: <b>RT CC</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8S0736D</b>	Scoping for capital improvements from Fremont Road to 22nd Street in Ozark.	AC-State <b>200</b>	State <b>50</b>	Local <b>0</b> Future Cost: <b>2,001 - 5,000</b>	<b>50</b>	<b>50</b>	<b>200</b>





# 2022 - 2026 Scoping and Design Projects

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2026
County: <b>Christian</b> Route: <b>RT CC</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>850736F</b>	Scoping for intersection improvements at Main Street in Nixa.	AC-State <b>40</b>	State <b>10</b>	Local <b>0</b> Future Cost: <b>1,001 - 2,000</b>	<b>0</b>	<b>10</b>	<b>40</b>
County: <b>Christian</b> Route: <b>CC</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>850736G</b>	Scoping for capital improvements from Rte. 160 to Main Street in Nixa.	AC-State <b>40</b>	State <b>10</b>	Local <b>0</b> Future Cost: <b>5,001 - 10,000</b>	<b>0</b>	<b>10</b>	<b>40</b>
County: <b>Greene</b> Route: <b>MO 13</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>853195</b>	Scoping for capital improvements on Kansas Expressway from Bennett Street to Rte. 60 (James River Freeway) in Springfield.	Fed <b>240</b>	State <b>60</b>	Local <b>0</b> Future Cost: <b>15,001 - 25,000</b>	<b>0</b>	<b>100</b>	<b>200</b>
County: <b>Greene</b> Route: <b>US 160</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P3033</b>	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.	Fed <b>8</b>	State <b>0</b>	Local <b>0</b> Future Cost: <b>25,001 - 50,000</b>	<b>10</b>	<b>2</b>	<b>6</b>
County: <b>Greene</b> Route: <b>US 160</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>853244</b>	Scoping for bridge preventive maintenance over James River Overflow south of Springfield. Project involves bridge A1199.	Fed <b>4</b>	State <b>0</b>	Local <b>0</b> Future Cost: <b>301 - 1,000</b>	<b>0</b>	<b>2</b>	<b>2</b>
County: <b>Greene</b> Route: <b>MO 413</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>853159</b>	Scoping for roadway and operational improvements on West Sunshine Street from Rte. 160 (West Bypass) in Springfield to Rte. P (Main Street) in Republic.	Fed <b>200</b>	State <b>50</b>	Local <b>0</b> Future Cost: <b>10,001 - 15,000</b>	<b>302</b>	<b>50</b>	<b>200</b>
County: <b>Greene</b> Route: <b>IS 44</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8I3044</b>	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.	Fed <b>585</b>	State <b>65</b>	Local <b>0</b> Future Cost: <b>&gt; 100,000</b>	<b>240</b>	<b>150</b>	<b>500</b>
County: <b>Greene</b> Route: <b>IS 44</b> Anticipated Federal Category: <b>Safety</b>	Job No: <b>8I3134</b>	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.	Fed <b>6</b>	State <b>0</b>	Local <b>0</b> Future Cost: <b>2,001 - 5,000</b>	<b>77</b>	<b>2</b>	<b>4</b>



## 2022 - 2026 Scoping and Design Projects

### Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2026
County: <b>Greene</b> Route: <b>LP 44</b> Anticipated Federal Category: <b>Safety</b>	Job No: <b>8P3144</b>	Scoping for safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue).	Fed <b>10</b>	State <b>0</b>	Local <b>0</b> Future Cost: <b>1,001 - 2,000</b>	<b>86</b>	<b>2</b>	<b>8</b>
County: <b>Greene</b> Route: <b>US 60</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P0683G</b>	Scoping for freeway improvements from 0.2 mile west of Highland Springs Road to Rte. 125.	Fed <b>80</b>	State <b>20</b>	Local <b>0</b> Future Cost: <b>10,001 - 15,000</b>	<b>131</b>	<b>20</b>	<b>80</b>
County: <b>Greene</b> Route: <b>US 60</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P0865</b>	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.	Fed <b>20</b>	State <b>5</b>	Local <b>0</b> Future Cost: <b>2,001 - 5,000</b>	<b>65</b>	<b>5</b>	<b>20</b>
County: <b>Greene</b> Route: <b>US 60</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P3032</b>	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.	Fed <b>200</b>	State <b>50</b>	Local <b>0</b> Future Cost: <b>50,001 - 75,000</b>	<b>262</b>	<b>100</b>	<b>150</b>
County: <b>Greene</b> Route: <b>US 60</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8P3251</b>	Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.	AC-State <b>20</b>	State <b>5</b>	Local <b>0</b> Future Cost: <b>301 - 1,000</b>	<b>0</b>	<b>5</b>	<b>20</b>
County: <b>Greene</b> Route: <b>US 65</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P3103</b>	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.	Fed <b>15</b>	State <b>5</b>	Local <b>0</b> Future Cost: <b>1,001 - 2,000</b>	<b>100</b>	<b>4</b>	<b>16</b>
County: <b>Greene</b> Route: <b>US 65</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P3220</b>	Scoping for interchange and bridge improvements at Rte. 744 (Kearney Street) in Springfield. Project involves twin bridges A1648.	Fed <b>80</b>	State <b>20</b>	Local <b>0</b> Future Cost: <b>10,001 - 15,000</b>	<b>0</b>	<b>20</b>	<b>80</b>
County: <b>Greene</b> Route: <b>MO 744</b> Anticipated Federal Category: <b>Safety</b>	Job No: <b>8S3145</b>	Scoping for safety improvements on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.	Fed <b>45</b>	State <b>5</b>	Local <b>0</b> Future Cost: <b>1,001 - 2,000</b>	<b>86</b>	<b>10</b>	<b>40</b>



# 2022 - 2026 Scoping and Design Projects

## Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2026
County: <b>Greene</b> Route: <b>RT AB</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>853250</b>	Scoping for intersection improvements and safety improvements from Rte. 160 in Willard to Rte. 266; on Rte. 266 from Rte. AB to Rte. B; and on Rte. B from Rte. 266 to I-44 near Republic.				0	10	40
						AC-State 40	State 10	Local 0
						Future Cost: 2,001 – 5,000		
County: <b>Greene</b> Route: <b>RT D</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>853133</b>	Scoping for safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.				56	2	4
						Fed 6	State 0	Local 0
						Future Cost: 2,001 – 5,000		
County: <b>Greene</b> Route: <b>RT MM</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>850836</b>	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.				1,447	1,000	131
						AC-State 905	State 226	Local 0
						Future Cost: 25,001 – 50,000		
County: <b>Greene</b> Route: <b>RT MM</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>850836B</b>	Scoping for roadway improvements on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic.				10	100	100
						Fed 160	State 40	Local 0
						Future Cost: 15,001 – 25,000		
County: <b>Greene</b> Route: <b>ZZ</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>850836C</b>	Scoping to extend Rte. ZZ (Wilson's Creek Boulevard) from Rte. M (Republic Road) to Rte. 60.				0	20	80
						AC-State 80	State 20	Local 0
						Future Cost: 15,001 – 25,000		
County: <b>Various</b> Route: <b>Various</b> Anticipated Federal Category: <b>State</b>	Job No: <b>8P3027</b>	Surveying to sell excess right of way in the urban Southwest District.				95	15	15
						Fed 0	State 30	Local 0
						Future Cost: 0		
County: <b>Various</b> Route: <b>Various</b> Anticipated Federal Category: <b>STBG</b>	Job No: <b>8P3065</b>	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.				52	4	16
						Fed 15	State 5	Local 0
						Future Cost: 1,001 – 2,000		
County: <b>Various</b> Route: <b>Various</b> Anticipated Federal Category: <b>NHPP</b>	Job No: <b>8P3067</b>	Scoping for bridge improvements at various locations in the urban Southwest District.				446	50	50
						Fed 80	State 20	Local 0
						Future Cost: 2,001 – 5,000		



# 2022 - 2026 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2026
County: <b>Various</b>	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.					24	4	16
Route: <b>Various</b>	Job No: <b>8P3068</b>		Fed <b>15</b>	State <b>5</b>	Local <b>0</b>			
Anticipated Federal Category: <b>NHPP</b>					Future Cost: <b>301 - 1,000</b>			
County: <b>Various</b>	Scoping for safety improvements at various locations in the urban Southwest District.					439	60	60
Route: <b>Various</b>	Job No: <b>8P3069</b>		Fed <b>108</b>	State <b>12</b>	Local <b>0</b>			
Anticipated Federal Category: <b>Safety</b>					Future Cost: <b>2,001 - 5,000</b>			
County: <b>Various</b>	Scoping for pavement improvements on major routes in the urban Southwest District.					192	50	50
Route: <b>Various</b>	Job No: <b>8P3099</b>		Fed <b>80</b>	State <b>20</b>	Local <b>0</b>			
Anticipated Federal Category: <b>NHPP</b>					Future Cost: <b>10,001 - 15,000</b>			
County: <b>Various</b>	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.					158	50	50
Route: <b>Various</b>	Job No: <b>8S3066</b>		Fed <b>80</b>	State <b>20</b>	Local <b>0</b>			
Anticipated Federal Category: <b>STBG</b>					Future Cost: <b>2,001 - 5,000</b>			
	AC-State <b>1,617</b>	Fed <b>2,117</b>	State <b>856</b>	Local <b>0</b>	District Engineering Total:	5,750	2,062	2,528



