



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JUNE 15, 2022
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, June 15, 2022 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of April 20, 2022 Meeting Minutes..... Tab 1
(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items..... Tab 9
(5 minutes/VanHorn)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee. **Due to the volume of input, comments are included at the end of the agenda in Tab 9.**

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(10 minutes/Miller)

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

II. New Business

A. *Destination 2045* Amendment Number 2..... Tab 2
(5 minutes/Longpine)

Springfield has requested an amendment to the Major Thoroughfare Plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
DESTINATION 2045 AMENDMENT NUMBER 2 TO THE BOARD OF DIRECTORS**

B. Draft 2023-2027 STIP..... Tab 3
(5 minutes/Miller)

The 2023-2027 Statewide Transportation Improvement Program will be considered for approval by the Missouri Highway and Transportation Commission on July 6, 2022 and is included for member information. Public comment closes on June 17, 2022.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. Draft FY 2023-2026 Transportation Improvement Program Tab 4
(15 minutes/Longpine)

The draft FY 2023-2026 Transportation Improvement Program (TIP) is available in electronic format for member review.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
DRAFT FY 2023-2026 TIP TO THE BOARD OF DIRECTORS**

D. 2024-2028 Draft STIP Prioritization Criteria..... Tab 5
(10 minutes/Fields)

The Technical Planning Committee is asked to review the criteria used for prioritizing projects ahead of the 2024-2028 STIP project selection process.

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

E. FY 2024-2028 Draft STIP Prioritization Project List..... Tab 6
(10 minutes/Fields)

The Technical Planning Committee is asked to review the list of projects proposed for prioritization ahead of the 2024-2028 STIP project prioritization process.

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

F. Safe Streets and Roads for All..... Tab 7
(10 minutes/Longpine)

An overview of the Safe Streets and Roads for All program will be provided and members are asked to discuss how the region approaches this program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

A. **Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

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

B. **Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

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

C. **Articles for Technical Planning Committee Member Information..... Tab 8**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, August 17, 2022 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM I.C.

April 20, 2022 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the April 20, 2022 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee April 20, 2022 meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
APRIL 20, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present, and the meeting was called to order at approximately 1:33 p.m. by Chairman Tommy VanHorn.

The following members were present:

Mr. Garrett Brickner (a), City of Republic	Mr. John McCart, City of Ozark
Mr. Matt Crawford, City Utilities Transit	Ms. Stacy Reese, MoDOT
Mr. Martin Gugel, City of Springfield	Mr. Jeff Roussell, City of Nixa
Mr. Adam Humphrey, Greene County	Ms. Beth Schaller, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. Tommy VanHorn, City of Battlefield (Chair)
Mr. Joel Keller (a), Greene County	Mr. Todd Wiesehan, Christian County
Mr. John Matthews, MSU	

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

The following non-voting members were present:

Ms. Aishwarya Shrestha, SMOG

The following members were not present:

Mr. Rick Artman, Greene County	Ms. Britni O'Connor, MoDOT
Mr. Chris Boone, City of Strafford	Mr. David Schaumburg, Springfield-Branson Airport
Mr. Randy Brown, City of Willard	Mr. Mark Schenkelberg, FAA
Ms. Emily Denniston, Spfld Chamber of Commerce	Mr. Travis Shaw, Springfield Public Schools
Ms. Dawne Gardner, City of Springfield	Ms. Janet Vomund, MoDOT
Ms. Mary Kromrey, Ozark Greenways	Mr. Jeremy Wegner, BNSF
Mr. Ahmad Mokhtee, FTA	

Others present were: Mr. Dan Wadlington, Senator Blunt's Office; Mr. Jeremy Pruett, Congressman Long's Office; Mr. Peter Bryant, Cochran Engineering, City of Strafford; Mr. Neil Brady, Bartlett & West; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chairman VanHorn welcomed everyone and requested self-introductions be made.

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for April 20, 2022. Mr. Wiesehan seconded the motion. The motion passed.

