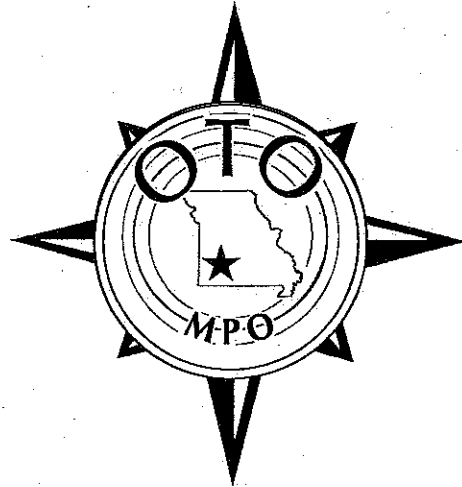


Ozarks Transportation Organization



November 28, 2007

Technical Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-2:30 PM

**Technical Committee Meeting Agenda, November 28, 2007
Missouri State University Plaster Student Union Room 317 (Third Floor)**

Call to Order 1:30 PM

I. Administration

- A. Approval of Technical Committee Meeting Agenda**
(2 minutes/Smith)

TECHNICAL COMMITTEE ACTION REQUESTED

- B. Approval of September 19, 2007 Meeting Minutes Tab 1**
(2 minutes/Smith)

TECHNICAL COMMITTEE ACTION REQUESTED

- C. Public Comment Period**
(3 minutes/Smith)

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

- D. Executive Director's Report**
(3 minutes/Edwards)

Sara Edwards will provide a review of the Metropolitan Planning Organization (MPO) staff activities since the September Technical Committee meeting.

II. New Business

- A. 2008 Technical Committee Meeting Schedule Tab 2**
(3 minutes/Edwards)

The Technical Committee is requested to review and approve the 2008 meeting schedule. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE 2008 MEETING SCHEDULE.

- B. Update on Statewide Priorities**
(5 minutes/ Miller)

The Missouri Department of Transportation and all 27 of its planning partners met in Jefferson City on November 19th to consider both additional projects which should be funded utilizing Amendment 3 funds and additional projects that should be funded if a

new funding package in the amount of \$600 million annually were to be funded by the state legislature. An update of the results of that meeting will be given.

C. US 65 2008-2011 Transportation Improvement Program Amendments (TIP)..Tab 3
(10 minutes/Miller)

The Missouri Department of Transportation has requested two TIP amendments. The first is expansion of US 65 from Battlefield to Chestnut expressway that is likely to be funded with additional Amendment 3 funds. The second is to improve median guardrail cable on US 65. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON MODOT'S TIP AMENDMENT REQUEST. IF A RECOMMENDATION IS MADE TO AMEND THE TIP THE MOTION SHOULD INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENTS CAN BE CONDUCTED, AND COMMENTS RECEIVED, PRIOR TO THE DECEMBER BOARD OF DIRECTORS MEETING.

D. 2008-2011 Transportation Improvement Program Amendments (TIP).....Tab 4
(10 minutes/Edwards)

All MoDOT projects were included in the original version of the 2008-2011 Transportation Improvement Program without inflation. Therefore, pursuant to SAFETEA-LU, staff is requesting that the TIP is amended to include the required inflation. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON TIP AMENDMENT REQUESTS. IF A RECOMMENDATION IS MADE TO AMEND THE TIP THE MOTION SHOULD INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENTS CAN BE CONDUCTED, AND COMMENTS RECEIVED, PRIOR TO THE DECEMBER BOARD OF DIRECTORS MEETING.

E. Long Range Transportation Plan (LRTP) Amendment.....Tab 5
(10 minutes/Edwards)

Pursuant to SAFETEA-LU, staff is requesting that the LRTP is amended to include the required inflation. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON THE LRTP AMENDMENT REQUEST. IF A RECOMMENDATION IS MADE TO AMEND THE LRTP THE MOTION SHOULD INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD

FOR THE LRTP AMENDMENTS CAN BE CONDUCTED, AND COMMENTS RECEIVED, PRIOR TO THE DECEMBER BOARD OF DIRECTORS MEETING.

F. Executive Director Search Subcommittee

(3 minutes/ Edwards)

Staff is requesting the appointment of a subcommittee of the Technical Committee to review applicants for the OTO Executive Director position and recommendation of which applicants who should be interviewed by the Board of Directors.

III. Other Business

A. Technical Committee Member Announcements

(5 minutes/Technical Committee Members)

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

B. Transportation Issues For Technical Committee Member Review

(5 minutes/Technical Committee Members)

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

C. Information ItemsTab 6
(Articles attached.)

IV. Adjournment

Targeted for 3:30 P.M. Next Technical Committee meeting scheduled for Wednesday, January 16, 2008 at 1:30 PM at the Missouri State University Plaster Student Union.

Attachments and Enclosure

Pc: David Coonrod, MPO Chair, Greene County Presiding Commissioner
Marc Thornsberry, City of Springfield Mayor's Designee
Stacy Burks, Senator Bond's Office
David Rauch, Senator McCaskill's Office
Steve McIntosh, Congressmen Blunt's Office
Area News Media

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the September 2007 Technical Committee meeting. Please review these minutes prior to our meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 19, 2007**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-3:30 p.m., at the Missouri State University Plaster Student Union (3rd Floor, Room 317).

The following members were present:

Mr. David Hutchison, City of Springfield (a)	Ms. Jenni Jones, MoDOT
Mr. Harry Price, City of Springfield	Mr. Joel Keller, Greene Co. Planning Dept (a)
Mr. Fred Gress, City of Willard	Mr. Frank Miller, MoDOT
Mr. Wally Schrock, City of Republic	Ms. Dawne Gardner, MoDOT (a)
Mr. Ralph Rognstad, City of Springfield	Mr. Dan Smith, Greene Co. Highway Dept.
Mr. Brian Bingle, City of Nixa	Mr. Andy Mueller, MoDOT
Ms. Carol Cruise, City Utilities	Mr. Steve Childers, City of Ozark
Mr. Shawn Schroeder, Airport	Mr. Bill Robinett, MoDOT
Mr. Bryant Doss, City of Strafford	Mr. Bob Atchley, Christian Co. Planning & Zoning
Mr. Dan Watts, SMOG (a)	Mr. Brad McMahon, FHWA
Mr. Earl Newman, City of Springfield	Mr. David Bishop, Springfield R-12 Schools (a)

The following members were not present:

Mr. Terry Whaley, Ozark Greenways	Mr. Ken McClure, MSU
Mr. Kevin Lambeth, City of Battlefield	Mr. Mark Schenkelberg, FAA
Ms. Diane May, SMOG	Mr. Roger Howard, Burlington Northern Railroad
Mr. Mokhtee Ahmad, FTA	Mr. Mike Tettamble, Jr., Trucking Rep.
Mr. Jim Dow, Springfield R-12 Schools	Mr. Duffy Mooney, Greene Co. Highway Department
Mr. Kent Morris, Greene Co. Planning Dept	Mr. Ryan Mooney, Chamber of Commerce

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

Others present were: Gary Deaver, Springfield City Council; Dan Rudge, Sara Edwards, Natasha Longpine, Lori Chafin and Curtis Owens, Ozarks Transportation Organization; Carl Carlson, Scott Consulting Engineers; Steve McIntosh, Congressman Roy Blunts Office; Teresa Steele, MSU; Mike MacPherson, City of Springfield.

Mr. Dan Smith called the September 19, 2007 Technical Planning Committee Meeting to order at 1:32 p.m.

I. Administration

A. Approval of Technical Committee Meeting Agenda

Request to add Item II (F) MPO Wide Operations & Maintenance and Item II (G) Willard Safe Routes to School enhancement to the agenda. Mr. Rognstad motioned to approve the agenda as amended. Mr. Gress seconded, and the motion was carried unanimously.

B. Approval of July 18, 2007 Meeting Minutes

Mr. Rognstad motioned to approve the minutes as presented. Ms. Cruise seconded, and the motion was carried unanimously.

C. Approval of August 1, 2007 Special Meeting Minutes

Mr. Rognstad motioned to approve the minutes as presented. Mr. Gress seconded, and the motion was carried unanimously.

D. Public Comment Period

Mr. Rudge recognized Board of Director member, Mayor Pro Tem Gary Deaver.

E. Executive Director's Report

Mr. Rudge discussed the first map that is located behind Tab 6 in the agenda packet under information items. The map is of counties that will be considered in violation of the 8-Hour Ozone Standard as of 2010. You will notice that in Missouri both Greene and Christian County are part of that area that is non-attainment. There are some very significant transportation related requirements that go along with this. Typically the transportation requirements that are associated with trying to be in attainment are by putting a tube in the automobile tailpipe to check the emissions coming from the vehicle. This will be an inspection and maintenance program that will be required. Also the requirement that all of the gas pumps in the region will be fitted with a special nozzle to capture the vapors as the gasoline is being transferred from the pump to the gas tank. There will also be a heavier reliance in some areas with the expectation of increased usage of transit, carpooling and vanpooling. This will be one of the items that will have to be listed as part of our strategies to try to reach attainment. The law will affect everybody from dry cleaners to automobile repair shops to lawn mower maintenance groups. The biggest thing that will affect the OTO is that the state will be required to develop a state implementation plan. This will be a plan that will explain to EPA the intent to get the Springfield region into compliance with the standards. Because there are other non-attainment areas in the state, the state will have to develop an air quality budget for each one of the regions. They will decide how much NOX and other components of the ozone that will be allowed to omit. Once that determination is made, every time a TIP, Long Range Transportation Plan and every TIP amendment, OTO will have to go to the state or whoever is doing the air quality modeling and find out if the particular project will cause the air quality to become worse. If it does, it will not be allowed to be added to the TIP. Only allowed to add projects that will maintain or reduce existing levels of pollutants being put into the air. When this goes into effect in 2010, the TIP amendment will have to go through this process. In order to determine if we are non-attainment, they take the average of the last three years. This will have a major impact on everything the OTO does.

The results from the Statewide Transportation Planning Partners meeting are back from Jefferson City. It is still being fine tuned, but preliminarily there are two projects that tied with the highest score. The third highest scoring project was the US65 six-laning project between I-44 and Route 14. There were several projects that talk about adding shoulders to some of the routes. The OTO second highest priority, which was US60 between Route FF and Highway 125 is currently shown at about the twentieth position. This will move up once there is some consolidation done at the state level. Two of the six priority projects are looking very good. The other projects scored relatively low including the cost share. Mr. Rudge has the complete list if any members would like to look at it.

II. New Business

A. Memorandum of Understanding for Railroad Grade Separation

Mr. MacPherson discussed that over the last few years, the City of Springfield and local railroad companies have been working on a Railroad Relocation and Grade Separation study. That study has been completed and the next phase of the project is to develop an action plan to complete grade separations on Chestnut Expressway, Division Street, and Cherry Street. The Memorandum of Understanding is requesting that representatives of the Ozarks Transportation Organization be a part of a steering committee that helps develop the action plan and works with the other planning partners signing the MOU to find ways to make the project a reality.

Mr. MacPherson stated that CPX has announced that additional routes that are going to add six additional trains per day that use these lines.

This Memorandum of Understanding is a non-binding agreement that is just something in writing so that heirs and successors will have written documentation for what is going to be done. Some of these projects could take as long as thirty years to accomplish. There has also been a three-year rollover action plan implemented.

Burlington Northern and MoDOT have already signed the Memorandum of Understanding.

Mr. Rudge stated Mr. MacPherson is asking that the OTO participate in the action planning process and identifying the funding process. Staff has reviewed this and would like for the Technical Committee to recommend to the Board of Directors to enter into the Memorandum of Understanding and that OTO staff should be the individuals who serve on the action planning committee unless there are members of the Technical Committee who would like to serve on it.

Mr. Bingle motioned to recommend to the Board of Directors that the Ozarks Transportation Organization should enter into the Memorandum of Understanding. Mr. Rognstad seconded, and the motion was carried unanimously.

B. Expenditure of On-System Bridge Funds

Ms. Edwards stated that the Ozarks Transportation Organization receives an annual allocation of On-System Bridge funds (BRM) from the Missouri Department of Transportation. Since these funds are not distributed by formula, it is up to the Board of Directors to decide how the funds should be allocated. The Board would like the Technical Committee to make a recommendation on how these funds should be spent. The BRM funds are subject to the same reserve requirements as the STP-Urban funds. That requirement does not allow the OTO to maintain a balance exceeding three years of allocation. Staff recommends that as much of the BRM funds be allocated as soon as possible in order to avoid losing any funds and to accelerate important projects. A list of bridges was attached to the agenda packet as well as an email from Mr. Frank Miller.

MoDOT is recommending three bridges that can be ready for obligation prior to September 2009.

Mr. Miller stated the bridge that is on Route 60 westbound over the James River just east of the interchange is where the balance of the funding is going so far. There is also the bridge on Highway 65 northbound over James River that is part of the interchange. Then there is the Glenstone and I-44 interchange. These are all three funded projects that are on the TIP and ready to go.

Mr. Rudge stated that the last time these funds were available, the Technical Committee decided to place it on one of the Top 5 Regional Priority Projects. That would mean that it would fit on either one of the first two that are listed on Frank's email if the Technical Committee was to be consistent with what has been done in the past.

Mr. Miller motioned to use the funding on project 8P0898, which is the Route 60 WB Bridge over James River (Bridge L5142) and to have staff prepare a press release pursuant to the MPO's public involvement process so that a 15 day review period for the TIP amendment for BRM funds allocation can be conducted, and comments received, prior to the October Board of Directors meeting. Ms. Cruise seconded, and the motion was carried unanimously.

Mr. Rudge stated that OTO can allocate \$780,140 dollars. Ms. Edwards asked to include the estimated amount through 2009. Mr. Miller accepted adding this to the motion.

C. Revisions To The Priority Corridors Document

Mr. Rudge stated that at the August 2007 meeting, the Board of Directors took action to add expansion of the US 65 corridor to the list of the region's Top Five Priority Projects. This project replaced the North-South Corridor Study that is considered to be complete. The Board also requested that the preferred alternative that was recommended in the North-South Corridor Study appear on the list of High Priority Corridors. As a result, the Technical Committee was tasked to revisit and revise the High Priority Corridors document. This list is used by MoDOT to help identify scoping projects and by our legislative delegation to determine what projects should be considered for priority funding designation.

Mr. Rudge stated that the US 65, even though it's already been moved up to a Top Five Priority Project, there is no need to remove from the list. It is still a High Priority Corridor and has identified funding. Funding has been identified for Route 14 and US 65 project, however, at the last Board meeting the definition of when a project was complete when people can actually begin driving on it. So since this cannot be driven on yet, recommend leaving it on the list.

The US 60 projects, OTO is beginning the process of working on the scoping area, however, not all of them have been fully funded yet.

The I-44 Capacity Improvements has funding for the Route 13 and Route 266, however, they aren't ready to be driven on yet, so if the Technical Committee decides to remove them from the list, Mr. Rudge needs a reason to tell the Board of Directors why they were removed when the definition was given that says they shouldn't come off the list until they are able to be driven on.

The US 160 four-laning from Springfield to Willard and the extended turn lanes and intersection improvements that came out of the North/South Corridor Study.

Route 14 is four-laning from Business 65 in Ozark to US 160 in Nixa Bridge Widening over US 65.

The primary corridor listed in the US 160 Relocation to Route FF Corridor, which is the segments broken down in the North/South Corridor Study.

The last one isn't a project that is eligible for federal or state funding, however, there was some confusion that because the recommendation was a hybrid using state, federal and local money. OTO thought it would be best just to go ahead and list it, however, the intention of the list is to provide information to MoDOT about potential scooping projects. And to provide information to the legislative delegation of where OTO might like strategic investments.

Mr. Rudge stated that there are some projects listed that have been funded. Since this is for scooping and funding, it doesn't make sense to leave them on the list. However, the definition that was sent to the Board of Directors that stated a project is complete when it can be driven on, so it needs to stay on the list. The second discussion would be regarding the North/South Corridor.

Ms. Cruise asked why the North/South Corridor is on this list since it is not eligible for federal or state funding?

Mr. Rudge wanted to make sure it was okay with the Technical Committee before removing from the list since it was a hybrid. It is staff recommendation to remove from list.

Mr. Rudge stated that the Long Range Transportation Planning Document is intended to be a document that led every project that the OTO thinks can legitimately be funded between now and 2030. They are divided into high and medium priorities. When the High Priority Corridors were established, it was at the request of MoDOT and the legislative delegation that had already provided funding and scooping for the Top Five.

Mr. Newman motioned to remove the North/South Corridor capacity improvements with the Kansas Expressway facility and make a change to US 160 Capacity Improvements adding ITS deployment on 160 south to Nixa. Ms. Cruise seconded, and the motion was carried unanimously.

D. Nixa TIP Amendments

Mr. Bingle discussed that at the last Technical Committee and Board of Directors meetings, OTO staff briefed planning partners on the new requirements USDOT has implemented in which STP fund balances may not exceed 3 years of annual allocations. Since OTO suballocates STP-Urban funds to urbanized area jurisdictions, this means each jurisdiction must meet this requirement individually. The City of Nixa has requested that the TIP be amended to delete some of their listed projects, add new ones, and reprogram others so that they can meet the deadline for allocating STP-Urban funds. The list of amendments was attached to the agenda packet.

Mr. Gress motioned to approve the TIP Amendments, and to have staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendments related to Nixa's STP-Urban funds allocation can be conducted, and comments receive, prior to the October Board of Directors Meeting. Mr. Rognstad seconded, and the motion was carried unanimously.

E. Statewide Rideshare Week Discussion

Ms. Longpine stated that MoDOT and its planning partners are coordinating a statewide rideshare promotion week. Since the OTO serves as the regional rideshare agency, the OTO will be participating in this promotion. It will be called "Share the Ride Statewide". Planning a Governor's Proclamation for October 22 – October 26 to promote carpooling, vanpooling and alternate ways of getting to work. There will be prizes and giveaways. ABC also has a new show coming out called "Carpoolers". This agenda item was for informational purposes only and no Technical Committee action was required.

F. MPO Wide Operations and Maintenance Agenda Amendment

Mr. Miller stated that the Route 66 Association received two grants. One of them is for a Route 66 Scenic Byway Corridor Management Plan. This will be from the Kansas state line to the Illinois state line. The project will be managed by the Route 66 Association. The second one is for Route 66 Scenic Byway Signage. This will be for the installation of signage designating the Route 66 Scenic Byway from the Kansas state line to the Illinois state line. This project will be let by MoDOT.

Mr. Rognstad motioned to approve the MPO Wide Operations & Maintenance TIP Amendment. Mr. Bingle seconded, and the motion was carried unanimously.

G. Willard Safe Routes to School Enhancements

Mr. Rudge stated that part of the statewide Safe Routes to School grant was a grant through the Willard School Board to be bicycle and pedestrian teaching projects in their school system. In the review of our Transportation Improvement Program, it was pointed out by Federal Highway Administration that this was to be included because it was a federal project.

Mr. Gress motioned to approve the Willard Safe Routes to School Enhancements TIP Amendment. Mr. Bingle seconded, and the motion was carried unanimously.

III. Other Business

A. Technical Committee Member Announcements

Mr. Newman announced that the Safe Routes to School Conference starts on September 20, 2007.

B. Transportation Issues For Technical Committee Member Review

Ms. Gardner stated if anyone is waiting on their enhancement grant program agreement, it will be a couple of weeks before they will be sent out.

C. Information Items

Informational items were attached to the agenda for member review.

IV. Adjournment

Mr. Childers motioned to adjourn. Ms. Jones seconded and the meeting was adjourned at 2:55 pm. The next Technical Committee meeting is scheduled for Wednesday, November 28, 2007 at 1:30 PM at the Missouri State University Plaster Student Union.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE**

2008 MEETING SCHEDULE

Wednesday	January 16, 2008	1:30 - 3:30 P.M.
Wednesday	March 19, 2008	1:30 - 3:30 P.M.
Wednesday	May 21, 2008	1:30 - 3:30 P.M.
Wednesday	July 16, 2008	1:30 - 3:30 P.M.
Wednesday	September 17, 2008	1:30 - 3:30 P.M.
Wednesday	November 19, 2008	1:30 - 3:30 P.M.

Meetings will be held in the Plaster Student Union, Room 317 at MSU.

Please provide request for agenda items 2 weeks prior to meeting date. Thank you!!!

TECHNICAL COMMITTEE AGENDA 11/28; ITEM II.C

TIP Amendments

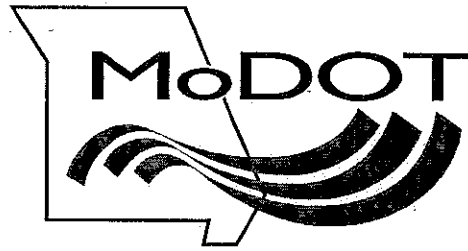
Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: The Missouri Department of Transportation has found additional funding and currently believes that they will be able to fund additional projects with savings from selling bonds resulting from the passage of Amendment 3. As a TMA we are able to designate a project within our region. Widening US 65 was selected because it met the funding criteria set forth by MODOT to be eligible for these funds and was a high priority project for our region. The first requested amendment is to widen US 65 from Battlefield to Chestnut Expressway. US 65 is already programmed to be widened from US 60 to Battlefield.

MoDOT is also requesting a TIP amendment to provide median guardcable on US 65 from I-44 to US 60.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to include widening US 65 from Battlefield to Chestnut Expressway and the addition of guardcable on US 65 from I-44 to US 60. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the December Board of Directors meeting.

Missouri
Department
of Transportation



Kirk E. Juranas, P.E., District Engineer

Springfield Area District
3025 East Kearney Street
M.O. Box 868
Springfield, MO 65801
(417) 895-7600
Fax (417) 895-7610
www.modot.org
Toll free 1-888 ASK MoDOT

November 15, 2007

Ms. Sara Edwards
Acting Executive Director
Ozarks Transportation Organization
P.O. Box 8368
Springfield, MO 65801

Re: TIP Amendment Request
November 2007

Dear Ms. Edwards:

The Missouri Department of Transportation respectfully requests that the Ozarks Transportation Organization consider adding the following two projects to the Transportation Improvement Program (TIP) at your earliest convenience.