## 2022 - 2026 Scoping and Design Projects

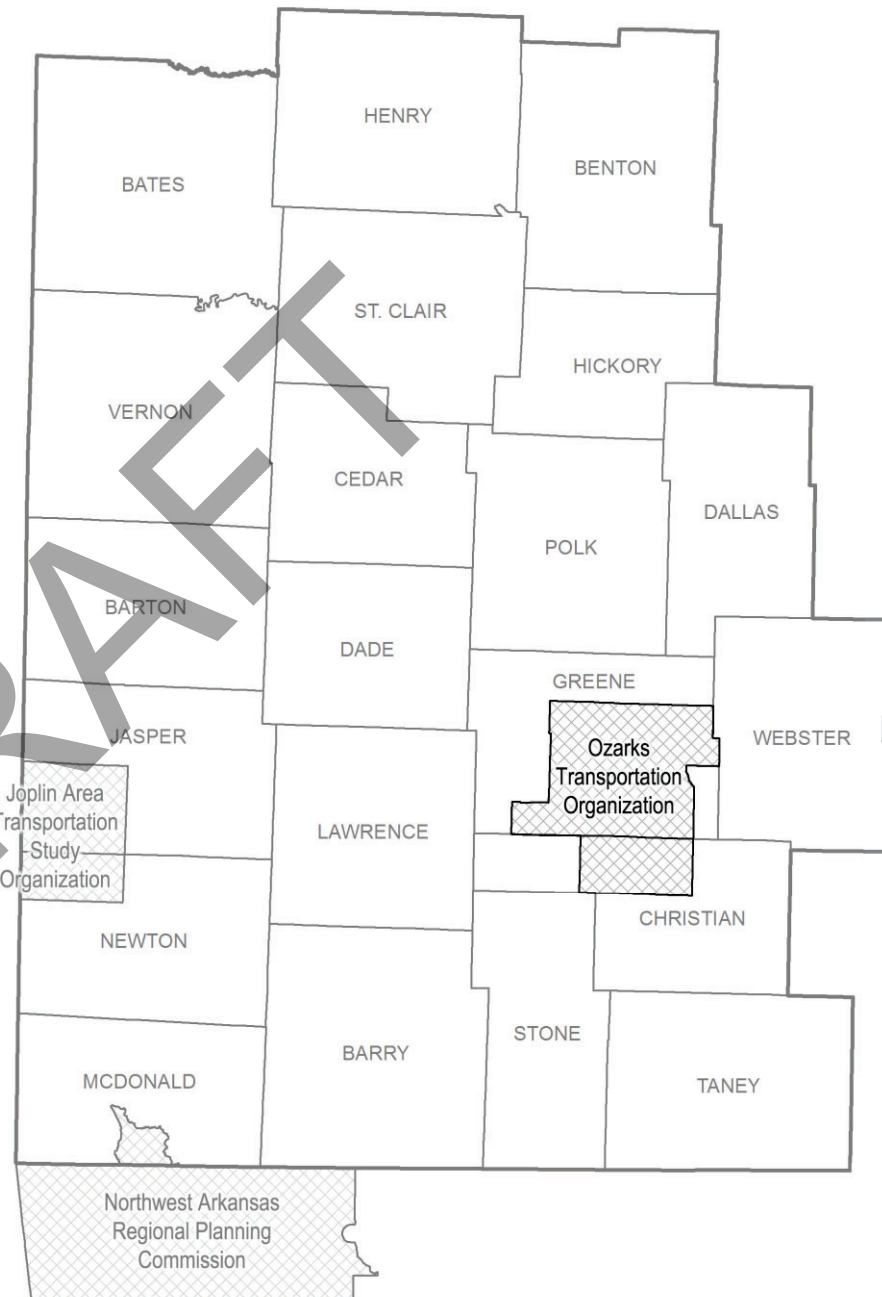
### Transportation Planning

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	2022	2023	2024	2025	2026
State	401	186	101	90	78
AC-State	992	232	177	112	104
Local	0	0	0	0	0
Sub-total State	1,393	418	278	202	182
<b>Federal</b>					
Sub-total Federal	669	544	288	329	287
<b>Grand Total</b>	<b>2,062</b>	<b>962</b>	<b>566</b>	<b>531</b>	<b>469</b>







**MoDOT's Southwest District**  
**TMA: Ozarks Transportation Organization**

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



# PROJECT DESCRIPTION KEY

## 2022-2026 Highway and Bridge Construction Schedule

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

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

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

Engineering includes PE costs, CE costs, and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021 6/2022	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026
County:	XX	Engineering:	99	9	0	0	0	0	0	0	0
Route:	XX	R/W:	0	0	99	0	0	0	0	0	0
Job No.:		Construction:	0	0	0	999	0	0	0	0	0
Length:											
Fund Cat:	MPO: Fed: State: Local:										
Sec Cat:	Award Date Anticipated Fed Cat:	FFOS:	0	0	0	99	0	0	0	0	0
TIP#:	Let With: Future Cost: Estimate Total:	Payments:	0	99	0	0	0	0	0	0	0

Anticipated Federal  
Funding Category^

Estimated cost range beyond 2026.

Date project is to be awarded to begin  
construction (Season and calendar year  
for 2021 & 2022. SFY only beyond 2022).

Projects let in combination.

Metropolitan Planning Organization (Y/N).

Project description and location.

County location of project.

Route location of project.

Project number used to track  
project costs.

Total length in 1/100 miles.

Primary Funding Category.\*

Secondary Funding Category.\*\*

Transportation Improvement Program  
number (MPO projects only).

Total project cost estimate.

Federal, Advanced CN-State,  
State and Local share of project  
costs.

Dollars programmed  
in previous STIPs.

Dollars funded  
from other  
sources.

Dollars for construction,  
utilities and  
contingency.

Dollars for right-of-way  
(land acquisition).

Dollars to be paid back for  
accelerating the project or  
payments to others.

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

### \*Primary Funding Category:

Take Care of System  
Statewide Interstate & Major Bridge  
Safety  
Statewide Safety  
Flexible & Other  
Amendment 3

### \*\*Secondary Funding Category:

Enhancements  
Low Type Resurfacing  
N - Ada Trans (ADA Transition Plan)  
Preventive Maint (Preventive Maintenance)  
Regional  
Rehab And Reconst (Rehabilitation and Reconstruction)  
Routine Maintenance  
Safety  
Systems Operations  
Thin Lift Overlay  
Urban Safety

### ^Anticipated Federal Funding Category:

**CMAQ** - Congestion Mitigation and Air Quality.

\* Usually 80% Federal & 20% State funds.

**Earmark** - usually 80% Federal & 20% State funds.

**NHFP** - National Highway Freight Program.

\* Usually 80% Federal & 20% State funds.

**NHPP** - National Highway Performance Program.

\* Usually 80% Federal & 20% State funds.

\* Sometimes 90% Federal & 10% State funds.

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

**State** - No federal funds, state only funded.

**STBG** - Surface Transportation Block Grant program.

\* Usually 80% Federal & 20% State funds.

(All Costs in Thousands)



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Christian</b> Route: <b>MO 14</b> Job No.: <b>8P0583B</b> Length: <b>0.51</b> MPO: <b>Y</b> Fund Cat: <b>Flexible &amp; Other</b>																	

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Apr-19-2021

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	7/2024-6/2025	7/2025-6/2026	
County: <b>Christian</b>	<b>Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.</b>											Engineering:	0	50	100	227	294	0
Route: <b>RT CC</b>												R/W:	0	0	0	320	0	0
Job No.: <b>8S0736E</b>												Construction:	0	0	0	0	2,129	0
Length: <b>0.18</b>	MPO: <b>Y</b>											FFOS:	0	0	0	0	0	0
Fund Cat: <b>Flexible &amp; Other</b>	AC-State: <b>2,497</b> State: <b>623</b> Local: <b>0</b>											Payments:	0	0	0	0	0	0
Sec Cat: <b>System Expansion</b>	Awd Date: <b>2025</b>	Anticipated Fed Cat: <b>STBG</b>																
TIP #:	Let With:	Future Cost: <b>0</b> Estimate Total: <b>3,120</b>																
County: <b>Christian</b>	<b>Bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.</b>											Engineering:	0	2	13	71	0	0
Route: <b>RT J</b>												R/W:	0	0	2	0	0	0
Job No.: <b>8S3245</b>												Construction:	0	0	0	536	0	0
Length: <b>0.06</b>	MPO: <b>Y</b>											FFOS:	0	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>501</b> State: <b>123</b> Local: <b>0</b>											Payments:	0	0	0	0	0	0
Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>NHPP</b>																
TIP #:	Let With:	Future Cost: <b>0</b> Estimate Total: <b>624</b>																
County: <b>Christian</b>	<b>Safety improvements at various locations in the urban Southwest District.</b>											Engineering:	0	50	100	180	0	0
Route: <b>Various</b>												R/W:	0	0	0	0	0	0
Job No.: <b>8P3248</b>												Construction:	0	0	0	1,112	0	0
Length: <b>0.00</b>	MPO: <b>Y</b>											FFOS:	0	0	0	0	0	0
Fund Cat: <b>Safety</b>	Fed: <b>1,298</b> State: <b>144</b> Local: <b>0</b>											Payments:	0	0	0	0	0	0
Sec Cat: <b>Safety</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>Safety</b>																
TIP #:	Let With:	Future Cost: <b>0</b> Estimate Total: <b>1,442</b>																
County: <b>Greene</b>	<b>Intersection improvements at various locations in Strafford.</b>											Engineering:	0	120	130	360	0	0
Route: <b>MO 125</b>												R/W:	0	0	10	0	0	0
Job No.: <b>8S3238</b>												Construction:	0	0	0	1,613	0	0
Length: <b>1.82</b>	MPO: <b>Y</b>											FFOS:	0	0	0	0	0	0
Fund Cat: <b>Flexible &amp; Other</b>	AC-State: <b>1,786</b> State: <b>447</b> Local: <b>0</b>											Payments:	0	0	0	0	0	0
Sec Cat: <b>Regional</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>STBG</b>																
TIP #:	Let With:	Future Cost: <b>0</b> Estimate Total: <b>2,233</b>																
County: <b>Greene</b>	<b>Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.</b>											Engineering:	14	100	215	310	0	0
Route: <b>CRD 127</b>												R/W:	0	0	32	0	0	0
Job No.: <b>8S3156</b>												Construction:	0	0	0	2,445	0	0
Length: <b>0.07</b>	MPO: <b>Y</b>											FFOS:	0	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>2,482</b> State: <b>620</b> Local: <b>0</b>											Payments:	0	0	0	0	0	0
Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>NHPP</b>																
TIP #:	Let With:	Future Cost: <b>0</b> Estimate Total: <b>3,116</b>																