C. Approval of the February 16, 2022 Meeting Minutes

Mr. Roussell made a motion to approve the minutes from the February 16, 2022 Technical Planning Committee Meeting. Mr. Juranas seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Staff Report

Ms. Fields stated that some of the Federal COVID Relief funding is going to trail projects. One of the projects includes a portion of the Chadwick Flyer Trail located on City Utilities' property near Lake Springfield. Consultants will start design work soon with construction beginning in FY 2023. The Chadwick Flyer Trail US65 Overpass Study has been completed. Another project using the funding is the Chadwick Flyer Trail Phase II in Ozark at Tracker. Construction for Phase II is scheduled to start late FY 2023 or FY 2024. Construction for the Wilson's Creek National Battlefield Trail on Highway ZZ is targeted for FY 2023 which will be constructed with the roundabout improvements at the entrance to the Battlefield on Farm Road 182. OTO continues to work with Ozark Greenways' Technical Committee on trail alignment and hoping to get projects ready to go for new funding.

The North Highway 13 Study is still underway. The Highway FF Study in Battlefield has started with a public meeting to be scheduled within the next 4-6 weeks.

OTO, in partnership with the City of Republic, submitted a RAISE Grant for the Highway MM Corridor. OTO is working with Crawford, Murphy & Tilly on an INFRA Grant for the I-44 Corridor.

Ms. Fields thanked each jurisdiction for entering their projects into the new TIP tool.

F. Legislative Reports

Mr. Wadlington, with Senator Blunt's Office, stated a letter of support was submitted for the MM Corridor. Senator Blunt visited Poland as part of a delegation regarding the war. Now, Senator Blunt is back and will be working on border issues and earmarks.

Mr. Pruett, with Congressman Long's office, shared the House has been out but will be returning next week. The budget was passed with a bipartisan vote. The government is funded through September. They are reviewing appropriations requests that have been submitted.

G. MoDOT Report

Ms. Schaller was recently in Jefferson City and stated that in the Governor's budget there is \$100 million for low volume roads and \$75 million for another Governor's Cost Share program. ARPA funding and where ARPA funds can go is unknown at this time. Due to discussions regarding repealing the fuel tax there have also been talks about a fuel tax holiday. The release of the Draft STIP will be delayed because there are requirements that are fiscally restrained and MoDOT wants to make sure they are within their fiscal responsibility before releasing the draft. It will probably be delayed approximately two weeks which will be mid-May.

Ms. Reese shared that work has begun at West Bypass and Kearney. Weather is delaying the work at Glenstone and James River. MoDOT staff is working hard to have that completed by the end of May. The next section will go out to bid in May, which is the extension all the way to Kansas Expressway.

II. New Business:

A. FY 2022-2025 TIP Administrative Modification Five

Ms. Longpine stated that there was one item included as part of Administrative Modification 5 to the FY 2022-2025 Transportation Improvement Program. The basis for the administrative modification was to change a project's programmed amount less than 25% (up to \$2,000,000).

1. ITS Operations and Management (2023) (MO2301-22AM5)
Increasing Springfield's share from \$430,000 to \$470,000, adding \$32,000 in STBG-U and \$8,000 in local.

This was informational only. No action required.

B. FY 2022-2025 TIP Amendment Five

Ms. Longpine reported that there were two items included as part of Amendment Number 5 to the FY 2022-2025 Transportation Improvement Program. There was a revised handout provided for CU2200-22A5.

1. *Revised* FY 2022 Operating Assistance – Fixed Route (CU2200-22A5)
City Utilities Transit is increasing the amount of federal funding and decreasing the amount of local funding for a new total programmed amount of \$7,837,554 compared to \$7,834,715.
2. *Revised* FY 2022 Transit Security – FTA 5307 (CU2203-22A5)
City Utilities Transit is increasing the amount of funding for Transit Security for a new total programmed amount of \$43,750 compared to \$34,751.

Mr. Humphrey made a motion to recommend the Board of Directors approve Amendment 5 to the FY 2022-2025 Transportation Improvement Program. Mr. Juranas seconded the motion. The motion passed.

C. OTO Growth Trends Report

Mr. Faucett stated the Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions. The report included information for residential units permitted, growth trends maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk, and Webster counties). Mr. Faucett reviewed the report for the Committee.