Because these projects are subject to further approvals for use of statewide funding, both of these requests are tentative. The request for the capacity improvements on Highway 65 will depend on the outcome of MoDOT's planning process to allocate additional Amendment 3 funding. The request for median guardcable will depend on MoDOT approval for use of statewide safety funds from the open container penalty funds transfer.

Route 65 from Chestnut Expressway to Battlefield Road.....TIP #XXXXXX

Widen Route 65 to six lanes between Chestnut Expressway and Battlefield Road.

Federal Source Agency: FHWA
Federal Funding Category: STP
Missouri Source Agency: MoDOT
Missouri Funding Category: Major Projects and Emerging Needs, Amendment 3
Work of Fund Category: Construction

Federal: \$4,720,000
State (District 8): \$1,180,000
State (Amendment 3): \$4,300,000
Total FY 2010: \$10,200,000

Route 65 Median Guardcable.....TIP #XXXXXX

Provide median guardcable between I-44 and Route 60 (James River Freeway).

Federal Source Agency: FHWA

Federal Funding Category: Safety (Open Container Funds Transfer)

Missouri Source Agency: MoDOT

Missouri Funding Category: Safety

Work of Fund Category: Construction

Federal: \$880,000

MoDOT: \$220,000

Total FY 2008: \$1,100,000

Thank you for your assistance with this matter.

Sincerely,

Frank O. Miller, AICP
District Planning Manager

Copy: Jenny Jones, MoDOT – CO Planning
Andy Mueller, MoDOT – D8
Bill Robinett, MoDOT – CO Multimodal
Dawne Gardner, MoDOT – D8 Planning

TECHNICAL COMMITTEE AGENDA 11/28; ITEM II.D

TIP Amendments

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: SAFETEA-LU includes a new requirement which required that inflation rates be utilized within the TIP. We inadvertently utilized the numbers and projections from MoDOT projects, which did not include inflation. Therefore, we are now requesting to amend the TIP to utilize the numbers which do reflect inflation.

(h) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to include the revenue and project costs which include inflation on MoDOT projects. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the December Board of Directors meeting.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

MPO WIDE OPERATIONS AND MAINTENANCE

FY2008

Intelligent Transportation Systems Management and Operations 2008 (MoDOT #8Q0876) TIP#MO0801
Ongoing Intelligent Transportation Systems Management and Operations, including operations of the Transportation Management Center for the Springfield region.

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Major Projects and Emerging Needs - Distributed
Work or Fund Category: Operations

FHWA (STP): \$412,800
MoDOT: \$103,200
Local (City of Springfield): \$441,624
TOTAL FY2008: \$957,624

On-Call Guardrail and Guard Cable Repair in Ozarks Transportation Organization Area (MoDOT #8I0869).....TIP#MO0802
Various Routes

Federal Source Agency: N/A
Federal Funding Category: N/A
MoDOT Funding Category: Taking Care of the System – District 8
Work or Fund Category: Miscellaneous

MoDOT: \$342,000
TOTAL FY2008: \$342,000

Ozarks Transportation Organization Share of Safe and Sound Program (MoDOT#5B0800X).....TIP #MO0805
Bridge improvement program on various bridges Previous/future funding includes annual payout of \$276,000 for 25 years FY2008 amount is the incentive payout to contractors.

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Taking Care of the System
Work or Fund Category: Design

MoDOT: \$2,800
FHWA (Bridge): \$11,200
Total FY2008: \$14,000
Previous/Future Funding: \$6,900,000
Project Total: \$6,914,000

On-Call Work Zone Enforcement in Ozarks Transportation Organization Area (MoDOT #8P0907).....TIP #MO0806

Federal Source Agency: NEED
Federal Funding Category: Safety
MoDOT Funding Category: Safety
Work or Fund Category: Safety

FHWA (Safety): \$60,000
MoDOT: \$15,000
TOTAL FY2008: \$75,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

MPO WIDE OPERATIONS AND MAINTENANCE

FY2008

On-Call Guardrail and Guard Cable Repair in Ozarks Transportation Organization Area (MoDOT #810870).....TIP#MO0807

Various Routes

Federal Source Agency: N/A

Federal Funding Category: N/A

MoDOT Funding Category: Taking Care of the System – District 8

Work or Fund Category: Miscellaneous

MoDOT: \$218,000

TOTAL FY2008: \$218,000

Route 66 Scenic Byway Signage.....TIP #MO0808

Installation of signage designating the Route 66 Scenic Byway from the Kansas state line to the Illinois state line.
Project to be let by MoDOT.

Federal Source Agency: FHWA

Federal Funding Category: Scenic Byways

Missouri Source Agency: MoDOT

Missouri Funding Category: Scenic Byways

Work of Fund Category: Construction

OTO Area Estimate

Federal: \$22,298

Local (Route 66 Association): \$5,575

Total FY 2008: \$27,873

Route 66 Scenic Byway Corridor Management Plan.....TIP #MO0809

Corridor management plan for the Route 66 Scenic Byway from the Kansas state line to the Illinois state line. Project to be managed by the Route 66 Association.

Federal Source Agency: FHWA

Federal Funding Category: Scenic Byways

Missouri Source Agency: MoDOT

Missouri Funding Category: Scenic Byways

Work of Fund Category: Planning

OTO Area Estimate

Federal: \$11,070

Local (Route 66 Association): \$2,767

Total FY 2008: \$13,837

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

FY2009

Intelligent Transportation Systems Management and Operations 2009 (MoDOT #8Q0884).TIP#MO0903

Ongoing Intelligent Transportation Systems Management and Operations, including operations of the Transportation Management Center for the Springfield region.

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Major Projects and Emerging Needs - Distributed

Work or Fund Category: Operations

FHWA (STP): \$565,600

MoDOT: \$141,400

Local (City of Springfield): \$454,873

TOTAL FY2009: \$1,161,873

On-Call Work Zone Enforcement in the Ozarks Transportation Area (MoDOT #8P0911).....TIP#MO0904

Federal Source Agency: NEED

Federal Funding Category: Safety

MoDOT Funding Category: Safety

Work or Fund Category: Safety

FHWA (Safety): \$24,800

MoDOT: \$6,200

TOTAL FY2009: \$31,000

On-Call Guardrail and Guard Cable Repair in the Ozarks Transportation Organization Area (MoDOT #8P0856).....TIP#MO0905

MoDOT Funding Category: Taking Care of System – District 8

Work or Fund Category: Miscellaneous

MoDOT: \$224,000

TOTAL FY2009: \$224,000

MPO WIDE OPERATIONS AND MAINTENANCE

FY2010

Intelligent Transportation Systems Management and Operations 2010 (MoDOT #8Q0882) TIP#MO1002

Ongoing Intelligent Transportation Systems Management and Operations, including operations of the Transportation Management Center for the Springfield region.

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Major Projects and Emerging Needs - Distributed

Work or Fund Category: Operations

FHWA (STP): \$601,600

MoDOT: \$150,400

Local (City of Springfield): \$468,519

TOTAL FY2010: \$1,220,519

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

On-Call Guardrail and Guard Cable Repair in the Ozarks Transportation Organization Area (MoDOT #8P0858).....TIP#MO1003

MoDOT Funding Category: Taking Care of System – District 8
Work or Fund Category: Miscellaneous

MoDOT: \$230,000
TOTAL FY2010: \$230,000

Pavement Improvements on Major Routes Throughout the Ozarks Transportation Organization Area (MoDOT #8P0881).....TIP#MO1004

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Taking Care of System
Work or Fund Category: Construction

FHWA (STP): \$58,400
MoDOT: \$14,600
TOTAL FY2010: \$73,000

On-Call Work Zone Enforcement in the Ozarks Transportation Area (MoDOT #8P0909).....TIP#MO1005

Federal Source Agency: NEED
Federal Funding Category: Safety
MoDOT Funding Category: Safety
Work or Fund Category: Safety

FHWA (Safety): \$127,200
MoDOT: \$31,800
TOTAL FY2010: \$159,000

MPO WIDE OPERATIONS AND MAINTENANCE

FY2011

Ozarks Transportation Organization Share of Safe and Sound Program (MoDOT#5B0800X).....TIP #MO0805

Bridge improvement program on various bridges Previous/future funding includes annual payout of \$276,000 for 25 years FY2008 amount is the incentive payout to contractors.

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Taking Care of the System
Work or Fund Category: Design

MoDOT: \$26,600
FHWA (Bridge): \$106,400
Total FY2011: \$133,000
Previous Funding: \$14,000
Project Total: \$147,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

Pavement Improvements on Major Routes Throughout the Ozarks Transportation Organization Area (MoDOT #8P0881).....TIP#MO1004

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Taking Care of System
Work or Fund Category: Construction

FHWA (STP): \$1,895,200
MoDOT: \$473,800
TOTAL FY2011: \$2,369,000
Previous Funding: \$73,000
Project Total: \$2,442,000

Intelligent Transportation Systems Management and Operations 2011 (MoDOT #8Q0883) TIP#MO1101 Ongoing Intelligent Transportation Systems Management and Operations, including operations of the Transportation Management Center for the Springfield region.

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Major Projects and Emerging Needs - Distributed
Work or Fund Category: Construction

FHWA (STP): \$699,200
MoDOT: \$174,800
Local (City of Springfield): \$482,575
TOTAL FY2011: \$1,356,575

MPO WIDE OPERATIONS AND MAINTENANCE

DESIGN AND SCOPING PROJECTS

There are presently no projects that appear on the Missouri Department of Transportation's Preliminary Engineering List.

PROGRAMMED IMPROVEMENTS
— Highway/ Roads —

CITY OF BATTLEFIELD

No Roadway Improvements are scheduled for FY 2008 through FY 2011.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CHRISTIAN COUNTY

FY 2008

Longview ROW StudyTIP # CC0701

ROW Study for the extension of Longview Road from West of US 65 to Highway NN in Ozark. Reprogrammed from FY 2007.

Federal Source Agency: FHWA
Federal Funding Category: STP-Urban
MoDOT Funding Category: None
Work or Fund Category: PE

FHWA (Christian County STP-Urban): \$200,000
Local: \$50,000

TOTAL FY2007: \$250,000

Eastern Bypass ROW Study for Highway 14TIP # CC0801

ROW Study for a Highway 14 bypass from Highway W south of Ozark to Highway NN north of Ozark.

Federal Source Agency: FHWA
Federal Funding Category: STP-Urban
MoDOT Funding Category: None
Work or Fund Category: PE

FHWA (Christian County STP-Urban): \$176,000
Local: \$44,000

TOTAL FY2008: \$220,000

MO 14 (MoDOT #8P0878C)TIP # CC0802

Resurface from MO 160 in Nixa to Finley River Bridge in Ozark.

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Taking Care of System
Work or Fund Category: Rehabilitation and Reconstruction

FHWA: \$968,800

MoDOT: \$242,200

TOTAL FY2008: \$1,211,000

MO CC (MoDOT #8P0878B)TIP # CC0803

Resurface from US 160 to US 65.

MoDOT Funding Category: Taking Care of System
Work or Fund Category: Thin lift overlay

MoDOT: \$617,000

TOTAL FY2008: \$617,000

MO AA (MoDOT #8S0889F)TIP # CC0804

Resurface from end of route to Route 160

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Taking Care of the System
Work or Fund Category: Construction

FHWA (STP): \$173,600

MoDOT: \$43,400

TOTAL FY2008: \$217,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CHRISTIAN COUNTY

FY 2008

No roadway projects are scheduled for FY2009, FY2010 and FY2011 at this time.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CHRISTIAN COUNTY

DESIGN AND SCOPING PROJECTS

There are no following projects that presently appear on the Missouri Department of Transportation's Preliminary Engineering List.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

GREENE COUNTY (Unincorporated Area)

FY2008

Weaver and Campbell (MoDOT #8S0758) TIP#GR0512
Improvements to this intersection.

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Safety
Work or Fund Category: Design/ROW/Construction

MoDOT: \$2,055,178
FHWA (Greene County STP Urban): \$1,423,830
Local (Greene County): \$355,958
FHWA (Springfield STP Urban): \$1,423,830
Local (Springfield): \$355,958
Total FY2008: \$5,614,754
Previous Funding: \$2,011,800
Project Total: \$7,626,554

Farm Road 151 (Grant Avenue) TIP#GR0701
Replacement of bridge # 15101111 over Pea Ridge Creek. See Project GR0802 for FR 151 widening.
Reprogrammed from FY2007

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Safety
Work or Fund Category: Construction

Local (Greene County): \$1,155,000
TOTAL FY2008: \$1,155,000

Farm Road 151 (Grant Avenue) TIP#GR0802
Widen to three lanes from Springfield city limit to Farm Road 96. Reprogrammed from FY2007.

Work or Fund Category: Construction

Local (Greene County): \$1,970,361
TOTAL FY2008: \$1,970,361

Farm Road 97 TIP#GR0804
Replace Bridge #0970124 over Clear Creek

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Safety
Work or Fund Category: Construction

FHWA (Bridge): \$320,000
Local (Greene County): \$80,000
Project Total: \$400,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

GREENE COUNTY (Unincorporated Area)

FY2008

Farm Road 45 TIP#GR0805

Replace Bridge #0450132 over an unnamed tributary of the Sac River

Federal Source Agency: FHWA

Federal Funding Category: Bridge

MoDOT Funding Category: Safety

Work or Fund Category: Construction

FHWA (Bridge): \$320,000
Local (Greene County): \$80,000
Project Total: \$400,000

US 160 (MoDOT #8P0879C) TIP#GR0808

Pavement improvement between Route 123 and I-44

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Taking Care of System

Work or Fund Category: PE

MoDOT: \$2,000
TOTAL FY2008: \$2,000

Interstate 44 (MoDOT #8I0904) TIP #GR0809

Resurface eastbound lanes from Strafford to Greene/ Webster County line

Federal Source Agency: FHWA

Federal Funding Category: NHS

MoDOT Funding Category: Statewide Interstate and Major Bridge

Work or Fund Category: Rehabilitation and Reconstruction

MoDOT: \$1,000
FHWA (NHS): \$4,000
TOTAL FY2008: \$5,000

MO WW (MoDOT #8S0889D) TIP#GR0810

Resurface from Route 13 to Route H

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Taking Care of the System

Work or Fund Category: Construction

FHWA (STP): \$164,800
MoDOT: \$41,200
TOTAL FY2008: \$206,000

MO C (MoDOT #8S0889C) TIP#GR0811

Resurface from Route 65 to Route 125

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Taking Care of the System

Work or Fund Category: Construction

FHWA (STP): \$121,600
MoDOT: \$30,400
TOTAL FY2008: \$152,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

GREENE COUNTY (Unincorporated Area)

FY2008

MO AA (MoDOT #8S0889B) TIP#GR0812

Resurface from Route H to Route 65

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Taking Care of the System

Work or Fund Category: Construction

FHWA (STP): \$335,200

MoDOT: \$83,800

TOTAL FY2008: \$419,000

MO O (MoDOT #8S0889E) TIP #GR0813

Resurface from Business Route 160 in Willard to Route 13

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Taking Care of the System

Work or Fund Category: Construction

FHWA (STP): \$307,200

MoDOT: \$76,800

TOTAL FY2008: \$384,000

FY2009

US 160 (MoDOT #8P0879C) TIP#GR0808

Pavement improvement between Route 123 and I-44

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Taking Care of System

Work or Fund Category: PE and Construction

MoDOT: \$277,800

FHWA: \$1,111,200

TOTAL FY2009: \$1,389,000

Previous Funding: \$2,000

Project Total: \$1,391,000

Interstate Highway 44 (MoDOT #8I0904) TIP#GR0809

Resurface eastbound lanes from Strafford to Webster County line.

Federal Source Agency: FHWA

Federal Funding Category: NHS

MoDOT Funding Category: Statewide Interstate and Major Bridge

Work or Fund Category: Rehabilitation and Reconstruction

MoDOT: \$107,000

FHWA: \$428,000

Total FY2009: \$535,000

Previous Funding: \$5,000

Project Total: \$540,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

GREENE COUNTY (Unincorporated Area)

FY2009

US 65 (MoDOT #8P0880) **TIP#GR0902**
Mill and resurface from US 60 to Ozarks Transportation Organization boundary. Engineering only.

Federal Source Agency: FHWA
Federal Funding Category: NHS
MoDOT Funding Category: Taking Care of System – District 8
Work or Fund Category: Construction

MoDOT: \$5,000
FHWA (NHS): \$20,000
TOTAL FY2009: \$25,000

Farm Road 128 **TIP#GR0903**
Replace Bridge #1280033 over Pickerel Creek, Sac River

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Safety
Work or Fund Category: Construction

FHWA (Bridge): \$480,000
Local (Greene County): \$120,000
Project Total: \$600,000

FY2010

Veterans Memorial Boulevard **TIP #GR0602**
Construction of a three lane highway from US 160 (Campbell) to FR 141. Project reprogrammed from FY2008.

Local (Greene County): \$3,000,000
TOTAL FY2010: \$3,000,000

US 65 (MoDOT #8P0880) **TIP#GR0902**
Mill and resurface from US 60 to Ozarks Transportation Organization boundary.

Federal Source Agency: FHWA
Federal Funding Category: NHS
MoDOT Funding Category: Taking Care of System – District 8
Work or Fund Category: Construction

MoDOT: \$999,400
FHWA (NHS): \$ 3,997,600
TOTAL FY2010: \$4,997,000
Previous Funding: \$25,000
Project Total: \$5,022,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

GREENE COUNTY

DESIGN AND SCOPING PROJECTS

The following projects appear on the Missouri Department of Transportation's Preliminary Engineering List:

MoDOT Job #	Route	Project Description
8P0605	US 65	Improve system efficiency and capacity from Valley Water Mill Road in Springfield to Route F in Ozark.
8S0836	RTS ZZ & MM	Extend Route ZZ to Route MM and eliminate at-grade railroad crossing between Route MM and Route 60.
8P0683D	US 60	Corridor preservation for US 60/J/NN interchange with corresponding outer roads from w/o Highland Springs Rd. to e/o Farm Road 213
8P0683E	US 60	Corridor preservation for interchange and outer roads from west of FR213 to FR247
8P0683B	US 60	Interchange and ramp improvements at Route 60/65 interchange in southeast Springfield
8P0791	US 60	Improve interchange safety and capacity at James River Freeway and National in Springfield
8P0792	US 60	Improve interchange safety and capacity at James River Freeway and Route 160/13 (Campbell) in Springfield
8P0850	US 65	Improve interchange capacity at Rte. Business 65 (Chestnut Expressway)
8S0790	MO 744	Determine intersection needs at Kearney and National in Springfield
8P0896	US 160	Improve intersection capacity at Hughes Road in Willard

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA

FY2008

Main Street **TIP #NX0803**
Full improvements from Tracker to Highway CC. Design and ROW only. Design Only.

STP-Urban (City of Nixa): \$54,240
Local (City of Nixa): \$13,560
Project Total: \$67,800

Gregg Road and Highway 14 Intersection **TIP #NX0804**
North side widening and improvements, signalization upgrade. Design Only.

STP-Urban (City of Nixa): \$36,928
Local (City of Nixa): \$9,232
Project Total: \$46,160

State Highway CC **TIP #NX0805**
Design for realignment from Main Street to Highway 160. Design Only.

STP-Urban (City of Nixa): \$228,480
Local (City of Nixa): \$57,120
Project Total: \$285,600

Tracker Road **TIP #NX0703**
Full improvements from Main Street to US Highway 160. Design Only.

STP-Urban (City of Nixa): \$76,000
Local (City of Nixa): \$19,000
Project Total: \$95,000

FY2009

Nicholas Road at State Highway 14 **TIP #NX0602**
Widen Nicholas north of SH 14 to three lanes and reconfigure signals. Reprogrammed from FY2007. Design Only

STP-Urban (City of Nixa): \$36,928
Local (City of Nixa): \$9,232
Project Total: \$46,160

North Street **TIP #NX0802**
Full improvements from Century Elementary to Cheyenne. Reprogrammed from FY2008. Design Only.

STP-Urban (City of Nixa): \$123,960
Local (City of Nixa): \$30,990
Project Total: \$154,950

Gregg Road **TIP #NX0804**
Full Improvements from 14 to Denali. Design Only.

(City of Nixa): \$80,660
Local (City of Nixa): \$20,165
Project Total: \$100,825

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA

FY2010

Northview Road.....TIP #NX0903
Full improvements from US160 west to Gregg Road. Design only.

STP-Urban (City of Nixa): \$107,320
Local (City of Nixa): \$26,230
Project Total: \$134,150

Gregg Road and Highway 14 IntersectionTIP #NX0804
North side widening and improvements, signalization upgrade.

STP-Urban (City of Nixa): \$369,275
Local (City of Nixa): \$92,318
Project Total: \$461,593

Nicolas Road and Highway 14 IntersectionTIP #NX1001
North side widening and improvements, signalization upgrade.

STP-Urban (City of Nixa): \$369,275
Local (City of Nixa): \$92,318
Project Total: \$461,593

FY2011

Tracker RoadTIP #NX0703
Full improvements from Main Street to US Highway 160.

Construction Cost – Local (City of Nixa): \$940,175
Inspection Fee – Local (City of Nixa): \$85,000
ROW – Local (City of Nixa): \$200,000
Project Total: \$1,225,175

Main StreetTIP #NX0803
Full improvements from Tracker to Highway CC.

Construction Cost – Local (City of Nixa): \$677,815
ROW and Utility Fee– Local (City of Nixa): \$100,000
Inspection Fee – Local (City of Nixa): \$200,000
Design Fee – Local (City of Nixa): \$61,100
Project Total: \$1,038,915

Gregg RoadTIP #NX1001
Full improvements from Highway 14 north to Denali (intersection of Northview completed 2004). Reprogrammed from FY2010.