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Apr-19-2021

Section 4 - 2

District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026	
County: <b>Greene</b>	Add lanes, improve pedestrian access and replace signal on Kansas Expressway at Sunset Street in Springfield. \$279,000 Springfield and \$1,116,000 STBG-Urban funds.												Engineering:	221	286	241	0	0	0
Route: <b>MO 13</b>													R/W:	0	195	0	0	0	0
Job No.: <b>8P3087E</b>													Construction:	0	0	1,902	0	0	0
Length: <b>0.37</b>	MPO: <b>Y</b>	Fed: <b>2,100</b> State: <b>245</b> Local: <b>279</b>										FFOS:	0	133	1,262	0	0	0	
Fund Cat: <b>Flexible &amp; Other</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Regional</b>	Awd Date: <b>Fall 22</b>	Anticipated Fed Cat: <b>NHPP</b>																	
TIP #: <b>SP1816-18A</b>	Let With:	Future Cost: <b>0</b> Estimate Total: <b>2,845</b>																	
County: <b>Greene</b>	Add lanes, improve pedestrian access and replace signal on Kansas Expressway at Walnut Lawn Street in Springfield. \$331,000 Springfield and \$1,324,000 STBG-Urban funds.												Engineering:	157	209	321	0	0	0
Route: <b>MO 13</b>													R/W:	0	364	0	0	0	0
Job No.: <b>8P3087F</b>													Construction:	0	0	2,327	0	0	0
Length: <b>0.45</b>	MPO: <b>Y</b>	Fed: <b>2,577</b> State: <b>313</b> Local: <b>331</b>										FFOS:	0	230	1,425	0	0	0	
Fund Cat: <b>Flexible &amp; Other</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Regional</b>	Awd Date: <b>Fall 22</b>	Anticipated Fed Cat: <b>NHPP</b>																	
TIP #: <b>SP1817-18A</b>	Let With:	Future Cost: <b>0</b> Estimate Total: <b>3,378</b>																	
County: <b>Greene</b>	Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).												Engineering:	12	40	271	0	0	0
Route: <b>MO 13</b>													R/W:	0	0	0	0	0	0
Job No.: <b>8S3165</b>													Construction:	0	0	2,961	0	0	0
Length: <b>7.62</b>	MPO: <b>Y</b>	Fed: <b>2,618</b> State: <b>654</b> Local: <b>0</b>										FFOS:	0	0	0	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 22</b>	Anticipated Fed Cat: <b>NHPP</b>																	
TIP #: <b>Let With: 8P3202</b>	Future Cost: <b>0</b> Estimate Total: <b>3,284</b>																		
County: <b>Greene</b>	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway). \$329,000 Statewide Transportation Alternatives Funds.												Engineering:	52	1,293	642	0	0	0
Route: <b>MO 13</b>													R/W:	0	50	0	0	0	0
Job No.: <b>8S3173</b>													Construction:	0	0	2,969	0	0	0
Length: <b>7.62</b>	MPO: <b>Y</b>	AC-State: <b>3,963</b> State: <b>991</b> Local: <b>0</b>										FFOS:	0	0	329	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>N- Ada Trans</b>	Awd Date: <b>2023</b>	Anticipated Fed Cat: <b>STBG</b>																	
TIP #: <b>EN2003</b>	Let With:	Future Cost: <b>0</b> Estimate Total: <b>5,006</b>																	
County: <b>Greene</b>	Add intersection turn lanes on West Bypass at Rte. 744 (Kearney Street) in Springfield. \$255,900 Springfield and \$1,023,600 STBG-Urban funds.												Engineering:	320	271	0	0	0	0
Route: <b>US 160</b>													R/W:	112	0	0	0	0	0
Job No.: <b>8P3087D</b>													Construction:	0	1,856	0	0	0	0
Length: <b>0.45</b>	MPO: <b>Y</b>	Fed: <b>1,701</b> State: <b>185</b> Local: <b>241</b>										FFOS:	73	1,206	0	0	0	0	
Fund Cat: <b>Flexible &amp; Other</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Regional</b>	Awd Date: <b>Fall 21</b>	Anticipated Fed Cat: <b>NHPP</b>																	
TIP #: <b>SP1815-18A</b>	Let With:	Future Cost: <b>0</b> Estimate Total: <b>2,559</b>																	

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District Southwest

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Greene</b>	Pavement resurfacing from I-44 to Rte. 413 (Sunshine Street).					Engineering:	24	156	0	0	0
Route: <b>US 160</b>						R/W:	0	0	0	0	0
Job No.: <b>8P3170</b>						Construction:	0	1,529	0	0	0
Length: <b>4.33</b>	MPO: <b>Y</b>				Fund Cat: <b>Taking Care Of System</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>1,348</b> State: <b>337</b> Local: <b>0</b>			Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 21</b>	Anticipated Fed Cat: <b>NHPP</b>	Payments:	0	0	0	0
Sec Cat: <b>Thin Lift Overlay</b>	TIP #: <b>Let With: 8S3168</b>			Future Cost: <b>0</b>	Estimate Total: <b>1,709</b>						
County: <b>Greene</b>	Pavement resurfacing on West Bypass from Rte. 413 (Sunshine Street) to north of Rte. 60 (James River Freeway).					Engineering:	11	71	0	0	0
Route: <b>US 160</b>						R/W:	0	0	0	0	0
Job No.: <b>8S3168</b>						Construction:	0	693	0	0	0
Length: <b>2.18</b>	MPO: <b>Y</b>				Fund Cat: <b>Taking Care Of System</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>610</b> State: <b>154</b> Local: <b>0</b>			Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 21</b>	Anticipated Fed Cat: <b>NHPP</b>	Payments:	0	0	0	0
Sec Cat: <b>Thin Lift Overlay</b>	TIP #: <b>Let With: 8P3170</b>			Future Cost: <b>0</b>	Estimate Total: <b>775</b>						
County: <b>Greene</b>	Bridge rehabilitation on eastbound bridge over Farm Road 156 and BNSF Railroad and on Rte. 60 eastbound bridge over South Creek west of Rte. 160. Project involves bridges A5842 and A4148.					Engineering:	0	48	0	0	0
Route: <b>MO 360</b>						R/W:	0	0	0	0	0
Job No.: <b>8P3223</b>						Construction:	0	283	0	0	0
Length: <b>0.26</b>	MPO: <b>Y</b>				Fund Cat: <b>Taking Care Of System</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>264</b> State: <b>67</b> Local: <b>0</b>			Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>Spring 22</b>	Anticipated Fed Cat: <b>NHPP</b>	Payments:	0	0	0	0
Sec Cat: <b>Rehab And Reconst</b>	TIP #: <b>Let With: 8P3201, 8P3032C, 8P3032D</b>			Future Cost: <b>0</b>	Estimate Total: <b>331</b>						
County: <b>Greene</b>	Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 mile east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.					Engineering:	317	416	796	0	0
Route: <b>MO 413</b>						R/W:	0	338	0	0	0
Job No.: <b>8S3157</b>						Construction:	0	0	3,895	0	0
Length: <b>0.61</b>	MPO: <b>Y</b>				Fund Cat: <b>Taking Care Of System</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>4,356</b> State: <b>1,089</b> Local: <b>0</b>			Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>2023</b>	Anticipated Fed Cat: <b>NHPP</b>	Payments:	0	0	0	0
Sec Cat: <b>Rehab And Reconst</b>	TIP #: <b>Let With:</b>			Future Cost: <b>0</b>	Estimate Total: <b>5,762</b>						
County: <b>Greene</b>	Roadway improvements from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.					Engineering:	0	404	206	620	0
Route: <b>IS 44</b>						R/W:	0	0	0	0	0
Job No.: <b>8I3044C</b>						Construction:	0	0	0	10,525	0
Length: <b>2.08</b>	MPO: <b>Y</b>				Fund Cat: <b>Flexible &amp; Other</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Flexible &amp; Other</b>	Fed: <b>9,404</b> State: <b>2,351</b> Local: <b>0</b>			Sec Cat: <b>Regional</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>NHPP</b>	Payments:	0	0	0	0
Sec Cat: <b>Regional</b>	TIP #: <b>Let With:</b>			Future Cost: <b>0</b>	Estimate Total: <b>11,755</b>						

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	7/2024-6/2025	7/2025-6/2026
County: <b>Greene</b> Job Order Contracting for pavement repair in the Ozarks Transportation Organization area. Route: <b>IS 44</b> Job No.: <b>813210</b> Length: <b>21.40</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> AC-State: <b>394</b> State: <b>44</b> Local: <b>0</b> Sec Cat: <b>Preventive Maint</b> Awd Date: <b>Winter 22</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:      Let With:      Future Cost: <b>0</b> Estimate Total: <b>438</b>						Engineering:		<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						R/W:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Construction:		<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						FFOS:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Payments:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
County: <b>Greene</b> Pavement resurfacing from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford. Route: <b>IS 44</b> Job No.: <b>813225</b> Length: <b>15.55</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Fed: <b>5,794</b> State: <b>645</b> Local: <b>0</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:      Let With:      Future Cost: <b>0</b> Estimate Total: <b>6,439</b>						Engineering:		<b>0</b>	<b>50</b>	<b>55</b>	<b>538</b>	<b>0</b>	<b>0</b>				
						R/W:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Construction:		<b>0</b>	<b>0</b>	<b>0</b>	<b>5,796</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						FFOS:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Payments:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
County: <b>Greene</b> Job Order Contracting for pavement repair in the Ozarks Transportation Organization area. Route: <b>IS 44</b> Job No.: <b>813232</b> Length: <b>21.40</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> AC-State: <b>416</b> State: <b>46</b> Local: <b>0</b> Sec Cat: <b>Preventive Maint</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:      Let With:      Future Cost: <b>0</b> Estimate Total: <b>462</b>						Engineering:		<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>				
						R/W:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Construction:		<b>0</b>	<b>0</b>	<b>0</b>	<b>424</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						FFOS:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Payments:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
County: <b>Greene</b> Pavement resurfacing on Glenstone Avenue from Evergreen Street to bridge over Burlington Northern Santa Fe Railroad and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield. Route: <b>LP 44</b> Job No.: <b>8P3050B</b> Length: <b>3.19</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Fed: <b>938</b> State: <b>235</b> Local: <b>0</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>NHPP</b> TIP #: <b>SP1710</b> Let With: <b>8S3112, 8S3117, 8S3160, 8S3175</b> Future Cost: <b>0</b> Estimate Total: <b>1,210</b>						Engineering:		<b>37</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
						R/W:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Construction:		<b>0</b>	<b>1,064</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						FFOS:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Payments:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
County: <b>Greene</b> Pavement resurfacing on Chestnut Expressway from College Street to Rte. 13 (Kansas Expressway). Route: <b>LP 44</b> Job No.: <b>8S3166</b> Length: <b>1.10</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Fed: <b>347</b> State: <b>85</b> Local: <b>0</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #: <b>SP2013-20</b> Let With:      Future Cost: <b>0</b> Estimate Total: <b>436</b>						Engineering:		<b>4</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>0</b>				
						R/W:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Construction:		<b>0</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						FFOS:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
						Payments:		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