This was informational only. No action was required.

D. Public Participation Plan Annual Evaluation

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

This was informational only. No action was required.

E. FY 2023 Unified Planning Work Program

Ms. Parks reported that OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into tasks. The UPWP contains the proposed budget for FY 2023 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The UPWP Subcommittee reviewed the draft FY 2023 UPWP at its March 22, 2022 meeting. Comments received by MoDOT, FTA, and FHWA have since been incorporated into the final draft, with minimal changes. Ms. Parks reviewed the UPWP for the Committee.

Mr. Juranas made a motion to recommend the Board of Directors approve the FY 2023 Unified Planning Work Program. Mr. Roussell seconded the motion. The motion passed.

F. Major Thoroughfare Plan Amendment

Ms. Longpine stated Greene County had requested a change to the Major Thoroughfare Plan. The change requested was to remove proposed collector Farm Road 119 between Farm Roads 174 and 178. Due to the Greene County Planning and Zoning Board process, which typically includes three readings, it has been requested OTO consider this amendment concurrently.

Mr. Wiesehan made a motion to recommend the Board of Directors approve *Destination 2045* Amendment 1, pending approval by the Greene County Commission. Mr. Humphrey seconded the motion. The motion passed.

G. Federal Functional Classification Map Change Request

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

MoDOT has requested the following change to the federal functional classification system.

1. **Roadway Name** – Republic Street/Glenstone Avenue/OR 60 (Roundabout), from west of EB US 60 off ramp to North of Glenstone roundabout
Current Functional Classification – Primary Arterial
Requested Functional Classification – Expressway
Major Thoroughfare Plan – Primary Arterial/Expressway

Reasoning – Construction of new roundabout and removal of EB on ramp changed how the Functional Classification connected in this area. These changes need to be made to maintain the continuity of the FC system.

Mr. Juranas made a motion to recommend the Board of Directors approve the Functional Classification Change request. Mr. Roussell seconded the motion. The motion passed.

H. Chadwick Flyer Crossing Study

Mr. Stevenson reported that the OTO contracted with Crawford, Murphy & Tilly (CMT) in October of 2021 to conduct a study to determine the safest and most practical location and method for the crossing of U.S. Highway 65 by the Chadwick Flyer Trail in Ozark, Missouri. In coordination with OTO, the City of Ozark, MoDOT, and Ozark Greenways, CMT has completed the study and developed a draft report of the findings that include the identification of a preliminary preferred crossing location and method. A 15-day public review and comment period was initiated Monday, April 11th and continues until Monday, April 25. Mr. Stevenson highlighted the draft report.

Mr. McCart made a motion to recommend the Board of Directors accept the Chadwick Flyer Crossing Study. Mr. Roussell seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. VanHorn shared the City of Battlefield is working with the OTO and CMT to look at the FF Corridor to see how it flows for Battlefield and the surrounding area.

Ms. Longpine asked members to check their emails for several pertinent items sent earlier in the day.

B. Transportation Issues for Technical Planning Committee Member Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Chairman VanHorn noted there were no articles of interest included in the Agenda Packet.

IV. Adjournment

Mr. Juranas moved to adjourn the meeting. Mr. Roussell seconded the motion. The motion passed.

The meeting adjourned at approximately 2:47 p.m.

Tommy VanHorn
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM II.A.

***Destination 2045* Amendment Number 2**

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

AGENDA DESCRIPTION:

Springfield has requested a change to the Major Thoroughfare Plan:

- Remove proposed collector in the 1800 block of N. West Bypass, between Eldon and West Bypass

This request has been approved by Springfield City Council at their regular meeting on May 2, 2022.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve *Destination 2045* Amendment 2.”

OR

“Move to recommend that *Destination 2045* Amendment 2 be sent to the Board of Directors with the following considerations...”