Construction Cost – Local (City of Nixa): \$1,008,212
ROW and Utility Fee– Local (City of Nixa): \$90,400
Inspection Fee – Local (City of Nixa): \$100,000
Design Fee – Local (City of Nixa): \$100,825
Project Total: \$1,299,437

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA

FY2011

State Highway CC

Realignment from Main Street to Highway 160 including intersection improvements and signalization at US Highway 160. Reprogrammed from FY2010. **TIP #NX0603**

Construction Cost – Local (City of Nixa): \$2,585,460
Inspection Fee – Local (City of Nixa): \$232,700
Design Fee – Local (City of Nixa): \$100,000
Project Total: \$2,918,160

Northview Road

Full improvements from Highway 160 west to Gregg. **TIP #NX0903**

Construction Cost – Local (City of Nixa): \$1,341,000
Inspection Fee – Local (City of Nixa): \$50,000
Design Fee – Local (City of Nixa): \$120,700
Project Total: \$1,511,000

Main Street

Full improvements from Aldersgate to Tracker including intersection improvements at Tracker with signalization. **TIP #NX0801**

Construction Cost – Local (City of Nixa): \$1,009,265
ROW and Utility Fee- Local (City of Nixa): \$550,000
Inspection Fee – Local (City of Nixa): \$42,030
Design Fee – Local (City of Nixa): \$105,076
Project Total: \$1,706,371

Main Street

Full improvements from Mt. Vernon (Highway 14) to North Street. Reprogrammed from FY2010. **TIP #NX0801**

Construction Cost – Local (City of Nixa): \$1,060,000
Inspection Fee – Local (City of Nixa): \$51,900
Design Fee – Local (City of Nixa): \$106,000
Project Total: \$1,217,900

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF OZARK

FY2008

Highway 14 Improvements (Design) **TIP #OK0702**
From Finley River Bridge to Oak Street

Federal Source Agency: FHWA
Federal Funding Category: STP Urban
Work or Fund Category: Design

FHWA (City of Ozark STP Urban): \$132,800
Local (City of Ozark): \$33,200
Total FY 2007: \$166,000

Route 65 and Route 14 (MoDOT Project #8P0588F) **TIP #OK0703**
Improvements to Route 65/Route 14 Interchange. Reprogrammed from FY2007.

Federal Source Agency: FHWA
Federal Funding Category: Discretionary and STP
MoDOT Funding Category: Major Projects and Emerging Needs
Work or Fund Category: Construction

MoDOT: \$1,272,000
FHWA (STP): \$5,088,000
FHWA (City of Ozark STP Urban): \$150,000
Local (City of Ozark): \$156,000
Total FY 2008 \$6,666,000
Previous/Future Funding: \$450,000
Project Total: \$7,116,000

West Eunice **TIP #OK0801**
New construction. 1100 area

Local (City of Ozark): \$74,582
Project Total: \$74,582

North 9th Avenue **TIP #OK0802**
Rebuild 5500 area.

Local (City of Ozark): \$43,650
Project Total: \$43,650

East Spring Drive **TIP #OK0803**
Rebuild 700 area

Local (City of Ozark): \$46,269
Project Total: \$46,269

East Current Drive **TIP #OK0804**
Rebuild 600 area

Local (City of Ozark): \$73,332
Project Total: \$73,332

North 6th Street **TIP #OK0805**
Rebuild 5800 area

(Local (City of Ozark): \$69,840
Project Total: \$69,840

PROGRAMMED IMPROVEMENTS
— Highway/ Roads —

CITY OF OZARK

FY2008

North 20th Street **TIP #OK0806**
Rebuild 400-800 area

Local (City of Ozark): \$326,502
Project Total: \$326,502

South 15th Street **TIP #OK0807**
Rebuild 1800-2000 area.

Local (City of Ozark): \$258,967
Project Total: \$258,967

West Daniels Lane **TIP #OK0808**
Rebuild 1300-1600 area.

Local (City of Ozark): \$277,823
Project Total: \$277,823

South 16th Street **TIP #OK0809**
Rebuild 1900-2000 area.

Local (City of Ozark): \$142,055
Project Total: \$142,055

FY2009

West Warre **TIP #OK0901**
Rebuild 1400-1500 area.

Local (City of Ozark): \$204,701
Project Total: \$204,701

West Evangel **TIP #OK0902**
Rebuild 1900 area.

Local (City of Ozark): \$49,761
Project Total: \$49,761

West Elm **TIP #OK0903**
Rebuild 1900 area.

Local (City of Ozark): \$51,507
Project Total: \$51,507

South 5th Avenue **TIP #OK0904**
New construction. 1300-1500 area.

Local (City of Ozark): \$296,343
Project Total: \$296,343

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF REPUBLIC

FY2008

Eagan Buxton Addition.....TIP # RP0801
Asphalt Overlay

Local (City of Republic): \$45,000
TOTAL FY2008: \$45,000

South Hampton.....TIP#RP0802
Asphalt Overlay

Local (City of Republic): \$10,300
TOTAL FY2008: \$10,300

Elm/ Dogwood.....TIP# RP0803
Culvert Replacement

Local (City of Republic): \$56,000
TOTAL FY2008: \$56,000

Washington/ Farm Road 103.....TIP # RP0804
Asphalt Overlay

Local (City of Republic): \$38,000
TOTAL FY2008: \$38,000

Farm Road 148.....TIP#RP0805
Asphalt Overlay

Local (City of Republic): \$50,000
TOTAL FY2008: \$50,000

Highways ZZ and M Intersection (MoDOT #8S0835)TIP # RP0807
Design and right-of-way for improvements.

MoDOT: \$15,000
Local (City of Republic): \$75,000
TOTAL FY2008: \$90,000

Various Overlays.....TIP#RP0808
Microsurfacing

Local (City of Republic): \$80,000
TOTAL FY2008: \$80,000

FY2009

Highways ZZ and M Intersection (MoDOT #8S0835)TIP # RP0807
Improvements

Federal Source Agency: FHWA
Federal Funding Category: STP Urban
MoDOT Funding Category: Cost share program
Work or fund category: Construction

MoDOT: \$1,054,000
Local (Republic R-III Schools): \$549,000
FHWA (Republic STP small Urban): \$195,000
TOTAL FY2009: \$1,798,000
Previous Funding: \$90,000
Project Total: \$1,888,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF REPUBLIC

FY2009

Elm Street.....TIP #RP0901
Improvements

Local (City of Republic): \$2,145,000
TOTAL FY2009: \$2,145,000

South Lynn Avenue.....TIP#RP0903
Street Improvements

Local (City of Republic): \$250,000
TOTAL FY2009: \$250,000

Various Overlays.....TIP#RP0904
Microsurfacing

Local (City of Republic): \$2,000
TOTAL FY2009: \$2,000

FY2010

Various Overlays.....TIP#RP1001
Microsurfacing

Local (City of Republic): \$4,000
TOTAL FY2010: \$4,000

FY2011

Various Overlays.....TIP#RP1101
Microsurfacing

Local (City of Republic): \$80,000
TOTAL FY2011: \$80,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

Regional Transportation Management Center (MoDOT #8P0761) TIP #SP0620

Design, construction, equipping, furnishing and purchasing space in the lower level of Heer's Tower on Park Central Square in downtown Springfield for a new regional transportation management center (TMC).

Federal Funding Source: ITS

Work or Fund Category: Design/ROW/Construction

FHWA (ITS): \$739,656

Local (City of Springfield 1/8 cent sales tax): \$1,115,794

TOTAL FY2008: \$1,855,450

Previous Funding: \$1,344,000

Total Project: \$3,199,450

US 60/65 (MoDOT Project #3620) TIP# SP0626

ROW acquisition for Interchange and Ramp Improvements at Route 60/65. Amendment 3 Major Project to be let in combination with MoDOT projects 8P0898 and 8P0897. Reprogrammed to FY2008 and FY2009.

Federal Source Agency: FHWA

Federal Funding Category: STP Urban

MoDOT Funding Category: Major Projects

Work or Fund Category: Construction

MoDOT (Amendment 3): \$3,280,000

FHWA (Springfield STP Urban): \$150,000

TOTAL FY2008: \$3,430,000

Previous Funding: \$100,000

Project Total: \$3,530,000

This project is subject to the State Legislature approval for bonding.

Seminole and National TIP # SP0701

Right-turn lanes, drainage, sidewalks and signals.

Work or Fund Category: Design/ROW

Local (City of Springfield 1/4 cent sales tax): \$200,000

TOTAL FY2008: \$200,000

US 65 Business (Glenstone) and Primrose (MoDOT Project # 8P0789) TIP # SP0702

Add lanes, drainage, sidewalks, lighting and signals. Reprogrammed to FY2008.

Federal Source Agency: FHWA

Federal Funding Category: STP Urban

MoDOT Funding Category: Take Care of System

Work or Fund Category: Design/ROW

FHWA (Springfield STP Urban): \$1,136,800

Local (City of Springfield 1/8 cent sales tax): \$284,000

MoDOT: \$1,421,000

TOTAL FY 2008: \$ 2,842,000

Project is subject to the approval of the Missouri Highway Transportation Commission and/or the Springfield City Council.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

Glenstone, I-44 to Valley Water Mill Road (MoDOT Project # 8S0724).....TIP# SP0703

Reconstruct interchange, widen Glenstone, add lanes to Valley Water Mill Intersection, drainage, lighting, signals and sidewalks. Right-of-way acquisition.

Federal Source Agency: FHWA

Federal Funding Category: STP

MoDOT Funding Category: Statewide Cost Share

Work or Fund Category: ROW

MoDOT: \$1,095,000

FHWA (STP): \$360,000

FHWA (Springfield STP Urban): \$402,500

Local (City of Springfield 1/8 cent sales tax): \$300,000

FHWA (Greene County STP-Urban): \$402,500

TOTAL FY2008: \$2,560,000

Cherry-Glenstone to Barnes.....TIP #SP0708

Widen Cherry to 3 lanes. Reprogrammed from FY2007.

Work or Fund Category: Design/Partial ROW

Local (Springfield 1/4 Cent Sales Tax): \$1,500,000

TOTAL FY2008: \$1,500,000

US 65 and Evans Road Interchange TIP#SP0718

Add left turns to the north bound to west and south bound to west ramps, widen the bridge approaches and transitions to five lanes, and add signals at the ramps. Reprogrammed from FY2007.

Work or Fund Category: Design/RW/Construction

Local (City of Springfield 1/8 cent sales tax): \$310,000

TOTAL FY2008: \$310,000

Southwood Extension From Evans Road to New East-West Arterial TIP #SP0719

Extend Southwood south from Evans Road to the new East-West Arterial and relocate Evans Road to the extension. Reprogrammed from FY2007.

Work or Fund Category: Design/RW/Construction

Local (City of Springfield 1/8 cent sales tax): \$940,000

TOTAL FY2008: \$940,000

Midfield Replacement Terminal Access Road (MoDOT Project# 8S0795) TIP #SP0722

Construct Roadway connection to serve the new Midfield Terminal at Springfield-Branson National Airport. Funded by the City of Springfield and Greene County. To be let in combination with project 8S0851. Formerly TIP #SP0803.

Federal Source Agency: FHWA

Federal Funding Category: STP-Urban

MoDOT Funding Category: Emerging Needs

Work or Fund Category: Design/ROW/Construction

FHWA (Greene County STP Urban): \$1,000,000

FHWA (City of Springfield STP Urban): \$4,550,000

Local (City of Springfield): \$1,400,000

TOTAL FY 2008: \$6,950,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

I-44/ Chestnut Expressway Interchange(MoDOT #8S0851)..... TIP#SP0723

Improve Capacity on Chestnut Expressway at the I-44 interchange and between I-44 and Farm Road 107. To be let with project 8S0795.

Federal Source Agency: FHWA

Federal Funding Source: Bridge

MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)

Work or Fund Category: Design/ROW/Construction

FHWA (Bridge): \$8,562,000

Local (Springfield): \$1,090,000

MoDOT: \$2,141,000

TOTAL FY 2008: \$11,793,000

Traffic Signal/Traffic Calming Annual Program 2007-2010TIP#SP0801

Install one new signal annually or replace and maintain signal system.

Work or Fund Category: Design/ROW/Construction

Local (City of Springfield ¼ cent sales tax): \$400,000

TOTAL FY2008: \$400,000

Kansas Expressway and Republic TIP#SP0804

Widen, turn lanes, drainage, sidewalks and signals.

Work or Fund Category: Design/ROW

Local (City of Springfield): \$775,000

TOTAL FY2008: \$775,000

Future Funding: \$12,000,000

Project Total: \$12,775,000

MO 744 (Kearney Street) (MO #8P0879B).....TIP# SP0805

Mill and resurface, diamond grind pavement, from Springfield-Branson National Airport to MO 13. Engineering Only. See 2009 for Construction.

MoDOT Funding Category: Take Care of System

Work or Fund Category: Construction

MoDOT: \$ 2,000

TOTAL FY2008: \$2,000

MO 13 (Kansas Expressway) (MoDOT #8P0841).....TIP # SP0806

Improve interchange capacity and safety at I-44. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA

Federal Funding Source: NHS

MoDOT Funding Category: Major Projects and Emerging Needs

Work or Fund Category: Regional

FHWA (NHS): \$720,000

MoDOT: \$180,000

TOTAL FY2008: \$900,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

US 65 (MoDOT #8P0605B)TIP# SP0807
Design to Improve capacity from US 60 (James River Freeway) to Battlefield Road. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA
Federal Funding Source: NHS
MoDOT Funding Category: Major Projects and Emerging Needs
Work or Fund Category: PE

FHWA (NHS): \$80,000
MoDOT: \$20,000
TOTAL FY2008: \$100,000

US 65 (MoDOT #8P0914)TIP# SP0808
Improve safety on northbound bridge over Lake Springfield. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA
Federal Funding Source: Safety
MoDOT Funding Category: Safety
Work or Fund Category: Safety

FHWA (NHS): \$222,400
MoDOT: \$55,600
TOTAL FY2008: \$278,000

Route 744/East Kearney Street (MoDOT Project 8S0919) TIP #SP0809
Widen East Kearney Street between Route 65 and LeCompte Avenue. MoDOT Economic Development project with Springfield Underground.

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Major Projects and Emerging Needs
Work or Fund Category: Design, Right-of-way, Construction

MoDOT (Economic Development): \$1,428,300
MoDOT: \$300,000
FHWA (City of Springfield STP Urban): \$300,000
Total FY 2008 \$2,028,300

Transportation Management Center Management and Operations TIP #SP0810
Ongoing management and operations of the Transportation Management Center for the Springfield area.

Federal Source Agency: FHWA
Federal Funding Category: STP Urban
Work or Fund Category: Operations

FHWA (City of Springfield STP Urban): \$112,000
Local (City of Springfield): \$28,000
TOTAL FY2008: \$140,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

US 65 (MoDOT #8P0897) TIP#SP0901

Rebuild northbound bridge A0647 over Route 60 in southeast Springfield. To be let in combination with 8P0683C and 8P0898. Reprogrammed from FY2009.

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Taking Care of System
Work or Fund Category: Construction

FHWA (Bridge): \$160,000

MoDOT: \$40,000

Total FY2008: \$200,000

US 60 (MoDOT #8P0898) TIP#SP0902

Redeck and widen westbound bridge L-5142 over James River/ Lake Springfield in southeast Springfield. To be let in combination with 8P0683C and 8P0897. Reprogrammed from FY2009.

Federal Source Agency: FHWA
Federal Funding Category: STP/BRM
MoDOT Funding Category: Taking Care of System
Work or Fund Category: Construction

FHWA (Bridge): \$240,000

MoDOT: \$60,000

Total FY2008: \$300,000

FY2009

Republic Road, Scenic to Golden (Farm Road 170) TIP # SP0421

Widen to 5 lanes, drainage, sidewalks and lighting. Reprogrammed from FY2008.

Work or Fund Category: Design/ROW/Construction

Local (Greene County): \$1,000,000

Local (City of Springfield (1/4 cent sales tax): \$1,000,000

Local (Springfield Level Property Tax): \$250,000

TOTAL FY2009: \$ 2,250,000

Previous funding: \$500,000

Project Total: \$2,750,000

Project is subject to the approval of the Greene County Commission and/or the Springfield City Council.

Mt. Vernon west of Kansas Expressway TIP # SP0504

Replace bridge over Jordan Creek. Reprogrammed from FY2008.

Federal Source Agency: FHWA
Federal Funding Source: Bridge
MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)
Work or Fund Category: Design/ROW/Construction

Local (City of Springfield 1/4 cent sales tax): \$400,000

TOTAL FY2009: \$400,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2009

Sunshine and FortTIP # SP0508

Widen, add turn lanes, drainage, sidewalks, lighting and signals. Reprogrammed from FY2008.

Work or Fund Category: Design/Partial ROW

Local (City of Springfield 1/4 cent sales tax): \$1,000,000

TOTAL FY2009: \$1,000,000

Republic, James River Freeway to FremontTIP # SP0512

Intersection improvements at National, additional lanes, drainage, signals, lighting and sidewalks.

Work or Fund Category: Design/ROW

Local (City of Springfield ¼ cent sales tax): \$500,000

TOTAL FY2009: \$500,000

US 60/65 (MoDOT Project #8P0683C)..... TIP# SP0626

ROW acquisition for Interchange and Ramp Improvements at Route 60/65. Amendment 3 Major Project to be let in combination with MoDOT projects 8P0898 and 8P0897. Reprogrammed to FY2008 and FY2009.

MoDOT Funding Category: Major Projects

Work or Fund Category: Construction

Previous Funding: \$3,620,000

MoDOT(Amendment 3): \$51,177,000

TOTAL PROJECT: \$54,797,000

This project is subject to the State Legislature approval for bonding.

Glenstone, I-44 to Valley Water Mill Road (MoDOT Project # 8S0724).....TIP# SP0703

Reconstruct interchange, widen Glenstone, add lanes to Valley Water Mill Intersection, drainage, lighting, signals and sidewalks. Right-of-way acquisition.

Federal Source Agency: FHWA

Federal Funding Category: STP Urban

MoDOT Funding Category: Take Care of System

Work or Fund Category: Design/ROW/Construction

MoDOT: \$5,983,000

FHWA (Springfield STP-Urban): \$1,200,000

Local (City of Springfield 1/8 cent sales tax): \$300,000

FHWA (Greene County STP-Urban): \$1,500,000

TOTAL FY2009: \$8,983,000

Previous Funding: \$2,560,000

Project Total: \$11,543,000

MO 744 (Kearney Street) (MO #8P0879B).....TIP# SP0805

Mill and resurface, diamond grind pavement, from Springfield-Branson National Airport to MO 13.

MoDOT Funding Category: Take Care of System

Work or Fund Category: Construction

MoDOT: \$ 1,012,000

TOTAL FY2009: \$1,012,000

Previous Funding: \$2,000

Project Total: \$1,014,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2009

MO 13 (Kansas Expressway) (MoDOT #8P0841).....TIP# SP0806

Improve interchange capacity and safety at I-44. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA

Federal Funding Source: NHS

MoDOT Funding Category: Major Projects and Emerging Needs

Work or Fund Category: Regional

FHWA (NHS): \$5,600

MoDOT: \$1,400

TOTAL FY2009: \$7,000

Previous Funding: \$900,000

Project Total: \$907,000

US 65 (MoDOT #8P0605B).....TIP# SP0807

Improve capacity from US 60 (James River Freeway) to Battlefield Road. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA

Federal Funding Source: NHS

MoDOT Funding Category: Major Projects and Emerging Needs

Work or Fund Category: System Expansion

FHWA (NHS): \$80,000

MoDOT: \$20,000

TOTAL FY2009: \$100,000

Previous Funding: \$100,000

Project Total: \$200,000

US 65 (MoDOT #8P0897).....TIP #SP0901

Rebuild northbound bridge A0647 over Route 60 in southeast Springfield. To be let in combination with 8P0683C and 8P0898.

Federal Source Agency: FHWA

Federal Funding Category: Bridge

MoDOT Funding Category: Taking Care of System

Work or Fund Category: Construction

FHWA (Bridge): \$3,878,400

MoDOT: \$969,600

Total FY2009: \$4,848,000

Previous Funding: \$200,000

Project Total: \$5,048,000

US 60 (MoDOT #8P0898).....TIP#SP0902

Redeck and widen westbound bridge L-5142 over James River/ Lake Springfield in southeast Springfield. To be let in combination with 8P0683C and 8P0897.

Federal Source Agency: FHWA

Federal Funding Category: STP/BRM

MoDOT Funding Category: Taking Care of System

Work or Fund Category: Construction

FHWA (STP): \$5,543,888

FHWA (BRM): \$780,140

MoDOT: \$1,260,972

Total FY2009: \$7,585,000

Previous Funding: \$300,000

Project Total: \$7,885,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2009

Packer, Division to Kearney **TIP#SP0903**

Widen to 3 lanes, drainage, sidewalks.

Work or Fund Category: Design/ROW

Local (City of Springfield ¼ cent sales tax): \$200,000

TOTAL FY2009: \$200,000

Grand, Kimbrough to National **TIP#SP0904**

Capacity and Streetscape Concept.

Work or Fund Category: Design/ROW

Local (City of Springfield ¼ cent sales tax): \$500,000

TOTAL FY2009: \$500,000

Interstate Highway 44 (MoDOT #8I0755) **TIP#SP1002**

Mill and resurface eastbound and westbound lanes from US65 to MO H (Glenstone).

Federal Source Agency: FHWA

Federal Funding Category: NHS

MoDOT Funding Category: Statewide Interstate and Major Bridge

Work or Fund Category: Rehabilitation and Reconstruction

MoDOT: \$1,000

FHWA (NHS): \$4,000

Total FY2009: \$5,000

Transportation Management Center Management and Operations **TIP #SP0910**

Ongoing management and operations of the Transportation Management Center for the Springfield area.

Federal Source Agency: FHWA

Federal Funding Category: STP Urban

Work or Fund Category: Operations

FHWA (City of Springfield STP Urban): \$128,800

Local (City of Springfield): \$32,200

TOTAL FY2009: \$161,000

FY2010

Sunshine and Fort **TIP # SP0508**

Widen, add turn lanes, drainage, sidewalks, lighting and signals.