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District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Greene</b> Route: <b>LP 44</b> Job No.: <b>8S3167</b> Length: <b>3.18</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:                      Let With:                      Future Cost: <b>0</b> Estimate Total: <b>1,305</b>	Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to 0.1 mile east of Eastgate Avenue in Springfield.					Engineering: <b>4</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>9</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>7</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>110</b> <b>0</b> <b>1,175</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
County: <b>Greene</b> Route: <b>LP 44</b> Job No.: <b>8S3171</b> Length: <b>1.74</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>N- Ada Trans</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>STBG</b> TIP #:                      Let With:                      Future Cost: <b>0</b> Estimate Total: <b>168</b>	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Belcrest Avenue in Springfield. \$79,000 Statewide Transportation Alternatives funds.					Engineering: <b>4</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>25</b> <b>10</b> <b>0</b> <b>0</b> <b>0</b>	<b>22</b> <b>0</b> <b>105</b> <b>79</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
County: <b>Greene</b> Route: <b>OR 44</b> Job No.: <b>8S3217</b> Length: <b>5.08</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 21</b> Anticipated Fed Cat: <b>State</b> TIP #: <b>GR2012</b> Let With: <b>8S3219, 8S3218</b> Future Cost: <b>0</b> Estimate Total: <b>584</b>	Pavement resurfacing on various outer roads in Springfield and Strafford.					Engineering: <b>8</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>53</b> <b>0</b> <b>523</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
County: <b>Greene</b> Route: <b>OR 44</b> Job No.: <b>8S3219</b> Length: <b>2.11</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 21</b> Anticipated Fed Cat: <b>State</b> TIP #: <b>GR2014</b> Let With: <b>8S3218, 8S3217</b> Future Cost: <b>0</b> Estimate Total: <b>349</b>	Pavement resurfacing from Farm Road 112 to 0.2 mile west of Rte. 13 in Springfield.					Engineering: <b>8</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>33</b> <b>0</b> <b>308</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
County: <b>Greene</b> Route: <b>LP 44</b> Job No.: <b>8S3224</b> Length: <b>5.24</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:                      Let With:                      Future Cost: <b>0</b> Estimate Total: <b>2,250</b>	Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from west of Rte. 13 (Kansas Expressway) to 0.1 mile east of Delaware Avenue in Springfield.					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>5</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>30</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>189</b> <b>0</b> <b>2,026</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P0683E</b> Length: <b>1.02</b> MPO: <b>Y</b> Fund Cat: <b>Flexible &amp; Other</b> Sec Cat: <b>Regional</b> TIP #: <b>RG0901</b>	Add interchange at Rte. 125 in Rogersville. \$4,008,000 Open Container funds.  Awd Date: <b>Summer 22</b> Anticipated Fed Cat: <b>Safety</b> Let With: <b>Future Cost: 0 Estimate Total: 23,133</b>					Engineering: <b>1,850</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>200</b> <b>3,396</b> <b>0</b> <b>0</b> <b>0</b>	<b>755</b> <b>0</b> <b>16,932</b> <b>4,008</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3032C</b> Length: <b>1.28</b> MPO: <b>Y</b> Fund Cat: <b>Flexible &amp; Other</b> Sec Cat: <b>System Expansion</b> TIP #: <b>8P3201, 8P3223, 8P3032D</b>	Add lanes and sound abatement on James River Freeway from west of Rte. 160 (Campbell Avenue) to National Avenue in Springfield. Project involves bridges A4182 and A4183.  Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>NHPP</b> Let With: <b>8P3201, 8P3223, 8P3032D</b> Future Cost: <b>0 Estimate Total: 9,773</b>					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>1,450</b> <b>0</b> <b>8,323</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3032D</b> Length: <b>1.42</b> MPO: <b>Y</b> Fund Cat: <b>Flexible &amp; Other</b> Sec Cat: <b>System Expansion</b> TIP #: <b>8P3201, 8P3223, 8P3032C</b>	Add lanes on James River Freeway from Rte. 13 (Kansas Expressway) to west of Rte. 160 (Campbell Avenue) in Springfield.  Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>NHPP</b> Let With: <b>8P3201, 8P3223, 8P3032C</b> Future Cost: <b>0 Estimate Total: 6,844</b>					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>1,018</b> <b>0</b> <b>5,826</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3122B</b> Length: <b>4.94</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> TIP #: <b>GR1907-19</b>	Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville.  Awd Date: <b>Fall 22</b> Anticipated Fed Cat: <b>NHPP</b> Let With: <b>7P3271</b> Future Cost: <b>0 Estimate Total: 1,879</b>					Engineering: <b>33</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>162</b> <b>0</b> <b>1,682</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3197</b> Length: <b>1.96</b> MPO: <b>Y</b> Fund Cat: <b>Flexible &amp; Other</b> Sec Cat: <b>Regional</b> TIP #: <b>7P3433</b>	Railroad crossing safety improvements at various locations from County Rd. 194 west of Republic to O'Neal St., and at BNSF railroad crossings on Main St., Hampton Ave., Hines St. and Rte. 174 in Republic. \$394,000 CRISI Program and \$395,000 GCSA funds.  Awd Date: <b>Winter 22</b> Anticipated Fed Cat: <b>STBG</b> Let With: <b>7P3433</b> Future Cost: <b>0 Estimate Total: 848</b>					Engineering: <b>42</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>136</b> <b>24</b> <b>646</b> <b>670</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	

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District Southwest

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3198</b> Length: <b>0.42</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 22</b> TIP #: Let With: Anticipated Fed Cat: <b>NHPP</b> Future Cost: <b>0</b> Estimate Total: <b>275</b>	Pavement resurfacing from County Road 194 to 0.7 mile west of Illinois Street in Republic. AC-State: <b>220</b> State: <b>55</b> Local: <b>0</b>					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>					
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3201</b> Length: <b>0.71</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Spring 22</b> TIP #: Let With: <b>8P3223, 8P3032D, 8P3032C</b> Future Cost: <b>0</b> Estimate Total: <b>154</b>	Pavement resurfacing on auxiliary ramps from Rte. 13 (Kansas Expressway) to Rte. 160 (Campbell Avenue) in Springfield. Fed: <b>123</b> State: <b>31</b> Local: <b>0</b>					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>					
County: <b>Greene</b> Route: <b>US 60</b> Job No.: <b>8P3207</b> Length: <b>8.56</b> MPO: <b>Y</b> Fund Cat: <b>Flexible &amp; Other</b> Sec Cat: <b>Systems Operations</b> Awd Date: <b>Winter 22</b> TIP #: Let With: Future Cost: <b>0</b> Estimate Total: <b>1,059</b>	Add ITS for Ozarks Traffic at various locations on Rte. 60 (James River Freeway) in Springfield, Rte. FF (West Bypass) near Battlefield and various locations in Ozark. AC-State: <b>807</b> State: <b>202</b> Local: <b>0</b>					Engineering: <b>50</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>50</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>					
County: <b>Greene</b> Route: <b>OR 60</b> Job No.: <b>8S3175</b> Length: <b>0.82</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>N- Ada Trans</b> Awd Date: <b>Spring 22</b> TIP #: Let With: <b>8S3112, 8S3117, 8S3160, 8P3050B</b> Future Cost: <b>0</b> Estimate Total: <b>506</b>	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 mile east of Republic Road to end of route. Fed: <b>359</b> State: <b>89</b> Local: <b>0</b>					Engineering: <b>58</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>58</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>					
County: <b>Greene</b> Route: <b>US 65</b> Job No.: <b>8P3043</b> Length: <b>0.52</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 22</b> TIP #: <b>SP1418</b> Let With: <b>8S3212</b> Future Cost: <b>0</b> Estimate Total: <b>408</b>	Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange. AC-State: <b>326</b> State: <b>82</b> Local: <b>0</b>					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>					

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District Southwest

TMA

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING						
							Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026	
County: <b>Greene</b> Route: <b>US 65</b> Job No.: <b>8P3164</b> Length: <b>6.59</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:                      Let With:                      Future Cost: <b>0</b> Estimate Total: <b>1,587</b>	Pavement resurfacing on northbound lanes from north of I-44 to Rtes. KK and A.						Engineering:	8	4	12	134	0	0
							R/W:	0	0	0	0	0	0
							Construction:	0	0	0	1,429	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: <b>Greene</b> Route: <b>BU 65</b> Job No.: <b>8S3112</b> Length: <b>1.55</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>NHPP</b> TIP #: <b>SP1903-19</b> Let With: <b>8S3117, 8S3160, 8S3175, 8P3050B</b> Future Cost: <b>0</b> Estimate Total: <b>886</b>	Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway) and on Nature Center Way at Reed Avenue in Springfield.						Engineering:	14	91	0	0	0	0
							R/W:	0	0	0	0	0	0
							Construction:	0	781	0	0	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: <b>Greene</b> Route: <b>BU 65</b> Job No.: <b>8S3117</b> Length: <b>3.69</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>NHPP</b> TIP #: <b>SP1904-19</b> Let With: <b>8S3112, 8S3160, 8S3175, 8P3050B</b> Future Cost: <b>0</b> Estimate Total: <b>1,491</b>	Pavement resurfacing on Glenstone Avenue from Burlington Northern Santa Fe Railroad south of Chestnut Expressway to Battlefield Road in Springfield.						Engineering:	22	157	0	0	0	0
							R/W:	0	0	0	0	0	0
							Construction:	0	1,312	0	0	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: <b>Greene</b> Route: <b>OR 65</b> Job No.: <b>8S3158</b> Length: <b>0.02</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Rehab And Reconst</b> Awd Date: <b>2024</b> Anticipated Fed Cat: <b>NHPP</b> TIP #:                      Let With:                      Future Cost: <b>0</b> Estimate Total: <b>2,915</b>	Bridge replacement on Eastgate Avenue over Burlington Northern Santa Fe Railroad in Springfield. Project involves bridge W0574.						Engineering:	17	100	157	261	0	0
							R/W:	0	0	212	0	0	0
							Construction:	0	0	0	2,168	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: <b>Greene</b> Route: <b>BU 65</b> Job No.: <b>8S3160</b> Length: <b>8.10</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>N- Ada Trans</b> Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>STBG</b> TIP #:                      Let With: <b>8S3112, 8S3117, 8S3175, 8P3050B</b> Future Cost: <b>0</b> Estimate Total: <b>9,135</b>	Modify access, signals, comply with ADA Transition Plan and replace bus stop pads on Glenstone Ave. from Valley Water Mill Rd. to Rte. 60 (James River Frwy) in Springfield. \$677,000 Open Container, \$315,000 Statewide Trans. Alt. and \$67,500 City Utilities Transit funds.						Engineering:	656	2,471	0	0	0	0
							R/W:	0	221	0	0	0	0
							Construction:	0	5,787	0	0	0	0
							FFOS:	0	1,060	0	0	0	0
							Payments:	0	0	0	0	0	0