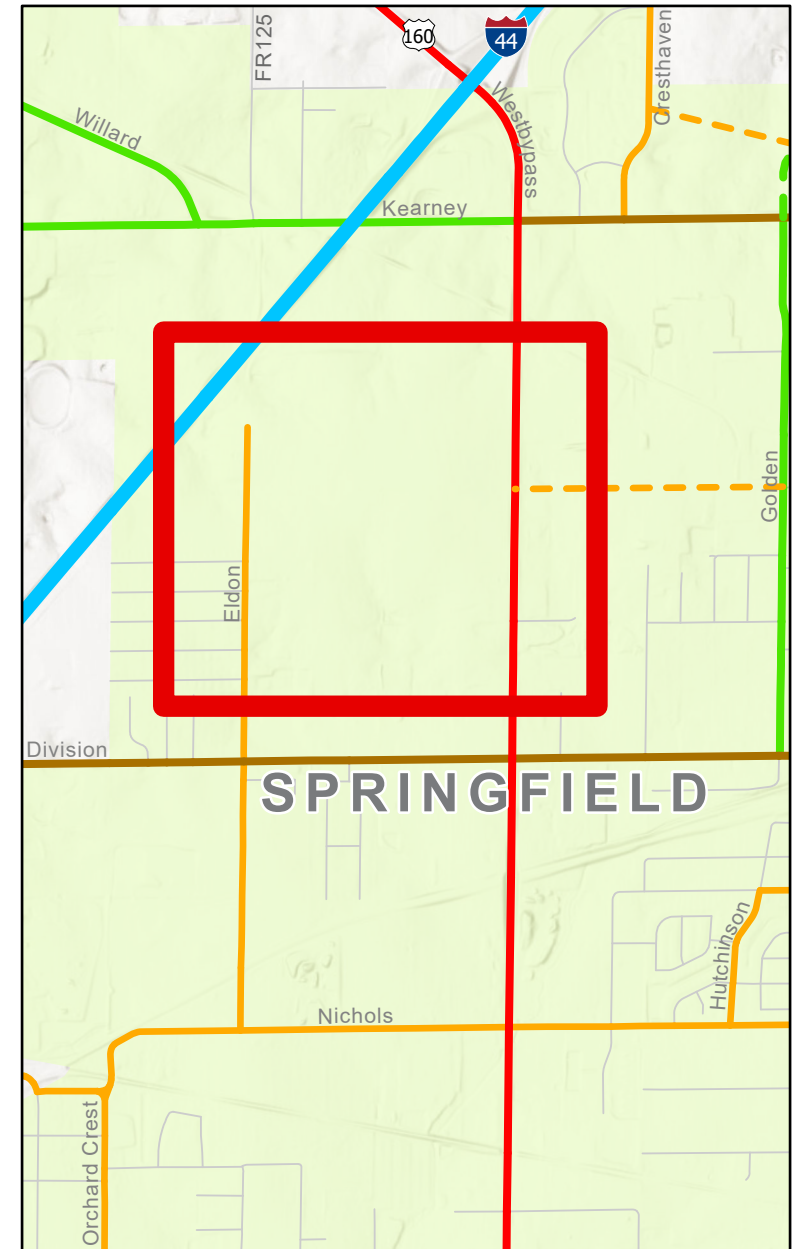
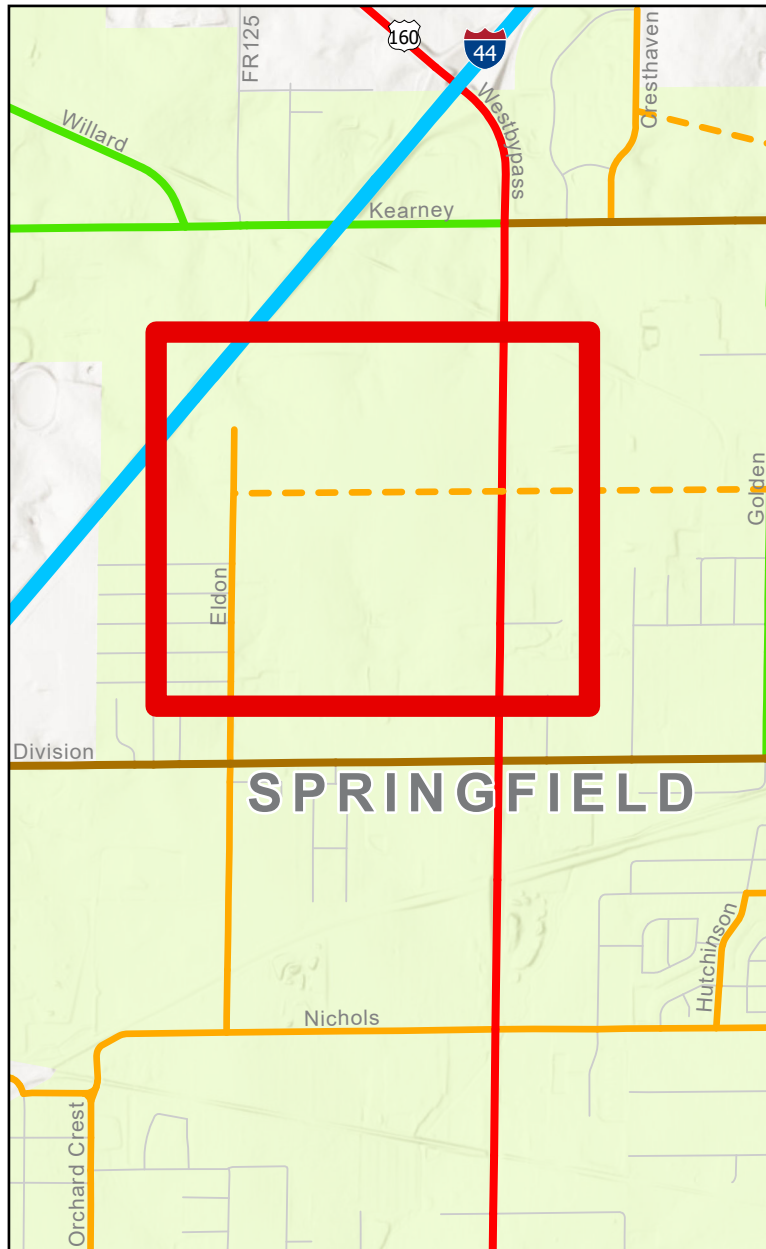
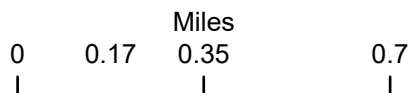
Major Thoroughfare Plan Ozarks Transportation Organization