Work or Fund Category: Design/ROW/Construction

Local (City of Springfield 1/4 cent sales tax): \$2,500,000

TOTAL FY2010: \$2,500,000

Previous Funding: \$100,000

Project Total: \$2,600,000

National Avenue and Republic Road **TIP#SP0512**

Intersection improvements to include additional lanes, drainage, signals, lighting and sidewalks

Work or Fund Category: Design/Partial ROW

Local (City of Springfield ¼ cent sales tax): \$125,000

TOTAL FY2010: \$125,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2010

Seminole and National.....TIP# SP0701

Right turn lanes, drainage, sidewalks and signals.

Work or Fund Category: Design/ROW/Construction

Local (City of Springfield 1/4 cent sales tax): \$2,300,000

TOTAL FY2010: \$2,300,000

Previous Funding: \$200,000

Project Total: \$2,500,000

Traffic Signal/Traffic Calming Annual Program 2007-2010TIP#SP0801

Install one new signal annually or replace and maintain signal system. Reprogrammed from FY2009

Work or Fund Category: Design/ROW/Construction

Local (City of Springfield 1/4 cent sales tax): \$400,000

TOTAL FY2010: \$400,000

MO 13 (Kansas Expressway) (MoDOT #8P0841).....TIP # SP0806

Improve interchange capacity and safety at I-44. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA

Federal Funding Source: NHS

MoDOT Funding Category: Major Projects and Emerging Needs

Work or Fund Category: Regional

FHWA (NHS): \$9,036,000

MoDOT: \$2,259,000

TOTAL FY2010: \$11,295,000

Previous Funding: \$907,000

Project Total: \$12,202,000

US 65 (MoDOT #8P0605B)TIP# SP0807

Improve capacity from US 60 (James River Freeway) to Battlefield Road. Subject to Ozarks Transportation Organization approval.

Federal Source Agency: FHWA

Federal Funding Source: NHS

MoDOT Funding Category: Major Projects and Emerging Needs

Work or Fund Category: System Expansion

FHWA (NHS): \$9,216,800

MoDOT: \$2,304,200

TOTAL FY2010: \$11,521,000

Previous Funding: \$200,000

Project Total: \$11,721,000

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2010

Interstate Highway 44 (MoDOT #8I0754) TIP#SP1001

Resurface westbound lanes from MO H (Glenstone) to west of MO 13 (Kansas Expressway).

Federal Source Agency: FHWA

Federal Funding Category: NHS

MoDOT Funding Category: Statewide Interstate and Major Bridge

Work or Fund Category: Rehabilitation and Reconstruction

MoDOT: \$400,200

FHWA (NHS): \$1,600,800

Total FY2010: \$2,001,000

Previous Funding: \$5,000

Project Total: \$2,006,000

Interstate Highway 44 (MoDOT #8I0755) TIP#SP1002

Mill and resurface eastbound and westbound lanes from US65 to MO H (Glenstone).

Federal Source Agency: FHWA

Federal Funding Category: NHS

MoDOT Funding Category: Statewide Interstate and Major Bridge

Work or Fund Category: Rehabilitation and Reconstruction

MoDOT: \$229,200

FHWA (NHS): \$916,800

Total FY2010: \$1,146,000

Previous Funding: \$5,000

Project Total: \$1,151,000

MO 13/ Evergreen Street Signal Relocation (MoDOT #8P0841D) TIP#SP1003

Payback to City for MoDOT #8P0841C). MoDOT Statewide Cost Share Program

MoDOT Funding Category: Major Projects and Emerging Needs

Work or Fund Category: Construction

MoDOT: \$300,000

Total FY2010: \$300,000

Transportation Management Center Management and Operations TIP #SP1010

Ongoing management and operations of the Transportation Management Center for the Springfield area.

Federal Source Agency: FHWA

Federal Funding Category: STP Urban

Work or Fund Category: Operations

FHWA (City of Springfield STP Urban): \$141,600

Local (City of Springfield): \$35,400

TOTAL FY2010: \$177,000

FY2011

No projects presently scheduled.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF STRAFFORD

No Roadway Improvements are scheduled for FY2008 through FY2011.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF WILLARD (Incorporated City Limits)

No Roadway Improvements are scheduled for FY2008 through FY2011.

FINANCIAL SUMMARY

--Highways/ Roads--

2008

PROJECT	FEDERAL					MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS			
CC0701	\$200,000						\$50,000	\$250,000
CC0801	\$176,000						\$44,000	\$220,000
CC0802		\$968,800				\$242,200		\$1,211,000
CC0803						\$617,000		\$617,000
CC0804		\$173,600				\$43,400		\$217,000
GR0512	\$2,847,660					\$2,055,178	\$711,916	\$5,614,754
GR0701						\$0	\$1,155,000	\$1,155,000
GR0802						\$0	\$1,970,361	\$1,970,361
GR0804				\$320,000			\$80,000	\$400,000
GR0805				\$320,000			\$80,000	\$400,000
GR0808						\$2,000		\$2,000
GR0809			\$4,000			\$1,000		\$5,000
GR0810		\$164,800				\$41,200		\$206,000
GR0811		\$121,600				\$30,400		\$152,000
GR0812		\$335,200				\$83,800		\$419,000
GR0813		\$307,200				\$76,800		\$384,000
NX0803	\$54,240						\$13,560	\$67,800
NX0804	\$36,928						\$9,232	\$46,160
NX0805	\$228,480						\$57,120	\$285,600
NX0703	\$76,000						\$19,000	\$95,000
OK0702	\$132,800						\$33,200	\$166,000
OK0703	\$150,000	\$5,088,000				\$1,272,000	\$156,000	\$6,666,000
OK0801						\$0	\$74,582	\$74,582
OK0802						\$0	\$43,650	\$43,650
OK0803						\$0	\$46,269	\$46,269
OK0804						\$0	\$73,332	\$73,332
OK0805						\$0	\$69,840	\$69,840
OK0806						\$0	\$326,502	\$326,502
OK0807						\$0	\$258,967	\$258,967
OK0808						\$0	\$277,823	\$277,823
OK0809						\$0	\$142,055	\$142,055
RP0801						\$0	\$45,000	\$45,000
RP0802						\$0	\$10,300	\$10,300
RP0803						\$0	\$56,000	\$56,000
RP0804						\$0	\$38,000	\$38,000
RP0805						\$0	\$50,000	\$50,000
RP0807						\$0	\$75,000	\$75,000
RP0808						\$0	\$80,000	\$80,000
SP0620					\$739,656		\$1,115,794	\$1,855,450
SP0626	\$150,000					\$3,280,000		\$3,430,000
SP0701						\$0	\$200,000	\$200,000
SP0702	\$1,137,000					\$1,421,000	\$284,000	\$2,842,000

FINANCIAL SUMMARY

--Highways/ Roads--

2008 (Continued)

PROJECT	FEDERAL					MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS			
SP0703		\$360,000				\$762,500		\$2,560,000
SP0708						\$0		\$1,500,000
SP0718						\$0		\$310,000
SP0719						\$0		\$940,000
SP0722	\$5,550,000					\$5,550,000		\$6,950,000
SP0723		\$8,562,000				\$8,562,000		\$11,793,000
SP0801						\$0		\$400,000
SP0804						\$0		\$775,000
SP0805						\$0		\$2,000
SP0806			\$720,000			\$720,000		\$900,000
SP0807			\$80,000			\$80,000		\$100,000
SP0808		\$222,400				\$222,400		\$278,000
SP0809	\$300,000					\$300,000		\$2,028,300
SP0810		\$112,000				\$112,000		\$140,000
SP0901				\$160,000		\$160,000		\$200,000
SP0902				\$1,020,140		\$1,020,140		\$1,275,175
MO0801		\$412,800				\$412,800		\$957,624
MO0802						\$0		\$342,000
MO0805				\$11,200		\$11,200		\$14,000
MO0806		\$60,000				\$60,000		\$75,000
MO0807						\$0		\$218,000
MO0703		\$1,400,000				\$1,400,000		\$1,750,000
MO0808			\$22,298			\$22,298		\$27,873
MO0809			\$11,070			\$11,070		\$13,837
TOTAL	\$11,441,608	\$18,288,400	\$837,368	\$1,831,340	\$739,656	\$33,138,372	\$15,241,969	\$64,109,254

FINANCIAL SUMMARY

--Highways/ Roads--

2009

PROJECT	FEDERAL					MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL		
GR0808		\$1,111,200				\$1,111,200	\$277,800	\$1,389,000
GR0809			\$428,000			\$428,000	\$107,000	\$535,000
GR0902			\$20,000			\$20,000	\$5,000	\$25,000
GR0903				\$480,000		\$480,000	\$120,000	\$600,000
NX0602	\$36,928					\$36,928	\$9,232	\$46,160
NX0802	\$123,960					\$123,960	\$30,990	\$154,950
NX0804	\$80,660					\$80,660	\$20,165	\$100,825
OK0901						\$0	\$204,701	\$204,701
OK0902						\$0	\$49,761	\$49,761
OK0903						\$0	\$51,507	\$51,507
OK0904						\$0	\$296,343	\$296,343
RP0807	\$195,000					\$195,000	\$1,054,000	\$1,249,000
RP0901						\$0	\$2,145,000	\$2,145,000
RP0903						\$0	\$250,000	\$250,000
RP0904						\$0	\$2,000	\$2,000
SP0421						\$0	\$2,250,000	\$2,250,000
SP0504						\$0	\$400,000	\$400,000
SP0508						\$0	\$1,000,000	\$1,000,000
SP0512						\$0	\$500,000	\$500,000
SP0626						\$0	\$51,177,000	\$51,177,000
SP0703	\$2,700,000					\$2,700,000	\$5,983,000	\$8,683,000
SP0805						\$0	\$1,012,000	\$1,012,000
SP0806			\$5,600			\$5,600	\$1,400	\$7,000
SP0807			\$80,000			\$80,000	\$20,000	\$100,000
SP0901				\$3,878,400		\$3,878,400	\$969,600	\$4,848,000
SP0902		\$5,543,888		\$780,140		\$6,324,028	\$1,260,972	\$7,585,000
SP0903						\$0	\$200,000	\$200,000
SP0904						\$0	\$500,000	\$500,000
SP0910	\$128,800					\$128,800	\$32,200	\$161,000
SP1002			\$4,000			\$4,000	\$1,000	\$5,000
MO0903		\$565,600				\$565,600	\$454,873	\$1,020,473
MO0904		\$24,800				\$24,800	\$6,200	\$31,000
MO0905						\$0	\$224,000	\$224,000
TOTAL	\$3,265,348	\$7,245,488	\$537,600	\$5,138,540	\$0	\$16,186,976	\$62,240,372	\$87,793,120

FINANCIAL SUMMARY

--Highways/ Roads--

2010

PROJECT	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
GR0602						\$0			
GR0902			\$3,997,600			\$3,997,600	\$999,400	\$3,000,000	\$3,000,000
NX0903	\$107,320					\$107,320		\$26,830	\$134,150
NX0804	\$369,275					\$369,275		\$92,318	\$461,593
NX1001	\$369,275					\$369,275		\$92,318	\$461,593
RP1001						\$0		\$4,000	\$4,000
SP0508						\$0		\$2,500,000	\$2,500,000
SP0512						\$0		\$125,000	\$125,000
SP0701						\$0		\$2,300,000	\$2,300,000
SP0801						\$0		\$400,000	\$400,000
SP0806			\$9,036,000			\$9,036,000	\$2,259,000		\$11,295,000
SP0807			\$9,216,800			\$9,216,800	\$2,304,200		\$11,521,000
SP1001			\$1,600,800			\$1,600,800	\$400,200		\$2,001,000
SP1002			\$916,800			\$916,800	\$229,200		\$1,146,000
SP1003						\$0	\$300,000		\$300,000
SP1010	\$141,600					\$141,600	\$35,400		\$177,000
MO1002		\$601,600				\$601,600	\$150,400	\$468,519	\$1,220,519
MO1003						\$0	\$230,000		\$230,000
MO1004		\$58,400				\$58,400	\$14,600		\$73,000
MO1005		\$127,200				\$127,200	\$31,800		\$159,000
TOTAL	\$987,470	\$787,200	\$24,768,000	\$0	\$0	\$26,542,670	\$6,954,200	\$9,008,985	\$42,505,855

FINANCIAL SUMMARY

--Highways/ Roads--

2011

PROJECT	FEDERAL					MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL		
NX0803						\$0	\$1,225,175	\$1,225,175
NX0703						\$0	\$1,225,175	\$1,225,175
NX1001						\$0	\$1,299,437	\$1,299,437
NX0603						\$0	\$2,918,160	\$2,918,160
NX0903						\$0	\$1,511,000	\$1,511,000
NX0601						\$0	\$1,706,371	\$1,706,371
NX0801						\$0	\$1,217,900	\$1,217,900
RP1101						\$0	\$80,000	\$80,000
SP0512						\$0	\$125,000	\$125,000
SP0801						\$0	\$400,000	\$400,000
MO0805				\$106,400		\$106,400	\$26,600	\$133,000
MO1004		\$1,895,200				\$1,895,200	\$473,800	\$2,369,000
MO1101		\$699,200				\$699,200	\$174,800	\$1,356,575
TOTAL	\$0	\$2,594,400	\$0	\$106,400	\$0	\$2,700,800	\$675,200	\$15,566,793

FINANCIAL SUMMARY

--Highways/ Roads--

FINANCIAL CONSTRAINTS

	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
2008									
Anticipated	\$3,595,220	\$18,288,400	\$837,368	\$1,831,340	\$739,656	\$25,291,984	\$15,728,913	\$15,241,969	\$56,262,866
2008									
Programmed	\$11,441,608	\$18,288,400	\$837,368	\$1,831,340	\$739,656	\$33,138,372	\$15,728,913	\$15,241,969	\$64,109,254
2008 Balance	-\$7,846,388	\$0	\$0	\$0	\$0	-\$7,846,388	\$0	\$0	-\$7,846,388
2009									
Anticipated*	\$3,595,220	\$7,245,488	\$537,600	\$5,138,540	\$0	\$16,516,848	\$62,240,372	\$9,365,772	\$88,122,992
2009									
Programmed	\$3,265,348	\$7,245,488	\$537,600	\$5,138,540	\$0	\$16,186,976	\$62,240,372	\$9,365,772	\$87,793,120
2009 Balance	\$329,872	\$0	\$0	\$0	\$0	\$329,872	\$0	\$0	\$329,872
2010									
Anticipated*	\$1,797,610	\$787,200	\$24,768,000	\$0	\$0	\$27,352,810	\$6,954,200	\$9,008,985	\$43,315,995
2010									
Programmed	\$987,470	\$787,200	\$24,768,000	\$0	\$0	\$26,542,670	\$6,954,200	\$9,008,985	\$42,505,855
2010 Balance	\$810,140	\$0	\$0	\$0	\$0	\$810,140	\$0	\$0	\$810,140
2011									
Anticipated*	\$1,797,610	\$2,594,400	\$0	\$106,400	\$0	\$4,498,410	\$675,200	\$12,190,793	\$17,364,403
2011									
Programmed	\$0	\$2,594,400	\$0	\$106,400	\$0	\$2,700,800	\$675,200	\$12,190,793	\$15,566,793
2011 Balance	\$1,797,610	\$0	\$0	\$0	\$0	\$1,797,610	\$0	\$0	\$1,797,610
TOTAL									
BALANCE									
2008-2011	-\$4,908,766	\$0	\$0	\$0	\$0	-\$4,908,766	\$0	\$0	-\$4,908,766

STP Urban Balance through 2007

STP Urban Activity 2008 thru 2011

TOTAL BALANCE REMAINING

The OTO has an accrued balance of STP-Urban funding from prior years which are being utilized

\$8,004,997

-\$4,908,766

\$3,096,231

TECHNICAL COMMITTEE AGENDA 11/28; ITEM II.E

Long Range Transportation Plan (LRTP) Amendments

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: SAFETEA-LU includes a new requirement which required that inflation rates be utilized within the LRTP. As this was not a requirement at the time the LRTP was being developed, inflation was not included. At that time staff decided that construction costs and inflation were increasing at a constant 3 percent and that was assumed to continue. However, in recent years construction costs have been increasing considerably and revenue has not been keeping pace. The Federal Highway Administration is recommending utilizing a four percent project inflation cost annually. This has been reflected in the High and Medium Priority Project tables of the Fiscal Plan section. The Department of the Treasury Office of Tax Analysis has forecasted an average of 1.9 percent increase in revenue annually. This increase has been reflected in the revenue tables of the fiscal plan. All of the text changes have been underlined. The tables have been changed to reflect the increased revenue and cost projections.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the LRTP to include inflation rates for revenue and project costs. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the LRTP amendment can be conducted and comments received prior to the December Board of Directors meeting.



17 Fiscal Plan

Introduction

The Fiscal Plan addresses the existing and potential financial resources currently available and projected to be available for implementation of the Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the Transportation Plan is critical for creating a fiscally constrained project list. The Fiscal Plan is necessary to ensure that the plan can realistically be implemented over the next 26 years.

Financing Techniques

Development Participation

A primary transportation objective is to ensure that major thoroughfare improvements are implemented in a timely manner and that the costs of these improvements are shared equitably between the public and the private sectors.

The following is a listing of the Ozark Transportation Organization's current policies on financing street improvements, per street classification. The prioritization criterion focuses on the type of street and whether it is a new or existing facility.

Local and collector streets: For new streets, the proposed development is responsible for all costs. For improvements to existing streets, the jurisdiction ordinarily pays all costs unless a development on the abutting property is solely responsible for creating the need for the improvement. In the latter case, the developer should be required to make the needed improvements.

Primary and secondary arterials: For new streets, the developer of the abutting land should be required to pay for the cost of a street to collector street standards, and the jurisdiction finances the additional pavement needed for an arterial street. For existing streets, the jurisdiction ordinarily pays for the improvements unless a development on the abutting property is primarily responsible for creating the need for the improvement. In this case the developer should be required to pay for upgrading the street to collector standards and the jurisdiction finances the additional pavement needed for an arterial street.

Expressways: The jurisdiction in conjunction with MoDOT normally bears the cost of constructing and upgrading expressways. A developer does not participate in the financing of expressways because the city, county or state ordinarily acquires the access right to abutting properties when it acquires the right-of-way. (See Appendix)

Many new roadway improvements in the area are financed through shared expenditures from the private sector and from public means. Cities, Counties and the Missouri Department of Transportation should continue to work together on inter-governmental methods of financing transportation improvements and continue to work with the private



Long Range Transportation Plan: Fiscal Plan

sector to ensure that the costs of new roadway improvements are equitably shared between all benefiting parties.

Available Financing Tools

Federal and State Financing Resources: Ozarks Transportation Organization has already programmed projects through fiscal year 2008. These projects appear in **Table 17.a, Projects Programmed in the 2006-2008 TIP**. Financial projections were performed for fiscal years 2009 through 2030. The planning area of the Metropolitan Planning Organization (MPO) is projected to have \$674,894,747 from Federal and State sources available for roadway, bridge and sidewalk expenditures between 2009 and 2030. The forecasts were revised by the Ozarks Transportation Organization in 2007. The MPO is projected to have \$238,377,859 available from federal and state sources for transit expenditures between 2009 and 2030 and \$973,290,000 available in federal dollars for Aviation expenditures during that same period. Please see **Table 17.b**. Federal and State projections were calculated utilizing a 1.9% inflation rate as reported by the Office of Tax Analysis, Department of Treasury when forecasting Excise Tax Receipts to the Highway Account of the Highway Trust Fund.

The MPO, as a singular organization, plans, programs and authorizes improvement, expansion or maintenance revenues, and receives an annual sub allocation of Surface Transportation Program (STP) funds for capital planning, or engineering improvements. The jurisdictions within the MPO area that receive state revenues for roadway improvements are the cities of Springfield, Battlefield, Republic, Nixa, Ozark, Greene County, and Christian County as of 2006. The revenues forecasted for the MPO area from the various federal and state programs for roadway programs are shown on **Table 17.b**. This is followed by **Table 17.c**, which shows the projected revenues from Motor Fuel Taxes, Motor Vehicle Sales and Use Taxes, and Vehicle Fees for all MPO jurisdictions, which is also available for roadway expenditures. These were also calculated utilizing a 1.9% inflation rate as reported by the Office of Tax Analysis, Department of Treasury when forecasting Excise Tax Receipts to the Highway Account of the Highway Trust Fund.

Table 17.b also shows the funding available for Aviation and Transit expenditures.

Table 17.e illustrates the projected local funding available through 2030 for aviation expenses and **Table 17.f** illustrates the funding available from local sources available for Transit expenditures.