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.											STATE FISCAL YEAR PROJECT BUDGETING					
											Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Greene</b> Route: <b>MO 744</b> Job No.: <b>8P3050C</b> Length: <b>2.64</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2023</b> Anticipated Fed Cat: <b>NHPP</b> TIP #: <b>SP1708</b> Let With: <b>8S3172, 8S3162, 8S3149, 8S3190, 8S3169</b> Future Cost: <b>0</b> Estimate Total: <b>1,017</b> Fed: <b>802</b> State: <b>200</b> Local: <b>0</b>	Engineering:  R/W:  Construction:  FFOS:  Payments:	15  0  0  0  0	2  0  0  0  0	97  0  903  0  0	0  0  0  0  0	0  0  0  0  0										
County: <b>Greene</b> Route: <b>MO 744</b> Job No.: <b>8S3149</b> Length: <b>2.69</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>N- Ada Trans</b> Awd Date: <b>2023</b> Anticipated Fed Cat: <b>STBG</b> TIP #: <b>EN1901-19</b> Let With: <b>8S3172, 8S3162, 8S3190, 8S3169, 8P3050C</b> Future Cost: <b>0</b> Estimate Total: <b>2,562</b> Fed: <b>1,911</b> State: <b>477</b> Local: <b>0</b>	Engineering:  R/W:  Construction:  FFOS:  Payments:	174  0  0  0  0	405  104  0  0  0	313  0  1,566  0  0	0  0  0  0  0	0  0  0  0  0										
County: <b>Greene</b> Route: <b>MO 744</b> Job No.: <b>8S3162</b> Length: <b>4.66</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2023</b> Anticipated Fed Cat: <b>NHPP</b> TIP #: Let With: <b>8S3172, 8S3149, 8S3190, 8S3169, 8P3050C</b> Future Cost: <b>0</b> Estimate Total: <b>1,814</b> Fed: <b>1,430</b> State: <b>358</b> Local: <b>0</b>	Engineering:  R/W:  Construction:  FFOS:  Payments:	26  0  0  0  0	3  0  0  0  0	155  0  1,630  0  0	0  0  0  0  0	0  0  0  0  0										
County: <b>Greene</b> Route: <b>MO 744</b> Job No.: <b>8S3169</b> Length: <b>3.73</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2023</b> Anticipated Fed Cat: <b>STBG</b> TIP #: Let With: <b>8S3172, 8S3162, 8S3149, 8S3190, 8P3050C</b> Future Cost: <b>0</b> Estimate Total: <b>1,459</b> AC-State: <b>1,151</b> State: <b>288</b> Local: <b>0</b>	Engineering:  R/W:  Construction:  FFOS:  Payments:	20  0  0  0  0	3  0  0  0  0	127  0  1,309  0  0	0  0  0  0  0	0  0  0  0  0										
County: <b>Greene</b> Route: <b>MO 744</b> Job No.: <b>8S3172</b> Length: <b>2.44</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>N- Ada Trans</b> Awd Date: <b>2023</b> Anticipated Fed Cat: <b>STBG</b> TIP #: Let With: <b>8S3162, 8S3149, 8S3190, 8S3169, 8P3050C</b> Future Cost: <b>0</b> Estimate Total: <b>1,808</b> Fed: <b>1,337</b> State: <b>334</b> Local: <b>0</b>	Engineering:  R/W:  Construction:  FFOS:  Payments:	137  0  0  0  0	254  50  0  0  0	235  0  1,132  0  0	0  0  0  0  0	0  0  0  0  0										

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
County: <b>Greene</b> Route: <b>MO 744</b> Job No.: <b>8S3190</b> Length: <b>1.94</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>N- Ada Trans</b> TIP #: <b>8S3172, 8S3162, 8S3149, 8S3169, 8P3050C</b>	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.					Engineering: <b>200</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>286</b> <b>107</b> <b>0</b> <b>0</b> <b>0</b>	<b>304</b> <b>0</b> <b>1,469</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>				
County: <b>Greene</b> Route: <b>CST BATTLEFIELD RD</b> Job No.: <b>8S3212</b> Length: <b>0.22</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> TIP #: <b>8P3043</b>	Pavement resurfacing at Rte. 65 in Springfield.					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>8</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>24</b> <b>0</b> <b>230</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>				
County: <b>Greene</b> Route: <b>RT C</b> Job No.: <b>8S3226</b> Length: <b>3.67</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> TIP #: <b>8S3226</b>	Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford.					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>6</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>27</b> <b>0</b> <b>275</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>				
County: <b>Greene</b> Route: <b>CST CHERRY ST</b> Job No.: <b>8S3221</b> Length: <b>0.06</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Preventive Maint</b> TIP #: <b>8S3221</b>	Bridge rehabilitation over Rte. 65. Project involves bridge A1652.					Engineering: <b>0</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>4</b> <b>2</b> <b>0</b> <b>0</b> <b>0</b>	<b>23</b> <b>0</b> <b>157</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>				
County: <b>Greene</b> Route: <b>RT D</b> Job No.: <b>8S0745</b> Length: <b>2.62</b> MPO: <b>Y</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b> TIP #: <b>SP1906-19</b>	Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.					Engineering: <b>48</b> R/W: <b>0</b> Construction: <b>0</b> FFOS: <b>0</b> Payments: <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>112</b> <b>0</b> <b>1,190</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>				

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING							
												Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026		
County: <b>Greene</b>	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.											Engineering:	44	214	134	0	0	0	
Route: <b>RT D</b>												R/W:	0	53	0	0	0	0	
Job No.: <b>8S3153</b>												Construction:	0	0	661	0	0	0	
Length: <b>2.56</b>	MPO: <b>Y</b>										AC-State: <b>850</b>	State: <b>212</b>	Local: <b>0</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>												Payments:	0	0	0	0	0	0	
Sec Cat: <b>N- Ada Trans</b>	Awd Date: <b>Fall 22</b>	Anticipated Fed Cat: <b>STBG</b>																	
TIP #: <b>SP1413-19</b>	Let With: <b>8S3215, 8S0745, 8S3211</b>											Future Cost: <b>0</b>	Estimate Total: <b>1,106</b>						
County: <b>Greene</b>	Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.											Engineering:	0	22	120	0	0	0	
Route: <b>RT D</b>												R/W:	0	0	0	0	0	0	
Job No.: <b>8S3215</b>												Construction:	0	0	1,267	0	0	0	
Length: <b>5.47</b>	MPO: <b>Y</b>										AC-State: <b>1,128</b>	State: <b>281</b>	Local: <b>0</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>												Payments:	0	0	0	0	0	0	
Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 22</b>	Anticipated Fed Cat: <b>STBG</b>																	
TIP #: <b>8S0745, 8S3211, 8S3153</b>	Let With: <b>8S0745, 8S3211, 8S3153</b>											Future Cost: <b>0</b>	Estimate Total: <b>1,409</b>						
County: <b>Greene</b>	Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.											Engineering:	0	2	6	21	0	0	
Route: <b>RT DD</b>												R/W:	0	0	0	0	0	0	
Job No.: <b>8S3228</b>												Construction:	0	0	0	213	0	0	
Length: <b>2.75</b>	MPO: <b>Y</b>										AC-State: <b>194</b>	State: <b>48</b>	Local: <b>0</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>												Payments:	0	0	0	0	0	0	
Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>STBG</b>																	
TIP #: <b>8S3215, 8S0745, 8S3153</b>	Let With: <b>8S3215, 8S0745, 8S3153</b>											Future Cost: <b>0</b>	Estimate Total: <b>242</b>						
County: <b>Greene</b>	Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.											Engineering:	0	8	47	0	0	0	
Route: <b>RT J</b>												R/W:	0	0	0	0	0	0	
Job No.: <b>8S3211</b>												Construction:	0	0	475	0	0	0	
Length: <b>5.50</b>	MPO: <b>Y</b>										AC-State: <b>424</b>	State: <b>106</b>	Local: <b>0</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>												Payments:	0	0	0	0	0	0	
Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 22</b>	Anticipated Fed Cat: <b>STBG</b>																	
TIP #: <b>8S3215, 8S0745, 8S3153</b>	Let With: <b>8S3215, 8S0745, 8S3153</b>											Future Cost: <b>0</b>	Estimate Total: <b>530</b>						
County: <b>Greene</b>	Replace culvert east of Hidden Lake Lane. Project involves culvert T0150.											Engineering:	0	80	0	0	0	0	
Route: <b>RT KK</b>												R/W:	0	2	0	0	0	0	
Job No.: <b>8S3222</b>												Construction:	0	207	0	0	0	0	
Length: <b>0.39</b>	MPO: <b>Y</b>										AC-State: <b>232</b>	State: <b>57</b>	Local: <b>0</b>	FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>												Payments:	0	0	0	0	0	0	
Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>Winter 22</b>	Anticipated Fed Cat: <b>STBG</b>																	
TIP #: <b>8S3215, 8S0745, 8S3153</b>	Let With: <b>8S3215, 8S0745, 8S3153</b>											Future Cost: <b>0</b>	Estimate Total: <b>289</b>						