As Approved by the OTO Board of Directors
May 19, 2022

Proposed

- Existing Roads
 - Freeway
 - Expressway
 - Primary Arterial
 - Secondary Arterial
 - Collector
 - Rural Collector
 - Boulevard
 - Local
- Proposed Roads
 - Proposed Expressway
 - Proposed Primary Arterial
 - Proposed Secondary Arterial
 - Proposed Collector
 - Proposed Local



One-rdg. X
P. Hmgs.
Pgs. 10
Filed: 04-26-22

Sponsored by: Hardinger

COUNCIL BILL 2022-093 RESOLUTION

A RESOLUTION

1 AMENDING the Major Thoroughfare Plan, a portion of the Transportation Plan
2 element of the Springfield-Greene County Comprehensive Plan, by
3 removing a future collector from Figures 20-2 and 20-9. (Planning and
4 Zoning Commission and Staff recommends approval.)
5
6

7 WHEREAS, City Council adopted the Transportation Plan as an element of the
8 Springfield-Greene County Comprehensive Plan, the master plan for development of
9 the City, on June 11, 2001; and
10

11 WHEREAS, the Major Thoroughfare Plan, a portion of the Transportation Plan,
12 provides an overall framework for making decisions on thoroughfare improvements and
13 extensions, identifies locations of future major transportation corridors, and serves as a
14 general guide for securing street rights-of-way; and
15

16 WHEREAS, the Planning and Zoning Commission and City Council have the
17 authority to amend the Major Thoroughfare Plan per Section 11.6 in the City Charter;
18 and
19