Long Range Transportation Plan: Fiscal Plan

Table 17.a Projects Programmed in the 2006-2008 TIP

Roadway Projects

<u>Project</u>	<u>County</u>	<u>Jurisdiction</u>	<u>Project Type</u>	<u>Cost</u>	<u>Score</u>
Access Management	Greene	Springfield	CMS	\$350,000	Programmed
Advance Traffic Management System Development	Greene	Springfield	ITS	\$833,295	Programmed
Anderson Street Asphalt overlay	Greene	Republic	Maintenance	\$11,900	Programmed
ATMS Field Device Deployment (Phase II)	Greene	Misc	ITS	\$1,496,500	Programmed
ATMS Field Device Deployment (Phase III)	Greene	Misc	ITS	\$2,800,000	Programmed
ATMS Field Device Development Design	Greene	Springfield	ITS	\$400,000	Programmed
ATMS Field Device Development Design (Phase I)	Greene	Springfield	ITS	\$1,913,100	Programmed
Bailey Street box culvert replacement	Greene	Republic	Maintenance	\$21,000	Programmed
Blackman Road, Sunshine to Berkeley – Widen to three lanes including grading, paving, drainage and sidewalks	Greene County	Greene/Springfield	Capacity Expansion	\$3,000,000	Programmed
Brooks Street Asphalt overlay	Greene	Republic	Maintenance	\$4,900	Programmed
Bus Turnouts (various locations)	Greene	Springfield	CMS	\$240,000	Programmed
Business Route 65 (Glenstone) mill and resurface southbound and northbound lanes from Berkeley St. to Independence St.	Greene	Springfield	Maintenance	\$360,000	Programmed
Campbell Avenue & Seminole Street - Intersection Improvements to include a right turn lane, drainage, signals and lighting	Greene County	Springfield	Intersection	\$350,000	Programmed
Campbell Avenue Traffic Signals (Olive St., College St., McDaniel St.) design and construct new traffic signals at these intersections to coincide with streetscape improvements	Greene	Springfield	Signals	\$300,000	Programmed
Catalpa Street / BNSF Railroad Crossing widen street and install median and railroad crossing signals/gates	Greene	Springfield	Enhancements	\$100,000	Programmed
Cherry Street, Glenstone to Barnes – Widen to 3 lanes, drainage, sidewalks, and signals	Greene County	Springfield	Capacity Expansion	\$100,000	Programmed
Chestnut Expressway microsurface with concrete (3 disconnected sections)	Greene	Springfield	Maintenance	\$428,000	Programmed
Chestnut Expressway mill and resurface between College and Glenstone	Greene	Springfield	Maintenance	\$775,000	Programmed
College Avenue Asphalt overlay	Greene	Republic	Maintenance	\$24,700	Programmed
Debt Service	Greene	Springfield	Debt Service	\$2,111,000	Programmed



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Debt Service	Greene	Springfield	Debt Service	\$1,556,000	Programmed
Debt Service – Repayment of bond proceeds for Route D	Greene County	Springfield	Debt Service	\$311,000	Programmed
Debt Service – Repayment of bond proceeds for various projects in the City of Springfield	Greene County	Springfield	Debt Service	\$422,000	Programmed
Eastern Bypass ROW Study for Highway 14 - ROW Study for a HWY 14 bypass from HWY W of Ozark to HWY NN north of Ozark	Christian County	Ozark	Study	\$44,000	Programmed
Elm Street box culvert replacement	Greene	Republic	Maintenance	\$27,000	Programmed
Farm Road 129 replace bridge # 1290093 over Little Sac River	Greene	Springfield	Bridge	\$780,000	Programmed
Farm Road 135 (Golden Avenue) – Widening to 3 lanes from Farm Road 170 (Republic Road) to Farm Road 182 (Plainview Road)	Greene County	Greene County	Capacity Expansion	\$700,000	Programmed
Farm Road 148 - Replace Bridge # 1480230 over Pierson Creek	Greene County	Greene	Maintenance	\$3,200	Programmed
Farm Road 149 Replace bridge # 1490027	Greene	Springfield	Bridge	\$285,000	Programmed
Farm Road 151 Widen to 3 lanes from Springfield city limit to Farm Road 96 including replacement of bridge # 15101111	Greene	Springfield	Capacity Expansion	\$1,155,000	Programmed
Farm Road 215 - Replace Bridge #2150048 over Pomme De Terre	Greene County	Greene	Bridge	\$120,000	Programmed
Glenstone & Primrose – Add lanes, drainage, sidewalks, lighting and signals	Greene County	Springfield	Intersection	\$3,500,000	Programmed
Glenstone, I-44 to Valley Water Mill Road – Reconstruct interchange, widen Glenstone, add lanes to Valley Water Mill Intersection, drainage, lighting, signals and sidewalks	Greene County	Greene County	Intersection	\$6,000,000	Programmed
Glenstone and Republic Road Interchange at James River Freeway construct loop ramp SW quadrant and revise Old Glenstone and Harvard intersections with Republic Rd	Greene	Springfield	Interchange	\$12,540,700	Programmed
Glenstone mill and resurface disconnected sections from Seminole to I-44	Greene	Springfield	Maintenance	\$841,000	Programmed
Glenstone, Chestnut Expressway to James River Freeway – Resurface	Greene County	Springfield	Maintenance	\$800,000	Programmed
Grant Street Asphalt overlay	Greene	Republic	Maintenance	\$16,000	Programmed
I-44 & US 65 – Grading, paving, bridges and retaining walls to reconstruct three ramps at I-44 and US 65. Eliminate the cloverleaf in the northeast quadrant	Greene County	Springfield	Interchange	\$21,680,000	Programmed
I-44 Guard cable and rail, section upgrades from Route 360 to Route 125	Greene	Springfield	Enhancements	\$2,794,000	Programmed
I-44 mill and resurfacing eastbound from Glenstone to US 65	Greene	Springfield	Maintenance	\$253,000	Programmed
I-44 mill and resurfacing eastbound from US 65 to Route 125 and westbound from Business 44 to Route 125	Greene	Springfield	Maintenance	\$1,667,000	Programmed
Intelligent Transportation System – Various Springfield Locations. ATMS Software, detector stations, CCTV cameras, dynamic message signs, and highway advisory radio, Phase 2 Deployment.	Greene County	Springfield/ Greene County	ITS	\$200,000	Programmed
Kansas Expressway , Chestnut to Mount Vernon – Resurfacing	Greene County	Springfield	Maintenance	\$200,000	Programmed



Long Range Transportation Plan: Fiscal Plan

Kansas Expressway, I-44 to Division – Resurfacing	Greene County	Springfield	Maintenance	\$480,000	Programmed
Kansas Expy and Evergreen traffic signal relocation	Greene	Springfield	Safety	\$400,000	Programmed
Kansas Expy, Sunshine, and James River Freeway mill and resurface sections	Greene	Springfield	Maintenance	\$1,310,000	Programmed
Kansas, US 160 (HWY 13) Diamond grinding sections from West Bypass and 160 South between CC and 60	Greene	Springfield	Maintenance	\$637,000	Programmed
Kearney & Sunshine microsurfacing between Glenstone and 65 and Glenstone and Blackman.	Greene County	Springfield	Maintenance	\$1,005,000	Programmed
Kearney and Sunshine (HWY 744 and D) microsurfacing Kearney from Glenstone to 65, and on Sunshine from Glenstone to Blackman.	Greene	Springfield	Maintenance	\$1,005,000	Programmed
Kearney Street and Crestview Ave install traffic signal	Greene	Springfield	Signal	\$150,000	Programmed
Longview - ROW Study for the extension from west of US 65 to HWY NN	Christian County	Ozark	Study	\$50,000	Programmed
LP 44 epoxy seal on 8 bridges in MPO area	Greene/Christian	Misc	Maintenance	\$507,000	Programmed
Main Street (North of SH 14 to North Street) install 3 lanes, curb and gutter, underground stormwater collection system, and off-set sidewalk from SH 14 to North Street	Christian	Nixa	Capacity Expansion	\$692,005	Programmed
Midfield Replacement Terminal Access Road design of an expressway	Greene	Greene/Springfield	New Roadway	\$20,600,000	Programmed
Miller Road box culvert replacement		Republic	Maintenance	\$23,000	Programmed
Mount Vernon west of Kansas Expressway – Replace bridge over Jordan Creek	Greene County	Springfield	Maintenance	\$360,000	Programmed
National & Grand – Add left and right turn lanes, drainage, sidewalks, lighting and signals	Greene County	Springfield	Intersection	\$100,000	Programmed
National & Kearney – Add lanes, drainage, sidewalks, lighting and signals	Greene County	Springfield	Intersection	\$200,000	Programmed
National and James River Freeway	Greene County	Springfield	Interchange	\$1,000,000	Programmed
National Ave (Norton to Evergreen) widen to 3 lanes, drainage, sidewalks, lighting, and signals	Greene	Springfield	Enhancements	\$750,000	Programmed
National Avenue & Chestnut Expressway – Add left and right turn lanes, drainage, sidewalks, lightning and signals	Greene County	Springfield	Intersection	\$3,500,000	Programmed
National Avenue & Primrose – Add lanes, drainage, sidewalks, lighting and signals	Greene County	Springfield	Intersection	\$3,200,000	Programmed
National Avenue and Republic Road intersection improvements, add lanes, drainage, signals, lighting, and sidewalks	Greene	Springfield	Intersection	\$125,000	Programmed
National Avenue, Evergreen to Norton – Widen to 3 lanes, drainage and sidewalks.	Greene	Springfield	Intersection	\$750,000	Programmed
Nicolas Rd at SH 14 - Widen road north of intersection, include center and left turn lane	Christian County	Nixa	Capacity Expansion	\$100,000	Programmed
North-South Corridor Study	Greene/Christian	Misc	Study	\$250,000	Programmed
Regional Transportation Management Center	Greene	Springfield	ITS	\$3,199,450	Programmed



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Republic Road Scenic to Golden	Greene County	Greene/Springfield	Capacity Expansion	\$2,750,000	Programmed
Republic Road , Charleston to Weller – Widen to 5 lanes, drainage sidewalks, lighting and signals	Greene County	Springfield	Intersection	\$1,470,000	Programmed
Scenic Campbell to National	Greene County	Springfield	Capacity Expansion	\$200,000	Programmed
School Sidewalk Program, Sidewalk Reconstruction & Curb Ramp Annual Program 2004-2007	Greene	Springfield	Enhancements	\$450,000	Programmed
State Highway 125 - Reconstruct Bridge over James River .5 miles north of Rte AD	Greene County	Greene	Maintenance	\$3,191,000	Programmed
State Highway 125 – Reconstruct Bridge over James River .5 miles north of Rte AD	Greene County	Greene County	Maintenance	\$36,200	Programmed
State Highway 14 - Improvements to SH14 for the installation of a center, left-hand turn lane on SH14 for a proposed distance of 250 feet either side (east & west) of Majestic Oak and Tiffany Blvd.'s intersection	Christian County	Nixa	Intersection	\$400,000	Programmed
State Highway 14 (Mt. Vernon) at Truman Blvd traffic control signals	Christian	Nixa	Signal	\$100,000	Programmed
State Highway 160 (West Bypass) - Widen to four lanes with designated left turn lanes, bikelanes, remove two railroad bridges, access management from Kearney Street to Chestnut Expressway	Greene County	Springfield	Capacity Expansion	\$30,000	Programmed
State Highway 160 / Farm Road 103 improvements to intersection to include turn lanes	Greene	Willard	Intersection	\$9,953,000	Programmed
State Highway 60 (JRF and Sunshine) - Diamond grinding on disconnected sections	Greene County	Springfield	Maintenance	\$2,788,000	Programmed
State Highway 60 East - Asphalt resurfacing of disconnected sections of westbound lanes, east of Springfield	Greene County	Springfield	Maintenance	\$726,000	Programmed
State Highway CC - Study and PE for realignment from intersection at Main St, west to US 160 as a Primary Arterial	Christian County	Nixa	Capacity Expansion	\$30,000	Programmed
State Highway M - Replacement of Bridge over Wilson Creek 2.5 miles east of Route ZZ. Involves grading and paving for bridge K-281	Greene County	Greene	Maintenance	\$646,000	Programmed
State Highway ZZ/MM realignment- ROW Plans	Greene County	Greene/ Republic	Intersection	\$100,000	Programmed
Sunshine & Fort – Widen, add turn lanes, drainage, sidewalks, lighting and signals	Greene County	Springfield	Intersection	\$100,000	Programmed
Sunshine & Fremont – Widen, add turn lanes drainage, sidewalks, lighting and signals.	Greene County	Springfield	Capacity Expansion	\$140,000	Programmed
Tracker Road (Main Street to US 160) install 3 lanes, curb and gutter, underground stormwater collection system, and off-set sidewalk from Main St. to US 160	Christian	Nixa	Capacity Expansion	\$691,746	Programmed



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Traffic Signal/Traffic Calming Annual Program 2004-2007	Greene	Springfield	Maintenance	\$425,000	Programmed
Traffic Signal/Traffic Calming Annual Program 2007-2010	Greene	Springfield	Maintenance	\$1,700,000	Programmed
US 160 - Resurface the eastbound lanes from Rte 60 to MPO Southern limits	Christian County	Springfield/Greene /Christian/Nixa	Maintenance	\$4,497,000	Programmed
US 60 & US 65	Greene County	Springfield	Interchange	\$3,621,000	Programmed
US 65 and Route CC/A Intersection - Improvements to the US 65 and Route CC/A intersection	Christian County	Ozark	Maintenance	\$269,000	Programmed
US 65 Diamond grinding on disconnected sections of 65, Chestnut and Glenstone	Greene	Springfield	Maintenance	\$1,476,000	Programmed
US 65 Grading, paving, bridges, add lanes from south of RTE 125 to Valley Water Mill	Greene	Springfield	Safety	\$959,000	Programmed
Walnut Lawn, Park hill to Kansas Expressway - Widen to divided 4 lanes with landscaping	Greene County	Springfield	Capacity Expansion	\$1,400,000	Programmed
Weaver & Campbell - Improvements to the intersection of Farm Road 168 (Weaver) and US 160 (Campbell)	Greene County	Greene/Springfield	Intersection	\$400,000	Programmed
Weaver & Campbell - Improvements to the intersection of Farm Road 168 (Weaver) and US 160 (Campbell)	Greene County	Greene/Springfield	Intersection	\$2,045,178	Programmed
TOTAL ROADWAY PROJECTS PROGRAMMED				\$152,501,874	

Transit Projects

<u>Project</u>	<u>County</u>	<u>Jurisdiction</u>	<u>Project Type</u>	<u>Cost</u>	<u>Score</u>
Line 8 - Norton / West Kearney (2006)	Greene	Springfield	Operating	\$324,000	Programmed
Line 10 - East Kearney and Cedarbrook (2006)	Greene	Springfield	Operating	\$428,400	Programmed
Line 11 - Ingram Mill / Republic Road (2006)	Greene	Springfield	Operating	\$292,600	Programmed
Operating / Preventive Maintenance (2006)	Greene	Springfield	Operating	\$4,084,000	Programmed
Maintenance of Existing Operations - Paratransit (2006)	Greene	Springfield	Maintenance	\$723,000	Programmed
Transit Security (2006) security for transit facilities	Greene	Springfield	Security	\$81,000	Programmed
Bus Transfer Facilities Phase I (2006)	Greene	Springfield	Facility	\$4,562,500	Programmed
Operating / Preventive Maintenance (2007)	Greene	Springfield	Operating	\$4,178,000	Programmed
Maintenance of Existing Operations - Paratransit (2007)	Greene	Springfield	Maintenance	\$743,000	Programmed
Transit Security (2007) security for transit facilities	Greene	Springfield	Security	\$83,500	Programmed
Bus Transfer Facilities Phase II (2007)	Greene	Springfield	Operating	\$4,562,500	Programmed
Line 8 - Norton / West Kearney (2007)	Greene	Springfield	Operating	\$350,300	Programmed
Line 10 - East Kearney and Cedarbrook (2007)	Greene	Springfield	Operating	\$463,300	Programmed
Line 11 - Ingram Mill / Republic Road (2007)	Greene	Springfield	Operating	\$316,400	Programmed
Operating / Preventive Maintenance (2008)	Greene	Springfield	Operating	\$4,232,000	Programmed
Maintenance of Existing Operations - Paratransit (2008)	Greene	Springfield	Maintenance	\$756,000	Programmed
Transit Security (2008) security for transit facilities	Greene	Springfield	Security	\$86,000	Programmed
Bus Turnouts (2008)	Greene	Springfield	Turnout	\$56,250	Programmed



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Vehicle Request (2006) replacement of a 12 passenger van with lifts and wheelchair tie-downs	Greene	Vehicle	\$40,000	Programmed
Vehicle Request (2006) replacement of a mini van with lifts and wheelchair tie-downs	Greene	Vehicle	\$35,000	Programmed
Vehicle Request (2007) replacement of five 12 passenger van with lifts and wheelchair tie-downs	Greene	Vehicle	\$200,000	Programmed
Vehicle Request (2007) replacement of a mini bus with lifts and wheelchair tie-downs	Greene	Vehicle	\$35,000	Programmed
Vehicle Request (2008) replacement of a 12 passenger van with lifts and wheelchair tie-downs	Greene	Vehicle	\$40,000	Programmed
Vehicle Request (2008) replacement of a mini van with lifts and wheelchair tie-downs	Greene	Vehicle	\$35,000	Programmed
Transit Enhancements (2006) construct a bus shelter at Madison St. and John Q. Hammons (with security telephone)	Greene	Enhancements	\$81,000	Programmed
Safety and Security Equipment (2006)			\$81,000	Programmed
Shuttle Transit-Way (2006) construct a transit way for MSU buses along John Q. Hammons from Monroe to Grand St.	Greene	Enhancements	\$1,139,000	Programmed
Transit Enhancements (2007) construct a bus shelter at Garst Dinning Facility and Hammons/Hutchens House Complex	Greene	Enhancements	\$80,100	Programmed
Transit Planning Assessment for ITF (2007)	Greene	Study	\$60,000	Programmed
Transit Maintenance Equipment (2007)	Greene	Maintenance	\$27,300	Programmed
Security Lighting (2007) add lighting along MSU shuttle routes in areas of reduced illumination	Greene	Enhancements	\$176,800	Programmed
Transit Enhancements (2008) construct a bus shelter on Campus property at parking lot #40	Greene	Enhancements	\$88,100	Programmed
2006 Meditransit		Vehicle	\$32,700	Programmed
2006 Burrell		Vehicle	\$23,300	Programmed
2006 ARC of the Ozarks		Vehicle	\$37,690	Programmed

TOTAL TRANSIT PROJECTS PROGRAMMED

\$28,534,740

Aviation Projects

<u>Project</u>	<u>County</u>	<u>Jurisdiction</u>	<u>Project Type</u>	<u>Cost</u>	<u>Score</u>
Midfield Replacement Terminal (2006) Conceptual Design and Planning study/ Benefit-cost analysis	Greene	Springfield	Aviation	8,780,000	Programmed
Modify Existing Loading Bridges (2006)	Greene Christian	Springfield	Aviation	500,000	Programmed
Ozark Airport (2006) Infrastructure improvements		Ozark	Aviation	5,600,000	Programmed
Ozark Airport (2006) Design work	Christian	Ozark	Aviation	400,000	Programmed
Ozark Airport (2006) Reconstruction of Air Park South		Ozark	Aviation	2,745,000	Programmed
Midfield Replacement Terminal (2007) Construction of new terminal facility	Greene	Springfield	Aviation	68,100,000	Programmed
Midfield Replacement Terminal (2008) -Runway 14/32 Parallel Taxiway Taxiway to serve new terminal apron	Greene	Springfield	Aviation	10,300,000	Programmed
Midfield Replacement Terminal (2008) -Aircraft Apron to serve new terminal	Greene	Springfield	Aviation	16,000,000	Programmed
Midfield Replacement Terminal (2008) -Landside Landside construction. Parking and entrance road	Greene	Springfield	Aviation	16,000,000	Programmed
Midfield Replacement Terminal (2008) - Fueling Facility Aircraft fueling facility to serve Midfield Terminal	Greene	Springfield	Aviation	3,000,000	Programmed



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Midfield Replacement Terminal (2008) - ARFF Facility

Aircraft firefighting facility to serve Midfield Terminal	Greene	Springfield	Aviation	5,900,000	Programmed
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TOTAL AVIATION PROJECTS PROGRAMMED	\$137,325,000
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Enhancement Projects

<u>Project</u>	<u>County</u>	<u>Jurisdiction</u>	<u>Project Type</u>	<u>Cost</u>	<u>Score</u>
South Dry Sac Greenway Phase II (2006) Development of the South Dry Sac Greenway and trail from Truman School to the Lost Hill Nature Resource Park	Greene	Springfield	Enhancements	345,072	Programmed
Fassnacht Creek Greenway Trail (2006) Develop 6800 linear feet of trail from Parkview High School through Fassnacht Park	Greene	Springfield	Enhancements	258,000	Programmed
Safe Routes to School (2006) sidewalks near Ozark High and Middle Schools	Greene	Springfield	Enhancements	64,958	Programmed
Boonville Streetscape Phase II (2006) Construct streetscape on Boonville from Phelps to Chestnut	Greene	Springfield	Enhancements	450,000	Programmed
College Station Streetscape Phase I (2006) Streetscape enhancement on Olive from Campbell to Market, on Market from Olive to College, on College from Market to Campbell, on Campbell from College to Olive	Greene	Springfield	Enhancements	422,000	Programmed
College Station Streetscape Phase II (2006) Streetscape enhancement on Olive from Campbell to Market, on Market from Olive to College, on College from Market to Campbell, on Campbell from College to Olive	Greene	Springfield	Enhancements	494,000	Programmed
Heers Car Park Streetscape (2006) Streetscape enhancement on Olive from Boonville to Campbell and on the east side of Campbell from Olive to McDaniel	Greene	Springfield	Enhancements	245,000	Programmed
Strafford Sidewalks (2006) Construction of sidewalks in front of Strafford Elementary School	Greene	Springfield	Enhancements	66,665	Programmed
TOTAL ENHANCEMENT PROJECTS PROGRAMMED	\$2,345,695				



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Table 17.b Federal and State Funding Sources 2009 Through 2030

Funding Category	Estimated Funds
Interstate and Major Bridges	\$45,036,517
Safety	\$21,598,353
Taking Care of the System	\$149,555,959
Flexible Funds	\$78,399,299
Major Projects	\$73,399,299
Economic Development/Cost Share	\$28,219,083
Amendment 3	\$19,471,401
Above Formula Earmarks	\$34,982,335
STP Urban	\$83,776,213
Small STP Urban	\$855,124
BRM	\$71,260,311
BRO	\$4,845,701
Enhancements	\$49,312,135
TCSP	\$14,252,062
Total	\$674,894,747

Federal FAA	\$973,290,000
Total FAA	\$973,290,000

FTA 3037	\$17,977,620
FTA 5307	\$67,644,155
FTA 5309	\$61,290,177
FTA 5310	\$2,963,775
Total FTA	\$238,377,859

Table 17.c Motor Fuel Taxes, Vehicle Sales and Use Taxes and Vehicle Fee Projections for MPO Area Governments 2009 Through 2030

Jurisdiction	Estimated Funds
Battlefield	\$3,397,000
Christian County	\$44,052,500
Greene County	\$116,860,100
Nixa	\$17,375,500
Ozark	\$13,852,000
Republic	\$12,092,000
Springfield	\$217,254,000
Strafford	\$2,407,800
Willard	\$4,574,700
TOTAL	\$431,859,200



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Table 17.d Local Sales Tax 2009 Through 2030

<i>Jurisdiction</i>	<i>Estimated Funding</i>
City of Springfield 1/8 cent	\$158,849,000
City of Springfield 1/4 cent (partial)	\$ 92,000,000
City of Nixa ½ cent	\$ 22,611,000
Republic (1/4 & ¼ cent)	\$ 16,421,527
Greene County	\$116,210,000
Christian County ½ cent	\$ 4,760,000
TOTAL	\$410,851,527

Table 17.e Local Airport Revenue 2009 Through 2030

<i>Airport Revenue</i>	<i>Estimated Funding</i>
TOTAL	\$290,435,000

Table 17.f Local Transit Revenue 2009 Through 2030

<i>Local Transit Revenue</i>	<i>Estimated Funding</i>
TOTAL	\$88,502,132

Local Funding Sources: The major funding sources presently used are: federal grants; Missouri state road funds from motor fuel taxes, license fees, and sales taxes on motor vehicles. Other sources include:

Capital Improvements Sales Tax: The City of Springfield levies a quarter cent sales tax for capital improvements. Every three years this tax must go before the City of Springfield voters for renewal. This tax is characteristically tied to a series of promised capital improvement projects. When a capital improvements sales tax is approved, the voters also approve a list of projects to be funded from the proceeds. The list includes expenditures over a three-year period for street and sidewalk construction. The City of Springfield could levy an additional quarter-cent sales tax, bringing the total up to one-half cent. The last ¼ cent sales tax was approved by 83% of the votes.