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# 2022-2026 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	7/2024-6/2025	7/2025-6/2026
County: <b>Greene</b>	Relocate roadway and add railroad grade separation from County Road 160 to Rte. 60 in Republic.					Engineering:	0	600	600	311	817
Route: <b>MM</b>						R/W:	0	0	0	3,970	0
Job No.: <b>8S0836D</b>						Construction:	0	0	0	0	23,914
Length: <b>0.00</b>	MPO: N					FFOS:	0	0	0	0	0
Fund Cat: <b>Flexible &amp; Other</b>	AC-State: <b>24,170</b> State: <b>6,042</b> Local: <b>0</b>					Payments:	0	0	0	0	0
Sec Cat: <b>System Expansion</b>	Awd Date: <b>2025</b> Anticipated Fed Cat: <b>STBG</b>										
TIP #: <b></b>	Let With: <b></b> Future Cost: <b>0</b> Estimate Total: <b>30,212</b>										
County: <b>Greene</b>	Ramp intersection improvements at I-44.					Engineering:	0	50	70	0	0
Route: <b>RT MM</b>						R/W:	0	0	0	0	0
Job No.: <b>8S3239</b>						Construction:	0	0	420	0	0
Length: <b>0.25</b>	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: <b>Flexible &amp; Other</b>	AC-State: <b>432</b> State: <b>108</b> Local: <b>0</b>					Payments:	0	0	0	0	0
Sec Cat: <b>Regional</b>	Awd Date: <b>2023</b> Anticipated Fed Cat: <b>STBG</b>										
TIP #: <b></b>	Let With: <b></b> Future Cost: <b>0</b> Estimate Total: <b>540</b>										
County: <b>Greene</b>	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Norton Road near Rte. 13 in Springfield and on Rte. Z at the Frisco Highline Trail north of Jackson Street in Willard.					Engineering:	24	60	0	0	0
Route: <b>CST NORTON RD</b>						R/W:	15	0	0	0	0
Job No.: <b>8S3179</b>						Construction:	0	217	0	0	0
Length: <b>0.19</b>	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	AC-State: <b>222</b> State: <b>55</b> Local: <b>0</b>					Payments:	0	0	0	0	0
Sec Cat: <b>N- Ada Trans</b>	Awd Date: <b>Spring 22</b> Anticipated Fed Cat: <b>STBG</b>										
TIP #: <b>EN2103-20A</b>	Let With: <b></b> Future Cost: <b>0</b> Estimate Total: <b>316</b>										
County: <b>Greene</b>	Pavement resurfacing on various outer road locations near Rte. 13 in north Springfield.					Engineering:	8	16	0	0	0
Route: <b>CST NORTON RD</b>						R/W:	0	0	0	0	0
Job No.: <b>8S3218</b>						Construction:	0	143	0	0	0
Length: <b>0.41</b>	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>0</b> State: <b>159</b> Local: <b>0</b>					Payments:	0	0	0	0	0
Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 21</b> Anticipated Fed Cat: <b>State</b>										
TIP #: <b>GR2013</b>	Let With: <b>8S3219, 8S3217</b> Future Cost: <b>0</b> Estimate Total: <b>167</b>										
County: <b>Greene</b>	Pavement resurfacing from Rte. 60 to County Road 194 in Republic.					Engineering:	0	8	22	0	0
Route: <b>RT P</b>						R/W:	0	0	0	0	0
Job No.: <b>8S3199</b>						Construction:	0	0	210	0	0
Length: <b>1.17</b>	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: <b>Taking Care Of System</b>	AC-State: <b>192</b> State: <b>48</b> Local: <b>0</b>					Payments:	0	0	0	0	0
Sec Cat: <b>Thin Lift Overlay</b>	Awd Date: <b>Fall 22</b> Anticipated Fed Cat: <b>STBG</b>										
TIP #: <b></b>	Let With: <b></b> Future Cost: <b>0</b> Estimate Total: <b>240</b>										

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# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026	
County: Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street in Republic.											Engineering:	0	53	49	0	0	0
Route: RT P												R/W:	0	2	0	0	0	0
Job No.: 8S3200												Construction:	0	0	228	0	0	0
Length: 0.64	MPO: Y				AC-State: 267	State: 65	Local: 0					FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System												Payments:	0	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: 2023	Anticipated Fed Cat: STBG																
TIP #:	Let With:	Future Cost: 0			Estimate Total: 332													
County: Greene	Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 mile east of Kansas Expressway in Springfield. Project involves bridge A4184.											Engineering:	0	4	32	172	0	0
Route: CST REPUBLIC ST												R/W:	0	0	2	0	0	0
Job No.: 8S3240												Construction:	0	0	0	1,316	0	0
Length: 0.08	MPO: Y				Fed: 1,222	State: 304	Local: 0					FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System												Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2024	Anticipated Fed Cat: NHPP																
TIP #:	Let With:	Future Cost: 0			Estimate Total: 1,526													
County: Greene	Pavement resurfacing from Rte. 13 to Rte. H.											Engineering:	0	2	6	28	0	0
Route: RT WW												R/W:	0	0	0	0	0	0
Job No.: 8S3227												Construction:	0	0	0	276	0	0
Length: 3.50	MPO: Y				AC-State: 251	State: 61	Local: 0					FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System												Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2024	Anticipated Fed Cat: STBG																
TIP #:	Let With:	Future Cost: 0			Estimate Total: 312													
County: Greene	Add roundabout on Wilson's Creek Boulevard at County Road 182. \$870,000 Federal Lands Access Program and \$100,000 National Parks Service funds.											Engineering:	20	152	153	0	0	0
Route: RT ZZ												R/W:	0	0	0	0	0	0
Job No.: 8S3194												Construction:	0	0	1,033	0	0	0
Length: 0.34	MPO: Y				AC-State: 1,071	State: 267	Local: 0					FFOS:	0	0	970	0	0	
Fund Cat: Flexible & Other												Payments:	0	0	0	0	0	0
Sec Cat: Regional	Awd Date: 2023	Anticipated Fed Cat: STBG																
TIP #:	Let With:	Future Cost: 0			Estimate Total: 1,358													
County: Various	Safety projects at various locations in the urban Southwest District.											Engineering:	0	0	0	59	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 0P3024I												Construction:	0	0	0	891	0	0
Length: 0.00	MPO: Y				Fed: 855	State: 95	Local: 0					FFOS:	0	0	0	840	0	
Fund Cat: Safety												Payments:	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: 2024	Anticipated Fed Cat: Safety																
TIP #:	Let With:	Future Cost: 0			Estimate Total: 950													

\* Contingent upon the execution of the cost participation agreement.

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

TMA

Dollars in Thousands





# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	7/2024-6/2025	7/2025-6/2026
County: Various	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	7	0	0	0	0	0	0	0	0
Job No.: 5B0800X		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	7	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 0 State: 1,460 Local: 0	Payments:	3,162	292	292	292	292	292	292	292	292
Sec Cat: Rehab And Reconst	Awd Date: N/A Anticipated Fed Cat: State										
TIP #: MO1105	Let With: Future Cost: 2,001 - 5,000 Estimate Total: 4,629										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	2	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 813184		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 181 State: 20 Local: 0	Payments:	0	201	0	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: Let With: Future Cost: 0 Estimate Total: 203											
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 813214		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 181 State: 20 Local: 0	Payments:	0	0	201	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: Let With: Future Cost: 0 Estimate Total: 201											
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 813230		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 181 State: 20 Local: 0	Payments:	0	0	0	201	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: Let With: Future Cost: 0 Estimate Total: 201											
County: Various	Replace signs at various locations in the urban Southwest District.	Engineering:	0	30	40	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 813243		Construction:	0	0	368	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 350 State: 88 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: 2023 Anticipated Fed Cat: STBG										
TIP #: Let With: Future Cost: 0 Estimate Total: 438											

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	7/2024-6/2025	7/2025-6/2026
County: Various	Bridge improvements at various locations in the urban Southwest District.	Engineering:	0	2	35	184	0	0			
Route: Various		R/W:	0	0	0	0	0	0			
Job No.: 813246		Construction:	0	0	0	1,003	0	0			
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0			
Fund Cat: Taking Care Of System	Fed: 980 State: 244 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: Preventive Maint	Awd Date: 2024 Anticipated Fed Cat: NHPP										
TIP #: Let With:	Future Cost: 0 Estimate Total: 1,224										
County: Various	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in the urban Southwest District. \$252,000 Statewide Transportation Alternatives funds.	Engineering:	80	5	30	205	0	0			
Route: Various		R/W:	0	0	21	0	0	0			
Job No.: 8P3192		Construction:	0	0	0	1,082	0	0			
Length: 0.00	MPO: Y	FFOS:	0	0	0	252	0	0			
Fund Cat: Taking Care Of System	AC-State: 1,075 State: 268 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: N- Ada Trans	Awd Date: 2024 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 1,423										
County: Various	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Engineering:	0	6	84	0	0	0			
Route: Various		R/W:	0	0	0	0	0	0			
Job No.: 8P3213		Construction:	0	0	840	0	0	0			
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0			
Fund Cat: Taking Care Of System	AC-State: 745 State: 185 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: Routine Maintenance	Awd Date: 2023 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 930										
County: Various	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Engineering:	0	40	0	0	0	0			
Route: Various		R/W:	0	0	0	0	0	0			
Job No.: 8P3233		Construction:	0	200	0	0	0	0			
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0			
Fund Cat: Taking Care Of System	AC-State: 192 State: 48 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: Rehab And Reconst	Awd Date: Winter 22 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 240										
County: Various	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Engineering:	0	0	0	40	0	0			
Route: Various		R/W:	0	0	0	0	0	0			
Job No.: 8P3234		Construction:	0	0	0	212	0	0			
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0			
Fund Cat: Taking Care Of System	AC-State: 202 State: 50 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: Rehab And Reconst	Awd Date: 2024 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 252										