Transportation Development District: A special district can be created and a levy imposed up to one-half of one percent sales tax for transportation improvements. This district would be a special purpose political subdivision independent of a City or County. State law considers the existence of City and County transportation and County capital improvements sales taxes in the district and restricts the total sales tax when combined to one-half of one percent. Funding sources other than a sales tax that could be implemented within a transportation district include special assessments, property taxes, and toll roads. The district could levy a property tax up to ten cents per \$100 assessed valuation. Voters would have to approve the district, tax, officers, and projects.

Transportation Sales Tax: The cities of Springfield, Nixa and Republic all have voter approved transportation sales taxes. Springfield has 1/8 cent, Nixa has ½ cent and Republic has 2 ¼ cents. Currently, no other cities have a transportation sales tax. Other jurisdictions do not have a transportation sales tax in place, but could elect to enact one.



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Stormwater and Public Works: With voter approval, a municipality could levy a one-tenth of one percent sales tax for stormwater and public works improvements, other than stadiums or sports facilities.

Community Development Block Grant Funds (CDBG): Past CDBG street projects have included intersection improvements in low-moderate income neighborhoods. The CDBG funds are allocated annually and could fund sidewalk construction projects. This funding source is not guaranteed and is therefore not programmed in the Feasible Funding Sources section.

Excise Tax: Several communities in Missouri have developed an excise tax on new development as a way of recovering community costs for new development. The excise tax seems to be the most feasible way in the area of recovering development costs. An excise tax is a method of raising revenue by levying a tax on a particular activity. An excise tax can be defined as a tax that is measured by the amount of business done, income received, or by the extent to which a privilege may have been enjoyed or exercised by the taxpayer, irrespective of the nature or value of the taxpayer's assets or investments in business. The excise tax is imposed as a separate surcharge component of the annual business license tax paid each year by building contractors. It is different than a property tax, which is a tax on the assessed value of property.

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

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

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

Tax Increment Financing (TIF): Tax increment financing is a method for funding public facilities to support private development or redevelopment in targeted areas. TIF uses the projected increases in tax revenues generated by a private investment in a designated redevelopment project area to pay for



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public capital improvements. Tax revenue streams are redirected for a set period of time to retire debt. City Council or County Commission action is required to establish a TIF.

Gasoline Taxes: (This source is also listed under Federal and State Financial Resources.) These funds are included in the Feasible Funding Sources section.

U.S. Department of Transportation: The MPO receives around \$3 million in Surface Transportation Program funding per year. These funds are allocated out to by population to each jurisdiction in the MPO area. These funds must be matched with 20% local funds. These funds are already programmed in **Table 17.b**.

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

Railroad and Public Utility Tax: Paid by railroads and public utilities, this tax generates \$52,258 for the road and bridge fund.

Surcharge, Subclass III: This tax is placed on certain types of commercial properties.

Intergovernmental Transfers:

- *Gasoline Taxes (CART fund)* (this source also listed in **Table 17.b**)
- *Motor Vehicle Sales Tax* (this source also listed in **Table 17.b**)

County Funding Sources: Counties use property tax and sales tax revenue to fund capital improvements such as street widening improvements. In 2006, \$3,500,000 was budgeted for road improvements in Greene County. This amount is reflected in **Table 17.c**.

Sales Tax: Greene County levies a one-half of one percent (0.5%) sales tax. Half of the sales tax is dedicated to the road and bridge fund.

Real Property Tax: Greene County levies eight cents per \$100 assessed valuation for the road and bridge fund. Real property tax revenue for the road and bridge fund in 1997 was estimated to be \$1,314,407.

Personal Property Tax: The County levies the same personal property taxes for the road and bridge fund (eight cents each) as it does for real property taxes.

Actions:

- MPO jurisdictions should explore the creation of a road fund derived from general obligation bonds to provide the initial costs of street improvement projects, which would be repaid through tax-billing the abutting property owners.
- Jurisdictional policies should be reviewed to consider an option for private development to assist in undertaking a street improvement. If this development also benefits another landowner, the initial project contributor could be partially reimbursed through the tax-billing procedure. The initial contributor would be required to provide the construction costs, but the other affected property



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owners would be assessed in proportion to their frontage along the street and would repay the initial contributor over a period of 15 or 20 years. (Appendix I provides a model subdivision regulation amendment to allow/require private development participation in street improvements.)

- MPO jurisdictions and MoDOT should work together to secure the various innovative funding sources for transportation improvements outlined in this section. Specific projects should be outlined as part of a package that is compiled for each funding source sought. All projects listed for funding through a particular source should be feasible to complete with the projected revenue stream that the funding source will produce.
- MPO jurisdictions and the Missouri Department of Transportation should also work with the private sector to ensure that the costs of new roadway improvements are equitably shared between all parties that benefit.
- OTO should participate in efforts to ensure that an appropriate share of state and federal resources for roadways are allocated to the area.



Fiscal Plan

Project Programming Methodology

Needs Identification and Prioritization

Project needs were collected utilizing several methods. First all jurisdictions were asked to submit a list of project needs containing both current needs and those that they felt would be needed within the plan horizon. Second, MoDOT was asked to submit a list of projects, which were needed on the state highway system. Third, the travel demand model was run to determine which roads were operating at capacity deficiencies. Finally, those roadways, which were considered to be severely congested by the OTO Congestion Management System, were added to the list of projects. Once all of the projects were compiled, they were input into the Transportation Management System (TMS) housed by the Missouri Department of Transportation.

TMS is a system that looks at various aspects of a project's need and gives it a score based on several criteria. Each project is scored according to the following criteria:

- Will the project provide increased access to opportunity?
- Does the project provide congestion relief?
- Will the project increase economic competitiveness?
- Will the project promote the efficient movement of freight?
- Will the project connect communities and further community long range plans?
- Will the project address a safety issue or concern?
- Will the project address a substandard roadway or bridge?

Those projects, which received the highest scores, were then placed in order and moved into the High Priority and Medium Priority Project Lists according to natural breaks in the scores. Ozarks Transportation has elected to place projects into categories of High Priority, Medium Priority or Vision. These project lists may be found in **Table 17.g**, **Table 17.h** and **Table 17.i**. Projects may be selected from either the High Priority or the Medium Priority list. The Missouri Department of Transportation and the Ozarks Transportation Organization will select projects in cooperation according to several factors including but not limited to:

- The availability of funding, the availability of statewide or federal funding, a local jurisdiction's ability to match funds
- Project's ability to Support Economic Vitality
- Project's ability to Increase Safety for Motorized and Non-Motorized Users
- Project's ability to Increase Accessibility and Mobility Options to People and Freight
- Project's ability to Protect and Enhance the Environment, Promote Energy Conservation and Quality of Life
- Project's ability to Enhance Integration and Connectivity Across and Between Modes
- Project's ability to Promote Efficient System Management and Operation
- Project's ability to Emphasize the Preservation of the Existing System

The Vision list includes projects that do not have a dedicated funding source for implementation and are beyond the financial constraints of the plan. There are two ways for these vision projects to move into the



Long Range Transportation Plan: Fiscal Plan

medium priority range. First, changes in existing conditions may change the score as developed through the TMS process. Second, a number of innovative funding mechanisms are outlined in the Fiscal Plan that could move these potential projects onto the 2006-2030 Medium Priority Project List. The Fiscal Plan's recommendation suggests steps for jurisdictions to find additional funding sources. Also, many of the projects listed in the Vision List may not receive funding until after the 2006-2030 time frame. Therefore, the Transportation Plan's project programming includes all potential projects for the next twenty-five to thirty years.

The High Priority and Medium Priority Project Lists have anticipated funding sources. While, not all funding sources have been identified in the text of this plan, it is important to realize that the Ozarks have been experiencing and are anticipating continued growth. As this occurs more jurisdictions will likely be enacting local transportation sales taxes, as well as developer impact fees and developer constructed projects. The total cost of the projects identified in the High Priority and Medium Priority Project Lists is **\$642,122,854**. The project costs take into account an annual inflation rate of 4% due to rising construction, right-of-way and engineering costs. This is based upon the inflation that the nation has been and will likely to continue to experience. Project costs were estimated based upon the timeframe they are likely to be constructed. Projects may be completed sooner or later than the timeframe anticipated in the project list. This time frame is only a guide for estimating project costs.

The total federal and state funding available subtracting the Off System Bridge (BRO), the Enhancements and the Transportation Community System Preservation (TCSP) is \$487,795,356. The City of Springfield currently uses the 1/8 cent sales tax to cost share with MoDOT on Priority Projects. This amount is projected to be \$158,849,913 through 2030. Therefore, the total amount available for funding the High and Medium Priority Projects is **\$646,645,259**.

Estimated Expenditures

High Priority Projects	\$453,507,960
Medium Priority Projects	\$188,614,894
Total	\$642,122,854

Forecasted Revenues

Funding Category	Estimated Funds
Interstate and Major Bridges	\$45,036,517
Safety	\$21,598,353
Taking Care of the System	\$149,555,959
Flexible Funds	\$78,399,299
Major Projects	\$73,399,299
Economic Development/Cost Share	\$28,219,083
Amendment 3	\$19,471,401
Above Formula Earmarks	\$34,982,335
STP Urban	\$83,776,213
Small STP Urban	\$855,124
BRM	\$71,260,311
Springfield Local 1/8 cent Sales Tax	\$158,849,913
Total	\$646,645,259



Long Range Transportation Plan: Fiscal Plan

It is reasonable to expect that other local jurisdictions will use local sales tax dollars to expedite priority projects by cost sharing with both the local MoDOT office and the state MoDOT office. Therefore it is not unreasonable to expect additional funding to become available for Priority Projects. As stated earlier in this plan there are many jurisdictions that have not yet elected to use the transportation sales tax and a few that have not yet maximized the capital improvement sales tax.

The local project list has \$439,446,229 in needed transportation improvements. These projects may be funded by utilizing fuel tax revenue (\$431,859,200) combined with current local sales tax revenue excluding Springfield's 1/8 cent sales tax (\$252,002,527), which equals \$683,861,727.

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

Projects approved in the MPO Transportation Improvement Program (TIP) should correspond with the projects in the High and Medium Priority list or from the local projects list if non-state funds will be used. Occasionally there are projects in the Vision list that are more appropriate for implementation, based on overall jurisdictional goals. The Vision list is provided in the Transportation Plan to show all transportation needs in the metropolitan area and to provide flexibility to the jurisdictions to solve problems with alternative projects. Transportation Improvement Program projects may include projects from the Vision list if financing is identified and proper justification is provided to the MPO on why a project should be implemented prior to projects already on the Priority Project list.



Long Range Transportation Plan: Fiscal Plan

Fiscal Plan – Priority Projects Plan

Table 17.g and 17.h includes all of the Priority Projects included in the plan for the Ozarks Transportation Organization area.

Fiscal Plan – Vision Projects

Table 17.i lists all of the anticipated projects included in the vision plan for the Ozarks Transportation Organization area. A few projects included in this table have funding sources identified for their implementation, but these sources are not guaranteed. The vision plan shows all projects anticipated for consideration between 2006-2030 for highways.

Fiscal Plan – Local Projects

Table 17.j lists all of the local projects. These projects are not on the state system. Therefore, they are not eligible for state funding. However, many of the projects may be funded with federal STP-urban funds or with local funding sources.



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Functional Needs Ozarks Transportation Organization

Prioritization Process
Functional Needs
Ozark Transportation Org.
2007-2011 STIP
03.06.2006

Access to Opportunity	
Weight: 5%	
Vehicle Ownership	100 pts
Total	100 pts

Congestion Relief	
Weight: 20%	
Level of Service	25 pts
Daily Usage	50 pts
Functional Classification	25 pts
Total	100 pts

Economic Competitiveness	
Weight: 15%	
Level of Economic Distress	50 pts
Supports Regional Economic Development Plans	50 pts
Total	100 pts

Efficient Movement of Freight	
Weight: 5%	
Truck Volume	60 pts
Freight Bottlenecks	20 pts
Emergency Bottlenecks*	20 pts
Total	100 pts

Quality of Communities	
Weight: 5%	
Connectivity	55 pts
Complies with Regional or Local Transportation Plans	45 pts
Total	100 pts

Environmental Protection	
Weight: 0%	

Safety	
Weight: 30%	
Safety Index	95 pts
Safety Concern	5 pts
Total	100 pts

Taking Care of the System	
Weight: 20%	
Substandard Roadway Features OR Substandard Bridge Features	100 pts
Total	100 pts

The glossary explains how each factor is scored.
The Ozarks Transportation Organization allocated 100% of the weight among the investment goals.



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Table 17.g High Priority Projects (In Alphabetical Order)

Roadway Projects

Project	County	Jurisdiction	Project Type	Cost	Possible Date	Costs 2009-2012	Costs 2013-2020	Costs 2021-2030
B.R. 65 Safety and system improvements at the railroad grade crossing west of US 65	Greene	Springfield	Railroad	\$40,000,000	2020-2030			\$64,800,000
Bus 65 Intersection with Bennett	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Cherokee	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Cherry	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Evergreen	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Grand	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Independence	Greene	Springfield	Intersection	\$700,000	2012-2020		\$854,000	
Bus 65 Intersection with Peele	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Seminole	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with St. Louis	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Bus 65 Intersection with Sunset	Greene	Springfield	Intersection	\$350,000	2012-2020		\$427,000	
Capacity Expansion and system improvements for a new connector roadway to the planned replacement terminal at the Springfield-Branson Regional Airport								
Chestnut from Patterson to US 65 (Expyr Sinds)	Greene	Springfield	Capacity Expansion	\$7,492,780	2009	\$7,942,347		
Chestnut/65 Interchange Improve Capacity Expansion and make safety improvements	Greene	Springfield	Capacity Expansion	\$2,180,121	2012-2020		\$2,659,748	
	Greene	Springfield	Intersection	\$15,000,000	2012-2020		\$18,300,000	
Glenstone from FR 100 to McClernon	Greene	Greene	Capacity Expansion	\$1,536,818	2012-2020		\$1,874,918	
HWY 14 / US HWY 65 Bridge Lane addition and new signalization	Christian	Ozark	Interchange	\$6,500,000	2009	\$6,890,000	\$7,930,000	
HWY 14 between Ozark and Nixa- Realignment and lane addition to HWY 14 between Ozark and Nixa	Christian	Ozark/Nixa	Capacity Expansion	\$4,380,000	2012-2020		\$5,343,600	
HWY 14 Intersection improvements, addition of lanes, and new signalizations for the intersection of and HWY NN	Christian	Ozark	Intersection	\$550,000	2012-2020		\$671,000	
HWY 14 Realignment of 10th Street including Intersection improvements	Christian	Ozark	Intersection	\$550,000	2012-2020		\$671,000	
HWY 14 Replace signal and improve geometrics on, at Main Street in Nixa	Christian	Nixa	Intersection	\$1,200,000	2011	\$1,272,000		



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HWY 14 widen from US 65 to east of Ozark city limits	Christian	Ozark	Capacity Expansion	\$8,000,000	2012-2020	\$9,760,000
HWY 174 Eliminate or correct acute angled intersection along College Ave	Greene	Republic	Intersection	\$200,000	2012-2020	\$244,000
HWY 174 Eliminate or correct acute angled intersection along Elm Street intersection	Greene	Republic	Intersection	\$200,000	2012-2020	\$244,000
HWY 174 Eliminate or correct acute angled intersection along Hines Street	Greene	Republic	Intersection	\$200,000	2012-2020	\$244,000
HWY 174 Improve Main Street intersection - turn lanes, traffic signal, storm water, access management, design, ROW acquisition. Co-op candidate	Greene	Republic	Intersection	\$550,000	2012-2020	\$671,000
I-44 / US 65 interchange Safety and system improvements	Greene	Springfield	Interchange	\$5,000,000	2021-2030	\$8,100,000
IS 44 Chestnut Expwy to 744	Greene	Springfield	Capacity Expansion	\$23,101,200	2021-2030	\$37,423,944
IS 44 Interchange with B/MM	Greene	Greene	Interchange	\$2,500,000	2021-2030	\$4,050,000
IS 44 Interchange with Glenstone	Greene	Springfield	Interchange	\$13,500,000	2009	\$14,310,000
IS 44 Interchange with MO 125	Greene	Greene	Interchange	\$10,000,000	2021-2020	\$12,200,000
IS 44 Interchange with MO 13	Greene	Greene	Interchange	\$11,000,000	2009	\$11,660,000
IS 44 Interchange with MO 266/ BL 44 and capacity improvements to 266	Greene	Greene	Interchange	\$11,100,000	2009	\$11,786,000
IS 44 Interchange with US 160	Greene	Greene	Interchange	\$3,760,000	2012-2020	\$4,575,000
Kearney from US 65 to OO	Greene	Springfield	Capacity Expansion	\$500,000	2012-2020	\$610,000
Loop 65 intersection with Commercial	Greene	Springfield	Intersection	\$350,000	2012-2020	\$427,000
Loop 65 intersection with Dale	Greene	Springfield	Intersection	\$350,000	2012-2020	\$427,000
National & James River Freeway - Interchange Improvements	Greene County	Springfield	Interchange	\$15,000,000	2011	\$15,900,000
Route N Intersection with FR 168	Greene	Greene	Intersection	\$350,000	2012-2020	\$427,000
US 160 from I-44 to Rte 123	Greene	Greene	Capacity Expansion	\$11,631,939	2012-2020	\$14,190,966
US 160 from Rosedale to South MPO Limits	Christian	Nixa	Capacity Expansion	\$3,049,591	2012-2020	\$3,720,501
US 160. Upgrade signal interconnection on US 160, from Nixa to Greene County line	Christian	Christian/Nixa	ITS	\$200,000	2011	\$212,000



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US 60 (JFR) / B.R. 65 Safety and system improvements at the interchange including an additional grade-separated crossing for Republic Rd over US 60					
Greene	Springfield	Interchange	\$6,000,000	2009	\$6,360,000
US 60 / US 65 interchange. Safety and system improvements including railroad crossing grade-separation on US 60.					
Greene	Springfield	Interchange	\$10,000,000	2021-2030	\$16,200,000
US 60 from US 65 to FR 223					
Greene	Springfield	Capacity Expansion	\$8,653,227	2012-2020	\$10,556,937
US 60 Interchange with Campbell					
Greene	Springfield	Interchange	\$10,000,000	2011	\$10,600,000
US 60 Interchange with Kansas					
Greene	Springfield	Interchange	\$15,000,000	2012-2020	\$18,300,000
US 60 Intersection with Oakwood					
Greene	Republic	Intersection	\$350,000	2012-2020	\$427,000
US 60 West Relocation					
Greene	Republic	Capacity Expansion	\$10,000,000	2020-2030	\$16,200,000
US 65 Interchange at Kearney					
Greene	Springfield	Interchange	\$7,500,000	2012-2020	\$9,150,000
US 65 Interchange CCW					
Christian	Ozark	Interchange	\$10,000,000	2012-2020	\$12,200,000
US 65 Interchange with Battlefield					
Greene	Springfield	Interchange	\$15,000,000	2012-2020	\$18,300,000
US 65 Interchange with Division					
Greene	Springfield	Interchange	\$10,000,000	2012-2020	\$12,200,000
US 65 Interchange with Evans Road					
Greene	Springfield	Interchange	\$10,000,000	2012-2020	\$12,200,000
US 65 Six lane facility from I-44 to Route 14					
Greene/ Christian	Springfield/Ozark	ITS/Capacity	\$30,000,000	2012-2020	\$36,600,000
TOTAL HIGH PRIORITY ROADWAY PROJECTS					
			\$346,275,676		\$86,912,347 \$219,821,669 \$146,773,944 \$453,507,960

Transit Projects

Line 8 (2009-2030)	Greene	Springfield	\$7,706,600		
Line 10 (2009-2030)	Greene	Springfield	\$10,192,600		
Line 11 (2009-2030)	Greene	Springfield	\$6,960,800		
Operating / Preventive Maintenance (2009-2030)	Greene	Springfield	\$93,104,000		
Maintenance of Existing Operations - Paratransit (2009-2030)	Greene	Springfield	\$16,632,000		
5309 Vehicle Request Fixed Route (2009-2030)	Greene	Springfield	\$6,250,000		
5309 Vehicle Request Paratransit (2009-2030)	Greene	Springfield	\$1,000,000		



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Transit Security-security for transit facilities (2009-2030)	Greene	Springfield	\$1,892,000
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5310 Vehicle Request (2009-2030)	Greene		\$1,680,000
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Transit Enhancements (2009-2030)	Greene	Enhancements	\$1,850,100
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**TOTAL HIGH PRIORITY
TRANSIT PROJECTS**

\$147,268,100

Enhancement Projects

Misc enhancement projects in accordance with plan (2009-2030)	Greene/ Christian	All	Enhancements	\$49,312,135
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**TOTAL HIGH PRIORITY
ENHANCEMENT PROJECTS**

\$49,312,135

Aviation Projects

Aviation Projects				
Misc Aviation Projects in accordance with plan (2009-2030)	Greene		Aviation	\$973,290,000

**TOTAL HIGH PRIORITY
AVIATION PROJECTS**

\$973,290,000



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Table 17.h Medium Priority Projects (In Alphabetical Order)
MEDIUM PRIORITY PROJECTS

Project	County	Jurisdiction	Project Type	Cost in 2009 dollars	Cost 2009- 2012	Cost 2013- 2020	Cost 2021-2030
3rd Street (HWY 14-) Add lane width and/or shoulders	Christian	Ozark	Capacity Expansion	\$2,410,000	2009-2012 \$2,554,600		
BL 44 Glenstone to West Bypass	Greene	Springfield	Capacity Expansion	\$8,523,720	2021-2030		\$10,568,426
Campbell Safety and System Improvements from Battlefield to FR 190 (Ph I Republic to Weaver)	Greene	Springfield	Safety	\$4,901,760	2013-2020	\$5,980,147	
CC extension west to Kansas Expressway extension	Christian	Nixa	Capacity Expansion	\$16,000,000	2021-2030		\$25,920,000
Chestnut Expwy from Broadview to I-44	Greene	Springfield	Capacity Expansion	\$988,080	2021-2030		\$1,600,690
EIS to enhance north-south connectivity and system Capacity Expansion within the region	Christian	Greene/Christian	EIS	\$200,000	2013-2020	\$244,000	
Glenstone Avenue from I-44 to Dale	Greene	Springfield	Capacity Expansion	\$1,030,400	2020-2030		\$1,669,248
HWY 14 (3rd Street) Construct sidewalks along through Ozarks Central Business from the intersection of HWY 14 and South Street	Christian	Ozark	Enhancements	\$195,592	2009	\$207,328	
HWY 14 (3rd Street) Resurface and striping of through Ozark Central Business from the US65 Interchange to HWY 14/South Street interchange	Christian	Ozark	Maintenance	\$889,056	2009	\$942,399	
HWY 14 and South Street Intersection- Lane addition, new signalization and roadway improvements to HWY 14 and South Street intersection	Christian	Ozark	Capacity Expansion	\$550,000	2012-2020	\$671,000	
HWY 14. Add traffic signal at the intersection of HWY 14 and Church Street in downtown Ozark	Christian	Ozark	Signal	\$200,000	2012-2020	\$244,000	
Hwy D from FR 205 to SH J	Greene	Springfield	Capacity Expansion	\$1,481,061	2020-2030		\$2,399,319
HWY M Add sidewalks and trails around the school property and along each side for pedestrian traffic	Greene	Republic	Enhancements	\$56,179	2009	\$59,550	



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HWY M addition of right Turn lane into future High School entrance, possible addition of a traffic signal	Greene	Republic	Intersection	\$550,000	2009	\$583,000
HWY ZZ Add sidewalks and trails around the school property and along each side and for pedestrian traffic	Greene	Republic	Enhancements	\$37,699	2009	\$39,961
HWY ZZ and HWY M Addition of turn lanes and improve intersection for future traffic signal	Greene	Republic	Intersection	\$550,000	2009	\$583,000
IS 44 Interchange with MO 744	Greene	Greene	Interchange	\$15,000,000	2012-2020	\$18,300,000
Kansas Expressway Access Management	Greene	Springfield	CMS	\$1,000,000	2020-2030	\$1,620,000
Kansas Expressway extension from Republic Road to FR 182	Greene	Greene	Capacity Expansion	\$12,000,000		\$14,640,000
MO 14 Intersection with 12th	Christian	Ozark	Intersection	\$550,000	2012-2020	\$671,000
MO 14 Intersection with Nicholas Road	Christian	Nixa	Intersection	\$550,000	2012-2020	\$671,000
MO 744 Intersection with Eastgate	Greene	Springfield	Intersection	\$350,000	2012-2020	\$427,000
MO 744 Intersection with Packer Road	Greene	Springfield	Intersection	\$350,000	2012-2020	\$427,000
MO 744 Intersection with US 65	Greene	Springfield	Intersection	\$700,000	2012-2020	\$854,000
MO14 Intersection with Gregg Road	Christian	Nixa	Intersection	\$550,000	2012-2020	\$671,000
National/ Kearney Intersection Safety and system improvements	Greene	Springfield	Intersection	\$1,000,000	2012-2020	\$1,220,000
Route CC Intersection with Main	Christian	Nixa	Intersection	\$550,000	2012-2020	\$671,000
Route YY Intersection with LeCompte	Greene	Greene	Intersection	\$350,000	2021-2030	\$567,000
S.R. 13, Safety and System Improvements along S.R. 13 from US 60 to College Street	Greene	Springfield	Access Management	\$487,000	2021-2030	\$788,940
Safety and System Improvements along B.R. 65 from US 60 to Sunset Street	Greene	Springfield	Access Management	\$3,740,000	2012-2020	\$4,562,800
SH 14 from Macauley to Riverside	Christian	Ozark	Capacity Expansion	\$2,884,061	2012-2020	\$3,518,554
SH H from FR 88 to FR 94	Greene	Greene	Capacity Expansion	\$1,045,455	2021-2030	\$1,693,637
SH H from SH KK to FR 88	Greene	Greene	Capacity Expansion	\$906,061	2021-2030	\$1,467,819
SH MM from I-44 to FR 140	Greene	Greene	Capacity Expansion	\$335,242	2021-2030	\$543,092



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SH NN from SH J to Sunset	Christian	Ozark	Capacity Expansion	\$1,364,667	2021-2030	\$2,210,761
State HWY FF Improve intersection and pedestrian crossing on and Weaver Rd.						
	Greene	Greene	Intersection	\$250,000	2011	\$285,000
Sunshine Street from Glenstone Avenue to US 65	Greene	Springfield	Capacity Expansion	\$1,971,560	2012-2020	\$2,405,303
Transportation planning study to analyze opportunities to enhance north-south connectivity and system Capacity Expansion within the region						
	Greene	Greene/Christian	Planning Study	\$250,000	2007 Completed	
US 160 Increase Capacity from US 60 to south MPO limits	Greene	Greene	Capacity Expansion	\$31,280,000		\$50,673,800
US 160 Intersection with South St	Christian	Nixa	Intersection	\$350,000	2012-2020	\$427,000
US 160 Intersection with MO 14	Christian	Nixa	Intersection	\$350,000	2012-2020	\$427,000
US 160 Intersection with Mt Vernon	Greene	Greene	Intersection	\$350,000	2012-2020	\$427,000
US 160 Intersection with Plainview	Greene	Greene	Intersection	\$350,000	2012-2020	\$427,000
US 160 Intersection with Steinhert	Greene	Greene	Intersection	\$350,000	2012-2020	\$427,000
US 60 Interchange with NN/J	Greene	Greene	Interchange	\$10,000,000	2012-2020	\$12,200,000
US 60 Kansas to US 65	Greene	Springfield	Capacity Expansion	\$5,276,000	2012-2020	\$6,436,720
US 65 east outer road (Division to Sunshine)	Greene	Springfield	Intersection	\$350,000	2021-2030	\$567,000
US 65 east outer road (eastgate and Catalpa)	Greene	Springfield	Intersection	\$350,000	2021-2030	\$567,000
US 65 east outer road (Eastgate at Chestnut)	Greene	Springfield	Intersection	\$350,000	2021-2030	\$567,000
US 65 east outer road (Eastgate/ Bedford at Sunshine)	Greene	Springfield	Intersection	\$350,000	2021-2030	\$567,000
ZZ/MM Extension or Connection	Greene	Republic	New Roadway	\$2,000,000	2012-2020	\$2,440,000

TOTAL MEDIUM PRIORITY ROADWAY PROJECTS

\$134,453,593 \$5,234,838 \$79,389,525 \$103,990,531 \$188,614,894



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Table 17.i Vision Projects (In Alphabetical Order)

Project	County	Jurisdiction	Project Type	Cost
Business 65/HWY 14 Traffic control device and /or signalization at roundabout at 3rd Street/Riverside Rd.	Christian	Ozark	Intersection	\$200,000
Chestnut Expwy from FR 115 to FR 107	Greene	Springfield	Capacity Expansion	\$1,320,409
Chestnut from Park to Kansas	Greene	Springfield	Capacity Expansion	\$890,727
Chestnut from Park to Kansas	Greene	Springfield	Capacity Expansion	\$890,727
Glenstone Avenue from Chestnut Expressway to Cherry Street	Greene	Springfield	Capacity Expansion	\$1,392,880
Glenstone Avenue from Sunshine Street to Bennett	Greene	Springfield	Capacity Expansion	\$1,800,000
Glenstone from Dale to Sunshine	Greene	Springfield	Capacity Expansion	\$5,436,364
Glenstone from Evergreen to Kearney	Greene	Springfield	Capacity Expansion	\$696,970
Glenstone from Sunshine to Peele	Greene	Springfield	Capacity Expansion	\$4,505,240
HWY 14 Signalization and lane additions at the intersection of 14th Ave	Christian	Ozark	Intersection	\$550,000
HWY 14. Upgrade signal interconnection on HWY 14 on Ozark	Christian	Ozark	Signal	\$200,000
HWY 174 -Add lanes/center turn lane for Capacity Expansion	Greene	Republic	Capacity Expansion	\$2,720,000
HWY 174 Left turn lanes eastbound at Elementary school intersection	Greene	Republic	Intersection	\$276,000
HWY 174 Left turn lanes eastbound at Lindsey Ave	Greene	Republic	Intersection	\$220,800
HWY 174 Widen Burlington Northern Railroad Bridge over HWY 174 to accommodate additional lanes under the bridge	Greene	Republic	Railroad	\$12,500,000
HWY 60 Addition of two lanes to the west MPO boundary	Greene	Republic	Capacity Expansion	\$3,410,000
HWY 65 Capacity Expansion Improvements to (6 lanes)	Christian	Springfield/Ozark	Capacity Expansion	\$44,000,000
HWY 65 Capacity Expansion Improvements to (6 lanes) from Kearney to south of Evans Road	Greene	Springfield/Ozark	Capacity Expansion	\$58,820,000
HWY CC widen to four lanes starting at Main Street to US 65	Christian	Nixa	Capacity Expansion	\$16,330,000
HWY NN Intersection realignment for the intersection Pheasant Road	Christian	Ozark	Intersection	\$550,000
HWY ZZ Turn lanes at Elm St. - Greene County/MoDOT Project	Greene	Republic	Intersection	\$350,000



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HWY ZZ Turn lanes at Hines St. - Greene County/MoDOT Project	Greene	Republic	Intersection	\$350,000
HWY ZZ Turn lanes at Miller Rd. - Greene County/MoDOT Project	Greene	Republic	Intersection	\$350,000
LOOP 44. Safety and System Improvements along LOOP 44 between Kansas Expressway and Glenstone Ave.	Greene	Springfield	Access Management	\$5,030,000
MO 13 and Sunset	Greene	Springfield	Intersection	\$350,000
MO 14 Intersection of 17th	Christian	Ozark	Intersection	\$550,000
MO 744 Intersection with Melville	Greene	Greene	Intersection	\$350,000
MO 744 Intersection with Mustard Way	Greene	Greene	Intersection	\$350,000
MO 744 Intersection with Rte OO	Greene	Greene	Intersection	\$350,000
Realignment of outer road (N. 21st Street) on the west side of HWY 65 at the intersection of N. 21st St. and HWY CC. requires new signalization and Intersection	Christian	Ozark	Capacity Expansion	\$333,040
Route 00 From 744 to East of Strafford	Greene	Greene	Capacity Expansion	\$10,484,320
Route P US 60 to South limits of Republic	Greene	Greene	Capacity Expansion	\$1,427,840
S.R. 744 Safety and System Improvements along S.R. 744 east of US 65 with a first phase between US 65 and LeCompte Ave.	Greene	Springfield	Access Management	\$2,530,000
SH MM from I44 to James River Freeway	Greene	Greene	Capacity Expansion	\$2,082,894
State HWY OO Increase Capacity from US 65 to HWY 125	Greene	Strafford/Greene	Capacity Expansion	\$2,920,000
Sunshine from Scenic to Kansas	Greene	Springfield	Capacity Expansion	\$1,434,364
Sunshine Street from Glenstone Avenue to US 65	Greene	Springfield	Capacity Expansion	\$1,971,560
US 160 Intersection with Route AB	Greene	Greene	Intersection	\$350,000
US 60 From FR 164 to FR 93	Greene	Greene	Capacity Expansion	\$4,724,061
US 60 from James River Freeway to FR 107	Greene	Greene	Capacity Expansion	\$811,970
US 60 Intersection with FR 223	Greene	Greene	Intersection	\$350,000
US 65 Interchange at Sunshine (Ramps)	Greene	Springfield	Interchange	\$3,750,000
US HWY 65 and Longview Rd Intersection Construct new interchange	Christian	Ozark	Interchange	\$15,000,000
West Bypass from Kearney to Commercial	Greene	Springfield	Capacity Expansion	\$10,000,000
Westbypass from Division to Chestnut	Greene	Springfield	Capacity Expansion	\$1,840,000
TOTAL VISION PROJECTS				\$224,750,165



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Table 17.j Local Projects (In Alphabetical Order)

Local Projects

Project	County	Jurisdiction	Project Type	Cost	Score
Barnes Avenue - Widen between Walnut & Chestnut Expressway	Greene County	Springfield	Capacity Expansion	\$800,000	Local
Barnes Avenue between Dale and Kearney	Greene County	Springfield	Capacity Expansion	\$360,000	Local
Barnes Avenue Widen between Sharon to South of I-44	Greene County	Springfield	Capacity Expansion	\$960,000	Local
Barnes Avenue Widen between Cherry & Bennett	Greene County	Springfield	Capacity Expansion	\$2,900,000	Local
Battlefield from Battlefield Mail Access to Luster	Greene	Springfield	Capacity Expansion	\$856,576	Local
Battlefield from Campbell to Jefferson	Greene	Springfield	Capacity Expansion	\$418,182	Local
Battlefield from Kimbrough to National	Greene	Springfield	Capacity Expansion	\$837,409	Local
Battlefield Road - Widen & Improve from City Limits to Blackman	Greene County	Springfield	Capacity Expansion	\$2,700,000	Local
Battlefield Road - Widen from U.S. Highway 65 to East city limits	Greene County	Springfield	Capacity Expansion	\$800,000	Local
Bennett Street - Construct bridge at Wilson's Creek	Greene County	Springfield	New Roadway	\$800,000	Local
Bennett Street - Railroad crossing improvement at Enterprise	Greene County	Springfield	Railroad Crossing	\$150,000	Local
Bennett Street - Widen between Enterprise & Oak Grove	Greene County	Springfield	Capacity Expansion	\$900,000	Local
Bennett Street - Widen between Kings & Campbell	Greene County	Springfield	Capacity Expansion	\$2,000,000	Local
Bennett Street - Widen between Oak Grove & Plaza	Greene County	Springfield	Capacity Expansion	\$770,000	Local
Bennett Street widen between Hillcrest & Kansas Expressway	Greene County	Springfield	Capacity Expansion	\$1,100,000	Local
Bennett Street widen between National & Fremont	Greene County	Springfield	Capacity Expansion	\$700,000	Local
Blackman Road - Widen & Improve from Berkeley to Battlefield	Greene County	Springfield	Capacity Expansion	\$4,600,000	Local
Blaine Street between Glenstone & Packer	Greene County	Springfield	Capacity Expansion	\$4,200,000	Local



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Briar Street - Widen between McCann & Arlington	Greene County	Springfield	Capacity Expansion	\$1,500,000	Local
Broadmoor Street widen between Campbell & Fort	Greene County	Springfield	Capacity Expansion	\$1,900,000	Local
Camorene - Construct from Summit to Grant	Greene County	Springfield	New Roadway	\$900,000	Local
Campbell & Jefferson - Change to 2-way north of Chestnut	Greene County	Springfield	Maintenance	\$500,000	Local
Campbell & Jefferson - Change to 2-way south of Chestnut	Greene County	Springfield	Maintenance	\$1,000,000	Local
Campbell Avenue - Widen & add dual left turn lanes at Primrose	Greene County	Springfield	Intersection	\$2,400,000	Local
Campbell Avenue - Widen between Stanford & Grand	Greene County	Springfield	Capacity Expansion	\$3,900,000	Local
Campbell Avenue - Widen from Walnut Lawn to south city limits	Greene County	Springfield	Maintenance	\$6,800,000	Local
Campbell from Sunshine to James River Freeway	Greene	Springfield	Capacity Expansion	\$5,871,970	Local
Catalpa Street - Widen between Barnes & east city limits	Greene County	Springfield	Capacity Expansion	\$5,700,000	Local
Cedarbrook Avenue - Widen between Pythian & Division	Greene County	Springfield	Capacity Expansion	\$700,000	Local
Cherokee Street - Widen between South and Glenstone	Greene County	Springfield	Capacity Expansion	\$4,400,000	Local
Cherry Street - Widen between Barnes & U.S. 65	Greene County	Springfield	Capacity Expansion	\$5,000,000	Local
Cherry Street - Widen between National & Glenstone	Greene County	Springfield	Capacity Expansion	\$2,500,000	Local
Cherry Street widen between Kimbrough and National	Greene County	Springfield	Capacity Expansion	\$2,000,000	Local
Chesterfield from Kansas to Cox	Greene	Springfield	Capacity Expansion	\$383,333	Local
City UBF Project	Greene County	Springfield	Bridge	\$70,000	Local
City UBF Project	Greene County	Springfield	Bridge	\$70,000	Local
City UBF Project	Greene County	Springfield	Bridge	\$70,000	Local
Clay from Manchester to Manchester	Greene	Greene	Capacity Expansion	\$59,242	Local
Commercial Street - Traffic calming from Lyon to Washington	Greene County	Springfield	Maintenance	\$500,000	Local
Cox from Republic to Allen	Greene	Springfield	Capacity Expansion	\$1,262,909	Local
Division Street - Widen between Glenstone and U.S. 65	Greene County	Springfield	Capacity Expansion	\$5,600,000	Local



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East-West Arterial, Phase II, Campbell to National, new road construction	Greene County	Greene County	Bridge	\$8,500,000	Local
East-West Arterial, Phase III, National to 65	Greene County	Springfield/ Greene	Capacity Expansion	\$19,150,000	Local
Eldon Avenue widen between Nichols & Collings	Greene County	Springfield	Capacity Expansion	\$1,500,000	Local
Enterprise from Sunshine to Bennett	Greene	Springfield	Capacity Expansion	\$1,018,970	Local
Evans- Upgrade to 3 lanes from 65 west ward	Greene	Greene	Capacity Expansion	\$500,000	Local
Farm Road 102, FR 171 to U.S. 65	Greene County	Greene	Capacity Expansion	\$3,000,000	Local
Farm Road 115, BCL to MO 13	Greene County	Greene County	Capacity Expansion	\$2,500,000	Local
Farm Road 115, Fr 148 to Chestnut Expressway	Greene County	Greene County	Capacity Expansion	\$5,000,000	Local
Farm Road 129 (Ext), FR 60 to FR 68, construct gap	Greene County	Greene County	New Roadway	\$1,000,000	Local
Farm Road 135 - South City Limits to James River Freeway	Greene County	Greene	Capacity Expansion	\$1,700,000	Local
Farm Road 136, SCL to Greene County bridge	Greene County	Greene County	Capacity Expansion	\$100,000	Local
Farm Road 137, extend to FR 190	Greene County	Greene	New Roadway	\$500,000	Local
Farm Road 137, Republic Road to FR 182	Greene County	Greene	Capacity Expansion	\$3,000,000	Local
Farm Road 140, Highway MM to SCL	Greene County	Greene County	Capacity Expansion	\$4,000,000	Local
Farm Road 144 over a branch of Jones Branch Bridge Replacement	Greene County	Greene	Bridge	\$350,000	Local
Farm Road 146, Fr 115 to West Bypass	Greene County	Greene	Capacity Expansion	\$3,000,000	Local
Farm Road 151 over Pea Ridge Creek Bridge Replacement	Greene County	Greene	Bridge	\$275,000	Local
Farm Road 151, intersection FR 151/FR 84	Greene County	Greene	Intersection	\$1,000,000	Local
Farm Road 151, intersection FR 151/FR 96	Greene County	Greene County	Intersection	\$250,000	Local
Farm Road 151, SCL to Beverly Hills Drive	Greene County	Greene County	Capacity Expansion	\$500,000	Local
Farm Road 152, West Bypass to SCL	Greene County	Greene	Capacity Expansion	\$1,000,000	Local
Farm Road 156, BCL to FR 131	Greene County	Greene	Maintenance	\$3,000,000	Local
Farm Road 164 - Fr 135 to FR 141	Greene County	Greene	Capacity Expansion	\$2,000,000	Local
Farm Road 164, FR 129 to FR 135	Greene County	Greene	Capacity Expansion	\$1,000,000	Local
Farm Road 165 - Road Expansion to include three lanes from Farm Road 96 to Farm Road 100	Greene County	Greene	Capacity Expansion	\$250,000	Local
Farm Road 170 (Republic Road), from Scenic (FR 137) to Golden (FR135) - Widen to 5 lanes, drainage, sidewalks and lighting	Greene County	Greene County	Capacity Expansion	\$1,250,000	Local