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District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026	
County: <b>Various</b>	<b>Replace signals at various locations in the urban Southwest District.</b>												Engineering:	0	50	206	356	0	0
Route: <b>Various</b>													R/W:	0	0	0	0	0	0
Job No.: <b>8P3236</b>													Construction:	0	0	0	1,623	0	0
Length: <b>0.00</b>	MPO: <b>Y</b>				AC-State: <b>1,788</b>	State: <b>447</b>	Local: <b>0</b>						FFOS:	0	0	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Systems Operations</b>	Awd Date: <b>2024</b>	Anticipated Fed Cat: <b>STBG</b>											0	0	0	0	0		
TIP #: <b></b>	Let With: <b></b>	Future Cost: <b>0</b>			Estimate Total: <b>2,235</b>									0	0	0	0	0	
County: <b>Various</b>	<b>Replace signals at various locations in the urban Southwest District.</b>												Engineering:	0	10	10	10	226	356
Route: <b>Various</b>													R/W:	0	0	0	0	0	0
Job No.: <b>8P3237</b>													Construction:	0	0	0	0	0	1,722
Length: <b>0.00</b>	MPO: <b>Y</b>				AC-State: <b>1,868</b>	State: <b>466</b>	Local: <b>0</b>						FFOS:	0	0	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Systems Operations</b>	Awd Date: <b>2026</b>	Anticipated Fed Cat: <b>STBG</b>											0	0	0	0	0		
TIP #: <b></b>	Let With: <b></b>	Future Cost: <b>0</b>			Estimate Total: <b>2,334</b>									0	0	0	0	0	
County: <b>Various</b>	<b>Concrete repairs at various locations in the urban Southwest District.</b>												Engineering:	0	45	0	0	0	0
Route: <b>Various</b>													R/W:	0	0	0	0	0	0
Job No.: <b>8P3241</b>													Construction:	0	510	0	0	0	0
Length: <b>0.00</b>	MPO: <b>Y</b>				AC-State: <b>444</b>	State: <b>111</b>	Local: <b>0</b>						FFOS:	0	0	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>Winter 22</b>	Anticipated Fed Cat: <b>STBG</b>											0	0	0	0	0		
TIP #: <b></b>	Let With: <b>713498</b>	Future Cost: <b>0</b>			Estimate Total: <b>555</b>									0	0	0	0	0	
County: <b>Various</b>	<b>Concrete repairs at various locations in the urban Southwest District.</b>												Engineering:	0	5	40	0	0	0
Route: <b>Various</b>													R/W:	0	0	0	0	0	0
Job No.: <b>8P3242</b>													Construction:	0	0	525	0	0	0
Length: <b>0.00</b>	MPO: <b>Y</b>				AC-State: <b>456</b>	State: <b>114</b>	Local: <b>0</b>						FFOS:	0	0	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	0	0	0	0	0
Sec Cat: <b>Rehab And Reconst</b>	Awd Date: <b>2023</b>	Anticipated Fed Cat: <b>STBG</b>											0	0	0	0	0		
TIP #: <b></b>	Let With: <b></b>	Future Cost: <b>0</b>			Estimate Total: <b>570</b>									0	0	0	0	0	
County: <b>Various</b>	<b>Operations and management of Ozarks Traffic ITS in the urban Southwest District.</b>												Engineering:	0	0	0	0	0	0
Route: <b>Various</b>													R/W:	0	0	0	0	0	0
Job No.: <b>8Q3181</b>													Construction:	0	0	0	0	0	0
Length: <b>0.00</b>	MPO: <b>Y</b>				Fed: <b>542</b>	State: <b>135</b>	Local: <b>0</b>						FFOS:	0	0	0	0	0	
Fund Cat: <b>Taking Care Of System</b>													Payments:	0	677	0	0	0	0
Sec Cat: <b>Systems Operations</b>	Awd Date: <b>N/A</b>	Anticipated Fed Cat: <b>STBG</b>											0	677	0	0	0		
TIP #: <b></b>	Let With: <b></b>	Future Cost: <b>0</b>			Estimate Total: <b>677</b>									0	677	0	0	0	

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

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

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

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026	
County: <b>Various</b>	<b>Upgrade ITS message boards at various locations in the Urban Southwest District.</b>											Engineering:	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Route: <b>Various</b>												R/W:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Job No.: <b>8Q3181B</b>												Construction:	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Length: <b>0.00</b>	MPO: <b>Y</b>											FFOS:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Fund Cat: <b>Taking Care Of System</b>	AC-State: <b>85</b> State: <b>21</b> Local: <b>0</b>										Payments:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Sec Cat: <b>Systems Operations</b>	Awd Date: <b>Summer 21</b>	Anticipated Fed Cat: <b>STBG</b>																
TIP #: <b>Let With: 7Q3414B</b>	Future Cost: <b>0</b> Estimate Total: <b>114</b>																	
County: <b>Various</b>	<b>Operations and management of Ozarks Traffic ITS in the urban Southwest District.</b>											Engineering:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Route: <b>Various</b>												R/W:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Job No.: <b>8Q3208</b>												Construction:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Length: <b>0.00</b>	MPO: <b>Y</b>											FFOS:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Fund Cat: <b>Taking Care Of System</b>	Fed: <b>617</b> State: <b>154</b> Local: <b>0</b>										Payments:	<b>0</b>	<b>0</b>	<b>771</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Sec Cat: <b>Systems Operations</b>	Awd Date: <b>N/A</b>	Anticipated Fed Cat: <b>STBG</b>																
TIP #: <b>Let With:</b>	Future Cost: <b>0</b> Estimate Total: <b>771</b>																	
County: <b>Various</b>	<b>Operations and management of Ozarks Traffic ITS in the urban Southwest District.</b>											Engineering:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Route: <b>Various</b>												R/W:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Job No.: <b>8Q3231</b>												Construction:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Length: <b>0.00</b>	MPO: <b>Y</b>											FFOS:	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Fund Cat: <b>Taking Care Of System</b>	AC-State: <b>617</b> State: <b>154</b> Local: <b>0</b>										Payments:	<b>0</b>	<b>0</b>	<b>0</b>	<b>771</b>	<b>0</b>	<b>0</b>	
Sec Cat: <b>Systems Operations</b>	Awd Date: <b>N/A</b>	Anticipated Fed Cat: <b>STBG</b>																
TIP #: <b>Let With:</b>	Future Cost: <b>0</b> Estimate Total: <b>771</b>																	

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



# 2022-2026 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.  
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	7/2024- 6/2025	7/2025- 6/2026
FFOS:	80	3,299	7,994	1,171	0	0
Total R/W:	134	5,227	289	4,290	1,014	0
Total Construction:	0	32,559	57,077	36,635	26,043	5,047
Paybacks:	3,162	1,170	1,264	1,264	292	292
Sub-Total:	3,296	38,956	58,630	42,189	27,349	5,339
Total Engineering:	5,433	12,733	8,753	4,561	1,645	727
<b>Grand Total:</b>	<b>8,729</b>	<b>51,689</b>	<b>67,383</b>	<b>46,750</b>	<b>28,994</b>	<b>6,066</b>

	2022	2023	2024	2025	2026
State	10,663	11,280	8,654	6,032	1,446
AC-State	5,501	17,770	10,112	22,962	4,620
Local	309	610	0	0	0
Sub-total State	16,473	29,660	18,766	28,994	6,066

Federal					
Sub-total Federal	35,216	37,723	27,984	0	0
<b>Grand Total</b>	<b>51,689</b>	<b>67,383</b>	<b>46,750</b>	<b>28,994</b>	<b>6,066</b>

Project Count: 88

\* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands

**District Program Summary**  
**Southwest (Urban)**  
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2022	2023	2024	2025	2026
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Carryover	-0.125	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Total Available	-0.125	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Programmed	0.000	0.000	0.000	0.000	0.000
Safety - Available	1.146	1.155	1.149	1.150	1.149
Safety - FFOS	0.000	0.000	0.840	0.000	0.000
Safety - Fund Transfers	-0.443	-1.387	0.000	0.000	0.000
Safety - Carryover	-0.468	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.610	0.041	0.166	-0.017	0.000
Safety - Total Available	0.845	-0.191	2.155	1.133	1.149
Safety - Programmed	0.419	0.201	2.204	0.000	0.000
Taking Care Of System - Available	18.758	19.350	23.494	24.198	24.924
Taking Care Of System - FFOS	1.060	0.329	0.331	0.000	0.000
Taking Care Of System - Fund Transfers	1.987	0.000	0.000	0.000	0.000
Taking Care Of System - Carryover	-0.812	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.809	-1.156	0.340	0.695	0.000
Taking Care Of System - Total Available	21.802	18.523	24.165	24.893	24.924
Taking Care Of System - Programmed	16.657	27.614	23.558	0.292	2.014
Flexible & Other - Available					
Flexible & Other - FFOS	2.239	7.665	0.000	0.000	0.000
Flexible & Other - Fund Transfers	19.641	22.582	15.485	24.761	2.954
Flexible & Other - Carryover	-3.826	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Flexible & Other - Total Available	18.054	30.247	15.485	24.761	2.954
Flexible & Other - Programmed	21.880	30.816	16.428	27.057	3.325
Statewide Safety - Available					
Statewide Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Carryover	-3.510	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Total Available	-3.510	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Programmed	0.000	0.000	0.000	0.000	0.000

*Note: Three percent inflation compounded annually applied to program years 2023 - 2026  
Two percent construction contingency applied to construction.*

**District Program Summary**  
**Southwest (Urban)**  
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

Total Categorized Funding Available by SFY	37.066	48.579	41.805	50.787	29.027
Total Flexible Funds Available	6.115	-1.706	7.932	-14.095	10.876
Adjustments	1.419	-1.115	0.506	0.678	0.000
Carryovers	-8.741				
Total Available by SFY	43.181	46.873	49.737	36.692	39.903
Total Programmed by SFY	38.956	58.631	42.190	27.349	5.339

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*Note: Three percent inflation compounded annually applied to program years 2023 - 2026  
Two percent construction contingency applied to construction.*



# Maintenance Operations Pavement and Bridge Work Plan Calendar Year 2021-2023 SOUTHWEST District

- ▲ 2021 Bridge Deck Sealing
- 2021 Pipe Replacement
- 2021 Pavement Repair
- 2021 Pavement Treatments
- ▲ 2022 Bridge Deck Sealing
- 2022 Pipe Replacement
- 2022 Pavement Repair
- 2022 Pavement Treatments
- ▲ 2023 Bridge Deck Sealing
- 2023 Pipe Replacement
- 2023 Pavement Repair
- 2023 Pavement Treatments

## SFY 2020 Expenditures on all Transportation System Operations

Roadway:	\$37,000,000
Utilities and Tools:	\$13,300,000
Roadside:	\$7,200,000
Winter:	\$8,200,000
Incident Management:	\$3,500,000
Bridge:	\$3,800,000
Other <sup>1</sup> :	\$2,400,000

<sup>1</sup> Includes insurance for general liability, vehicle liability and workers compensation.