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Farm Road 170, FR 135 to HWY FF, 5 lanes	Greene County	Greene	Capacity Expansion	\$4,000,000	Local
Farm Road 178, FR 131 to U.S. 160	Greene County	Greene	Capacity Expansion	\$6,000,000	Local
Farm Road 178, FR 141 to FR 131 (500 ft. west)	Greene County	Greene County	Capacity Expansion	\$3,500,000	Local
Farm Road 182, FR 131 to FR 135	Greene County	Greene	Capacity Expansion	\$1,000,000	Local
Farm Road 186, U.S. 160 to FR 141	Greene County	Greene	Capacity Expansion	\$3,000,000	Local
Farm Road 188, FR 169 to Southwoods	Greene County	Greene County	Capacity Expansion	\$3,000,000	Local
Farm Road 189, FR 144 to FR 138	Greene County	Greene County	Capacity Expansion	\$1,000,000	Local
Farm Road 193, MO YY to FR 144	Greene County	Greene County	Capacity Expansion	\$4,000,000	Local
Farm Road 199 - Improvements to the Farm Road	Greene County	Greene	Capacity Expansion	\$300,000	Local
Farm Road 199/197/YY Intersection	Greene County	Greene	Intersection	\$200,000	Local
Farm Road 205, FR 84 to Highway C, construct gap	Greene County	Greene County	New Roadway	\$1,000,000	Local
Farm Road 84 - Fr 197 to FR 205, construct gap	Greene County	Greene	Capacity Expansion	\$1,000,000	Local
Farm Road 94, FR 125 to MO 13	Greene County	Greene	Capacity Expansion	\$2,000,000	Local
Farm Road 94, FR 79 to FR 87	Greene County	Greene County	Capacity Expansion	\$1,200,000	Local
Farm Road 94, Highway H to U.S. 65	Greene County	Greene County	Capacity Expansion	\$4,000,000	Local
Fort Avenue - Construct left turn lanes at Sunshine	Greene County	Springfield	Intersection	\$1,500,000	Local
Fort Avenue - Widen between Sunshine & Broadmoor	Greene County	Springfield	Capacity Expansion	\$1,900,000	Local
FR 141 from FR 178 to Cantebury	Greene	Greene	Capacity Expansion	\$475,333	Local
FR 141 from FR 190 to SH AA	Greene	Greene	Capacity Expansion	\$2,210,788	Local
FR 141 from Republic to Royal Oaks	Greene	Springfield	Capacity Expansion	\$1,244,091	Local
FR 148 over Wilson's Creek Bridge Replacement	Greene County	Greene County	Bridge	\$400,000	Local
FR 163 from FR 192 to Eaglesgate	Greene	Greene	Capacity Expansion	\$356,152	Local
FR 164 from Clifton to Kansas	Greene	Greene	Capacity Expansion	\$793,152	Local
FR 164 from FR 129 to Golden	Greene	Springfield	Capacity Expansion	\$1,395,682	Local
FR 164 over the James River Bridge Replacement	Greene County	Greene County	Bridge	\$500,000	Local
FR 167 over Farmers Branch Bridge Replacement	Greene County	Greene County	Bridge	\$300,000	Local



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FR 168 over Farmers Branch Bridge Replacement	Greene County	Greene County	Bridge	\$300,000	Local
FR 175 over Farmers Branch Bridge Replacement	Greene County	Greene County	Bridge	\$375,000	Local
FR 192 from Campbell to FR 163	Greene	Greene	Capacity Expansion	\$1,863,000	Local
FR131 between FR 152 to FR 156	Greene County	Greene County	Capacity Expansion	\$1,200,000	Local
Fremont Avenue - Widen from North of Republic Road to Lark	Greene County	Springfield	Capacity Expansion	\$2,500,000	Local
Fremont Avenue between Lark & Briar	Greene County	Springfield	Capacity Expansion	\$2,200,000	Local
Fremont from Holiday to Price	Greene	Springfield	Capacity Expansion	\$470,803	Local
Fulbright Avenue widen between Kearney & north city limits	Greene County	Springfield	Capacity Expansion	\$650,000	Local
Galloway Road- Widen between Luster & Lone Pine	Greene County	Springfield	Capacity Expansion	\$1,800,000	Local
Glenstone & Meadowmere - Improve intersection	Greene County	Springfield	Capacity Expansion	\$350,000	Local
Glenstone, I-44 to Chestnut Expressway -- Resurface	Greene County	Springfield	Maintenance	\$360,000	Local
Golden Avenue - Widen between Kearney & Division	Greene County	Springfield	Capacity Expansion	\$2,500,000	Local
Golden Avenue Construct/Widen between Sunshine & Battlfield Road	Greene County	Springfield	Capacity Expansion	\$5,100,000	Local
Golden from Battlfield to FR 164	Greene	Springfield	Capacity Expansion	\$941,955	Local
Golden, Battlfield to James River Freeway -- Widen to 3 lanes, drainage, sidewalks, and future lighting	Greene County	Greene County	Capacity Expansion	\$700,000	Local
Grand from Park to Kansas Expy	Greene	Springfield	Capacity Expansion	\$1,084,744	Local
Grand Street - Widen between Barnes & Oak Grove	Greene County	Springfield	Capacity Expansion	\$1,000,000	Local
Grand Street - Widen between Glenstone & Wildan	Greene County	Springfield	Capacity Expansion	\$3,500,000	Local
Grand Street - Widen between Kansas Expressway & West Bypass	Greene County	Springfield	Capacity Expansion	\$4,800,000	Local
Grand Street - Widen left turn lane between Holland & Kings for Median & left turns	Greene County	Springfield	Capacity Expansion	\$1,500,000	Local
Grand Street & Fremont Avenue - Construct left turn lanes	Greene County	Springfield	Intersection	\$1,000,000	Local
Grand Street between National and Glenstone	Greene County	Springfield	Capacity Expansion	\$2,700,000	Local



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Grand Street - Construct from West Bypass to west city limits	Greene County	Springfield	New Roadway	\$1,200,000	Local
Grand Street - Widen between Fort & Grant	Greene County	Springfield	Capacity Expansion	\$2,800,000	Local
Grand Street Widen between Oak Grove & Belcrest	Greene County	Springfield	Capacity Expansion	\$1,300,000	Local
Grand Street - Widen between Wildan and Barnes	Greene County	Springfield	Capacity Expansion	\$1,000,000	Local
Grant Avenue - Widen between Norton & North City Limits	Greene County	Springfield	Capacity Expansion	\$1,200,000	Local
Grant from Brower to Chesnut Expy	Greene	Springfield	Capacity Expansion	\$119,879	Local
Grant from Nichols to Central	Greene	Springfield	Capacity Expansion	\$174,242	Local
Gregg from Inman to Rosedale	Christian	Nixa	Capacity Expansion	\$885,500	Local
Holiday from National to Fremont	Greene	Springfield	Capacity Expansion	\$519,242	Local
Holland Avenue - Construct extension over South Creek	Greene County	Springfield	New Roadway	\$550,000	Local
Inman widen from Golden to Cox	Greene County	Springfield	Capacity Expansion	\$2,600,000	Local
John Q Hammons from Madison to Grand	Greene	Springfield	Capacity Expansion	\$428,636	Local
Kansas Expressway - Extend from city limits to Christian County	Greene County	Springfield/Greene Co	New Roadway	\$11,000,000	Local
Kansas Expressway - Extend from Republic Road to the south city limits	Greene/Christian	Greene/Christian	New Roadway	\$1,000,000	Local
Kimbrough Avenue widen between Grand & Walnut	Greene County	Springfield	Capacity Expansion	\$6,100,000	Local
Kimbrough from McDaniel to Elm	Greene	Springfield	Capacity Expansion	\$285,758	Local
Kings Reconstruct Avenue between Catalpa & Bennett	Greene County	Springfield	Capacity Expansion	\$850,000	Local
Lakewood Street - Construct bridge at Ward Branch	Greene County	Springfield	New Roadway	\$1,500,000	Local
LeCompte Road - Widen between Kearney & to South of I-44	Greene County	Springfield	Capacity Expansion	\$2,400,000	Local
Lone Pine Avenue widen between Republic & Seminole	Greene County	Springfield	Capacity Expansion	\$8,500,000	Local
Lone Pine Widen between Seminole & Sunshine	Greene County	Springfield	Capacity Expansion	\$1,300,000	Local
Luster Avenue - Widen between Primrose & Glenstone	Greene County	Springfield	Capacity Expansion	\$900,000	Local
Luster Avenue - Widen between Battlefield & Primrose	Greene County	Springfield	Capacity Expansion	\$2,200,000	Local
Lyon Avenue reconstruct at the railroad overpass	Greene County	Springfield	Maintenance	\$1,400,000	Local



Long Range Transportation Plan: Fiscal Plan

Main from 160 to HWY CC	Christian	Nixa	Capacity Expansion	\$1,679,897	Local
Main from Rosedale to Shakopee	Christian	Nixa	Capacity Expansion	\$456,515	Local
Mayfair to Kearney	Greene	Springfield	Capacity Expansion	\$604,621	Local
McClemon between Glenstone & Stewart	Greene County	Springfield	Capacity Expansion	\$450,000	Local
Mt. Vernon Street between South and West Bypass	Greene County	Springfield	Capacity Expansion	\$10,100,000	Local
Mustard Way - Improve from Kearney to Partnership Boulevard	Greene County	Springfield	Maintenance	\$1,100,000	Local
National & Primrose - Add lanes, drainage, sidewalk, lighting and signals	Greene County	Springfield	Intersection	\$2,000,000	Local
National & Walnut - Construct left turn lanes	Greene County	Springfield	Capacity Expansion	\$100,000	Local
National Avenue - Widen between Kearney & the north city limits	Greene County	Springfield	Capacity Expansion	\$2,600,000	Local
National and Grand	Greene	Springfield	Intersection	\$150,000	Local
National Avenue & St. Louis Street - Intersection Improvements to include widening, drainage, signals and lighting	Greene County	Springfield	Intersection	\$147,000	Local
National from Grand to Portland	Greene	Springfield	Capacity Expansion	\$1,375,121	Local
National from Pythian to Chestnut Expy	Greene	Springfield	Capacity Expansion	\$475,682	Local
National from Seminole to Sunset	Greene	Springfield	Capacity Expansion	\$958,333	Local
National from Smith to Evergreen	Greene	Springfield	Capacity Expansion	\$682,121	Local
National from Stanford to Washita	Greene	Springfield	Capacity Expansion	\$488,924	Local
National from Talmage to Kearney	Greene	Springfield	Capacity Expansion	\$485,576	Local
National from Trafficway to Cherry	Greene	Springfield	Capacity Expansion	\$846,818	Local
National/James River Road widen from Plainview to Campbell	Greene County	Springfield	Capacity Expansion	\$5,300,000	Local
National widen from Battiefeld to Republic Road	Greene County	Springfield	Capacity Expansion		Local
Neergard Road - Widen between Kearney & I-44	Greene County	Springfield	Capacity Expansion	\$1,900,000	Local
Nicholas from Rosedale to Shelvinrock	Christian	Nixa	Capacity Expansion	\$3,340,924	Local
Nichols Street between Fulbright & Eldon	Greene County	Springfield	Capacity Expansion	\$3,000,000	Local
North Main & Tracker Road - Installation of three-lanes, curb and gutter, underground stormwater collection	Christian County	Nixa	Intersection	\$388,725	Local
Norton Road - Widen between Summit & National	Greene County	Springfield	Capacity Expansion	\$3,200,000	Local



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Oak Grove Avenue - Construct between Cherry and Walnut	Greene County	Springfield	New Roadway	\$500,000	Local
Oak Grove Avenue - Widen between Sunshine & Cherry	Greene County	Springfield	Capacity Expansion	\$3,200,000	Local
Oakwood from US 60 to Hines	Greene	Springfield	Capacity Expansion	\$1,320,758	Local
Off-System Bridge Project(s) - 2 Per Year	Greene County	Greene	Bridge	\$4,800,000	Local
Packer Road widen between Kearney & Division	Greene County	Springfield	Capacity Expansion	\$2,200,000	Local
Park Avenue - Widen between Kearney & Melville Road	Greene County	Springfield	Capacity Expansion	\$950,000	Local
Partnership Boulevard - Widen	Greene County	Springfield	Capacity Expansion	\$1,100,000	Local
Primrose from Campbell to South	Greene	Springfield	Capacity Expansion	\$301,091	Local
Primrose from Kings to Miami	Greene	Springfield	Capacity Expansion	\$519,939	Local
Primrose from National to Fremont	Greene	Springfield	Capacity Expansion	\$654,106	Local
Primrose Street - Widen between the Ronald McDonald House & Campbell	Greene County	Springfield	Capacity Expansion	\$2,200,000	Local
Pythian Street - Widen between Cedarbrook & U.S. 65	Greene County	Springfield	Capacity Expansion	\$1,400,000	Local
Republic & Campbell - Improve intersection including dual left turn lanes	Greene County	Greene	Intersection	\$2,600,000	Local
Republic Road - Widen from National to Fremont	Greene County	Springfield	Capacity Expansion	\$1,100,000	Local
Republic Road - Widen between Campbell and National	Greene County	Springfield	Capacity Expansion	\$7,900,000	Local
Republic Road - Widen between Charleston & Glenstone	Greene County	Springfield	Capacity Expansion	\$3,100,000	Local
Republic Road - Widen between Kansas Avenue & Campbell	Greene County	Springfield	Capacity Expansion	\$8,700,000	Local
Republic Road - Widen from Fremont to Weller	Greene County	Springfield	Capacity Expansion	\$2,300,000	Local
Republic Road from Fairview to James River Freeway	Greene	Springfield	Capacity Expansion	\$1,252,106	Local
Republic Road widen and improve from Golden to FF	Greene County	Springfield	Capacity Expansion	\$4,200,000	Local
Republic Road- Widen from Hillcrest to Scenic	Greene County	Greene	Capacity Expansion	\$2,700,000	Local
Rosedale from Gregg to Main	Christian	Nixa	Capacity Expansion	\$2,352,273	Local
Scenic Avenue - Reconstruct at Railroad overpass	Greene County	Springfield	Maintenance	\$1,350,000	Local
Scenic Avenue - Widen between Battlefield & City limits	Greene County	Springfield	Capacity Expansion	\$575,000	Local



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Scenic Avenue - Widen from Nathanael Greene Park to Battlefield	Greene County	Springfield	Capacity Expansion	\$2,000,000	Local
Scenic Avenue between Sunshine & Nathanael Greene Park	Greene County	Springfield	Capacity Expansion	\$1,500,000	Local
Scenic from Sunshine to Letoka	Greene	Springfield	Capacity Expansion	\$424,455	Local
School sidewalk program, Sidewalk Reconstruction & Curb ramp Annual program 2008-2011	Christian County	Springfield	Enhancement	\$450,000	Local
Seminole from Glenstone to Brentwood	Greene	Springfield	Capacity Expansion	\$151,591	Local
Seminole Street between Lone Pine & Fort	Greene County	Springfield	Capacity Expansion	\$6,400,000	Local
Seminole Street widen between Scenic & the west city limits	Greene County	Springfield	Capacity Expansion	\$1,100,000	Local
Seminole Street, Campbell to National - Widen to 3 lanes, drainage and sidewalks	Greene County	Springfield	Intersection	\$150,000	Local
South from Campbell to Riverside	Greene	Springfield	Capacity Expansion	\$526,909	Local
South from US 65 to Beimore	Christian	Ozark	Capacity Expansion	\$2,409,773	Local
South Street from Elm to Mount Vernon	Greene	Springfield	Capacity Expansion	\$52,273	Local
South Street from Pershing to McDaniel	Greene	Springfield	Capacity Expansion	\$52,970	Local
Summit Avenue - Construct left turn lanes at Kearney	Greene County	Springfield	Intersection	\$750,000	Local
Summit Avenue - Widen & construct from I-44 to Camorene	Greene County	Springfield	Capacity Expansion	\$850,000	Local
Summit Avenue from I-44 to Kearney	Greene County	Springfield	Capacity Expansion	\$950,000	Local
Sunset & National- Reconstruct left turn lane	Greene County	Springfield	Intersection	\$110,000	Local
Sunset from Hillsboro to Ingram Mill	Greene	Springfield	Capacity Expansion	\$468,364	Local
Sunset from Hillsboro to Ingram Mills	Greene	Springfield	Capacity Expansion	\$468,364	Local
Sunset from Jefferson to Kimbrough	Greene	Springfield	Capacity Expansion	\$315,379	Local
Sunset Street - Extend to Scenic	Greene County	Greene	New Roadway	\$850,000	Local
Sunshine & Jefferson - improve intersection	Greene County	Greene	New Roadway	\$1,000,000	Local
Sunshine & Fremont - Widen, add turn lanes drainage, sidewalks, lighting and signals.	Greene County	Springfield	Capacity Expansion	\$500,000	Local
Sunshine from Blackman to Ranch	Greene	Springfield	Capacity Expansion	\$437,697	Local
Sunshine from Forest Heights to Royal	Greene	Springfield	Capacity Expansion	\$1,660,530	Local
Sunshine from Madrid to Ventura	Greene	Springfield	Capacity Expansion	\$662,121	Local
Sunshine from Wedgewood to Enterprise	Greene	Springfield	Capacity Expansion	\$4,716,045	Local



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Sunshine from Woodward to Plaza	Greene	Springfield	Capacity Expansion	\$453,030	Local
Sunshine Street, Glenstone to Blackman – Resurfacing	Greene County	Springfield	Maintenance	\$720,000	Local
Sunshine Street, Scenic to Kansas Expressway – Resurfacing	Greene County	Springfield	Maintenance	\$240,000	Local
Traffic Signal Annual Program 2006-2010 – Install one new signal annually or replace and maintain signal system	Greene County	Springfield	Intersection	\$250,000	Local
Truman Boulevard – Extension to Norton Road	Christian County	Springfield	New Roadway	\$346,699	Local
Turner Street Widen between Glenstone & Barnes	Greene County	Springfield	Capacity Expansion	\$900,000	Local
US 60 From Illinois to County Line	Greene	Greene	Capacity Expansion	\$2,101,364	Local
Valley Water Mill - Widen from Barnes to U.S. 65	Greene County	Springfield	Capacity Expansion	\$6,000,000	Local
Valley Water Mill - Widen from Glenstone to National & National Avenue – Widen from Valley Water Mill to north city limits	Greene County	Springfield	Capacity Expansion	\$3,000,000	Local
Walnut Lawn - Widen between Main & Parkhill Avenue	Greene County	Springfield	Capacity Expansion	\$5,200,000	Local
Walnut Lawn - Widen from Kansas Expressway to Cox	Greene County	Springfield	Capacity Expansion	\$750,000	Local
Walnut Lawn from Clifton to Kansas Expy	Greene	Springfield	Capacity Expansion	\$784,091	Local
Weaver from Bohn to Campbell	Greene	Springfield	Capacity Expansion	\$966,897	Local
Weaver Road - Widen & improve from National to Cox	Greene County	Springfield	Intersection	\$6,300,000	Local
Weller Avenue - railroad crossing approach improvement	Greene County	Springfield	Railroad Crossing	\$35,000	Local
Westgate - Construct from Chestnut to 160	Greene County	Springfield	New Roadway	\$6,750,000	Local

TOTAL LOCAL PROJECTS

\$440,596,229



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Feasible Funding Sources

To be included in the OTO Long Range Transportation Plan (LRTP), a project must have an identified source of funds that may be reasonably expected during the timeframe of planned project implementation. Thus, another purpose for this Plan is to identify funding sources believed to be reasonably available to fund the implementation of the Transportation Planning Area's (TPAs) needed transportation improvements identified in the 2030 plan horizon. However, many details will need to be resolved in further studies for specific projects.

Currently, major transportation funding sources include federal monies (Interstate Maintenance funds and National Highway System funds, regional or statewide Surface Transportation Program funds, and various types of grant funds) and state monies (Highway Maintenance & Operating Fund, Transportation Trust Fund, and General Fund).

Additionally, the City of Springfield and the Missouri Department of Transportation (MoDOT) have worked together to capitalize on the federal government's establishment of state infrastructure banks. The two entities entered into an interlocal agreement in April 1997, providing a re-payment schedule for MoDOT to pay back project funds. Essentially, this innovative funding mechanism was backed by a 1/8-cent transportation sales tax within the City of Springfield to back Transportation Revenue Bonds. The program is being administered by the Springfield Missouri State Highway Improvement Corporation.

The following is a list of potential local revenue sources currently not used that could be accessed in the Springfield-Greene County area:

<u>Funding Source</u>	<u>Maximum Levy</u>
Transportation Sales Tax (City)	1/2 cent
Transportation Development District	1/2 cent
Transportation Development District	10 cents/\$100 assessed valuation
Capital Improvements Sales Tax	City – 1/2 cent County – 1/2 cent
Storm Water and Public Works Sales Tax	1/10 cent County - \$3,200,000
Property Tax for General Municipal Purposes (City)	\$1/\$100 assessed valuation



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Local jurisdictions in Missouri (e.g. – Lee’s Summit, Liberty, and Raymore) have enacted excise taxes to recover some of the cost of new development. Missouri statutes are in place for a development related excise tax. The local jurisdictions enacting an excise tax would need to develop a cost for improvements related to new development, establish a tax proposal that would finance those costs, and have a referendum on that tax proposal. The potential revenue to be raised by this innovative financing mechanism is under study.

Recommendations:

The Metropolitan Planning Organization, as recognized by the federal government, has an important role to play, along with the Missouri Department of Transportation, in making transportation decisions for the area. MoDOT is responsible under the federal transportation act to select projects on the National Highway System, on the interstate system, and to maintain existing roadways and bridges in cooperation with the MPO. The MPO, in consultation with MoDOT, is responsible for selecting other transportation projects in the area. The MPO's project ranking process is intended to provide a method by which the MPO's perspective is articulated and made available to MoDOT. Prior to being approved for funding by the MPO, each of the recommended capital projects included in this plan will be reviewed to ensure that they continue to meet the *Journey 20/30* transportation objectives.

Actions:

- Through the Metropolitan Planning Organization (MPO), jurisdictions should work together with MoDOT to implement the needed road system improvements. These improvements address major transportation needs in the urban area. They do not, however, mitigate all deficiencies. Hence, alternative transportation improvements shall also be explored as part of the transportation roadway system improvement program.
- The MPO will work with local jurisdictions to identify funding sources for the highest-priority transportation projects.



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