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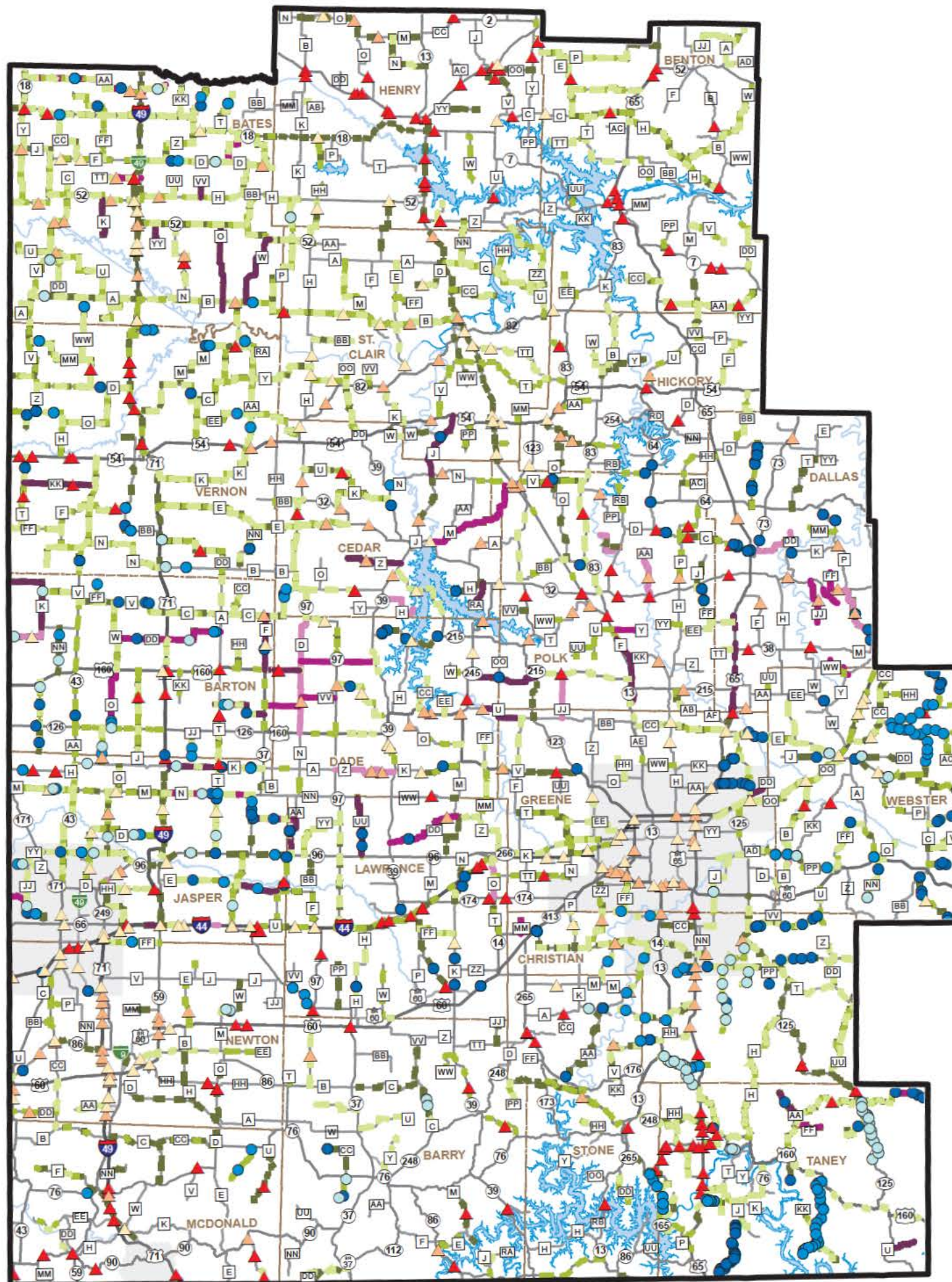
### MoDOT Annually (Statewide):

- Mows about 400,000 acres
- Manages over 2,500 traffic signals, 250 dynamic message signs and 600 traffic cameras
- Stripes over 70,000 line miles
- Repairs over 15,000 miles of edge ruts
- Sweeps over 40,000 lane miles
- Replace over 100,000 linear feet of culvert pipes
- Flush over 7,000 bridges at least once

Work depicted on this map may change due to winter weather impacts or various impacts such as flooding, disasters or other immediate priorities that may occur or may be identified prior to the implementation of the various work plans.



Missouri Department of Transportation  
Transportation Planning  
1-888-ASK-MODOT  
WWW.MODOT.ORG  
May 5, 2021





## **Final OTO Spring 2020 Recommendations for STIP Programming**

### **2022**

		<b><u>Estimate</u></b>
8P3087D	W. Bypass and Kearney Springfield Cost Share	\$1.86
8P3032C	James River Freeway Widening	\$8.32
8P3032D	James River Freeway Widening	\$5.83
8P3207	ITS Improvements in Springfield and Ozark	\$0.94
8S3160	Glenstone Safety, Ops, Ped Cost Share with CU	\$5.50
	Glenstone Sidewalks instead of shoulders	\$2.00

### **2023**

8S3194	Route ZZ and 182 Roundabout	\$1.00
8S3138	Rte. 160 and Rte. CC in Nixa	\$4.10
8S3138B	Rte. 160 and Rte. AA in Nixa	\$4.67
8P3087E	Kansas and Sunset Springfield Cost Share	\$2.10
8P3087F	Kansas and Walnut Lawn Springfield Cost Share	\$2.69
8P0683E	Rte. 60 and 125 Interchange. SWR Cost Share	\$20.44
	I-44 and Rte. B ramp improvements in Republic	\$0.40
	Sign replacement project	\$0.35

### **2024**

8I3044C	I-44 Improvements from Glenstone to 65	\$10.56
	Signal Improvement Program	\$1.50
	Rte. 125 Improvements in Strafford	\$1.50

### **2025**

8S0736E	Rte. CC and 22 <sup>nd</sup> Street in Ozark	\$2.45
	Rte. MM, FR160 to Rte. 60 RR overpass in Republic	\$26.20

### **2026**

	Signal Program Improvement	\$1.50
	Rte. 14, 6 <sup>th</sup> Avenue to 14 <sup>th</sup> in Ozark	\$3.88

## **Construction**

### **2022**

		<b><u>Estimate</u></b>
8P3087D	W. Bypass and Kearney Springfield Cost Share	\$1.86
8P3032C	James River Freeway Widening	\$8.32
8P3032D	James River Freeway Widening	\$5.83
8P3207	ITS Improvements in Springfield and Ozark	\$0.94
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### **2023**

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8P0683E	Rte. 60 and 125 Interchange. SWR Cost Share	\$20.44
	I-44 and Rte. B ramp improvements in Republic	\$0.40
	Sign replacement project	\$0.35

### **2024**

8I3044C	I-44 Improvements from Glenstone to 65	\$10.56
	Signal Improvement Program	\$1.50
	Rte. 125 Improvements in Strafford	\$1.50

### **2025**

8S0736E	Rte. CC and 22 <sup>nd</sup> Street in Ozark	\$2.45
	Rte. MM, FR160 to Rte. 60 RR overpass in Republic	\$26.20

### **2026**

	Signal Program Improvement	\$1.50
	Rte. 14, 6 <sup>th</sup> Avenue to 14 <sup>th</sup> in Ozark	\$3.88

**TAB 7**

**BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM III.C.**

**Draft FY 2022-2025 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

The FY 2022-2025 Transportation Improvement Program can be found on the OTO website - <https://media.ozarkstransportation.org/documents/DraftFY2022-2025TIP06302021.pdf>.

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

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

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

The document will be available for review online at [www.GiveUsYourInput.org](http://www.GiveUsYourInput.org)

The draft TIP will be made available for public comment beginning on June 13, 2021. Any comments will be provided to the Board of Directors for consideration. The draft document has been reviewed by USDOT and MoDOT and there were no comments. Minor revisions have been made since the TIP Subcommittee meeting to reflect final changes to the draft STIP and recent actions by the OTO Board.

Since review by the Technical Planning Committee, one change was made to project MO-1905-19, adding funding for bridge inspections. The public was notified of this change on June 30 as part of the TIP public involvement process. This is included in the revised copy available in this agenda.

**TIP SUBCOMMITTEE ACTION TAKEN:**

At its meeting on May 20, 2021, the TIP Subcommittee meeting recommended that the Technical Planning Committee recommend approval of the draft FY 2022-2025 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on June 16, 2021, the Technical Planning Committee recommended the Board of Directors approve the FY 2022-2025 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the FY 2022-2025 Transportation Improvement Program"

OR

"Move to approve the FY 2022-2025 Transportation Improve Program with the following changes..."

**TAB 8**

**BOARD OF DIRECTORS AGENDA 7/15/2021; ITEM III.D.**

**Planning Process and Financial Capacity Certifications**

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

**AGENDA DESCRIPTION:**

**Planning Process**

Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Requirements for compliance include:

- Title VI of the Civil Rights Act of 1964;
- Prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises;
- An equal employment opportunity program;
- The Americans with Disabilities Act;
- The Older Americans Act;
- The prohibition of discrimination based on gender; and
- The prohibition of discrimination against individuals with disabilities.

**Financial Capacity**

This certifies that applicants for FTA Section 5307, 5309, and 5339 funding have the financial capacity to undertake their programmed projects. In this case, City Utilities is the only recipient of this funding.

Attached are the Certification documents to be signed by the Ozarks Transportation Organization and the Missouri Department of Transportation. These are included with the annual update to the Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make the following motion:

“Move to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process and to certify the financial capacity of City Utilities.”

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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Signature

Andrew Lear  
Chairman  
Ozarks Transportation Organization

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July 15, 2021

Date

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Signature

Steve Campbell  
District Engineer  
Southwest District  
Missouri Department of Transportation

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July 15, 2021

Date



## FINANCIAL CAPACITY ANALYSIS CERTIFICATION

(FTA CIRCULAR 7008.1A)

I certify that the agencies requesting Federal Transit Administration grants under Sections 5307, 5309, and 5339 have the financial capacity to undertake the programmed projects listed in the FY 2019-2022 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

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Signature

Andrew Lear  
Chairman  
Ozarks Transportation Organization

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July 15, 2021

Date

**TAB 9**