20 WHEREAS, staff has determined that the proposed collector between North
21 Eldon Avenue and the 1800 block of North West Bypass does not provide for an
22 adequate system of thoroughfares to ensure logical development of the community,
23 safe and efficient movement of people and goods, and economical expenditure of public
24 funds, and therefore should be removed from the Major Thoroughfare Plan; and
25

26 WHEREAS, the Planning and Zoning Commission held a public hearing on April
27 7, 2022, and recommended approval of the above revision.
28

29 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
30 SPRINGFIELD, MISSOURI, as follows, that:
31

32 Section 1 – City Council hereby amends the Transportation Plan of the
33 Springfield-Greene County Comprehensive Plan by removing the proposed collector
34 between North Eldon Avenue and the 1800 block of North West Bypass, as depicted on
35 “Exhibit 1-B,” which is attached hereto and incorporated by reference, from the Major

Thoroughfare Plan, which is attached hereto and incorporated by reference as "Exhibit 1-A."

Section 2 – The Director of Planning and Development and the City Clerk are directed to maintain official copies of the Major Thoroughfare Plan in their offices.

Section 3 – This Resolution shall be in effect immediately upon adoption.

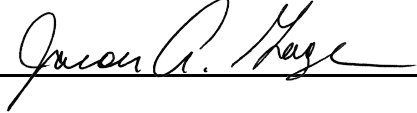
Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Resolution: _____

Approved as to form: , Assistant City Attorney

Approved for Council action: , City Manager

EXPLANATION TO COUNCIL BILL 2022-093

FILED: 04-26-22

ORIGINATING DEPARTMENTS: Public Works and Planning and Development

PURPOSE: To amend the Major Thoroughfare Plan in the City of Springfield Transportation Plan to remove a future collector ("Exhibit 1-A").

BACKGROUND INFORMATION: The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. A portion of this document identifies the major thoroughfares within the City. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions; identifies locations of future major transportation corridors and serves as a general guide for securing street rights-of-way.

The Transportation Plan states that the street classifications for the Major Thoroughfare Plan should be regularly updated by the Springfield Metropolitan Planning Organization and subsequently adopted by Springfield City Council, the Missouri Department of Transportation, and the Greene County Commission as part of their policies concerning the location and function of all major streets.

REMARKS:

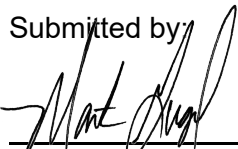
1. The Major Thoroughfare Plan represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-way. Future roads are shown in general locations, the actual location may vary.
2. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6 of the City Charter.
3. Staff has determined that the proposed collector between North Eldon Avenue and the 1800 Block of North West Bypass does not provide for an adequate system of thoroughfares to ensure logical development of the community, safe and efficient movement of people and goods, and economical expenditure of Public Funds and therefore should be removed from the Major Thoroughfare Plan.
4. There is no financial impact to the City with the adoption of the updated plan.

Supports the following City Council Priorities:

- Economic Vitality

RECOMMENDATION: The Planning and Zoning Commission held a public hearing on April 7, 2022, and recommended approval by a vote of 8 to 0 ("Attachment 1"). The Departments of Public Works and Planning and Development recommend passage of this Resolution.

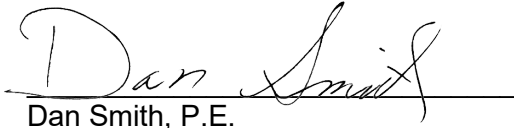
Submitted by:



Martin Gugel, P.E.


Assistant Director of Public Works

Recommended by:

A handwritten signature in cursive script, appearing to read "Dan Smith", is written over a horizontal line.


Dan Smith, P.E.
Director of Public Works

Recommended by:

A horizontal line for a signature.

Susan Istenes, AICP Director
of Planning and Development

Approved by:

A handwritten signature in cursive script, appearing to read "Jason Gage", is written over a horizontal line.

Jason Gage,
City Manager

Exhibit 1



Development Review Staff Report

PLANNING AND ZONING COMMISSION PUBLIC HEARING:
CITY COUNCIL PUBLIC HEARING:

APRIL 7, 2022
May 2, 2022

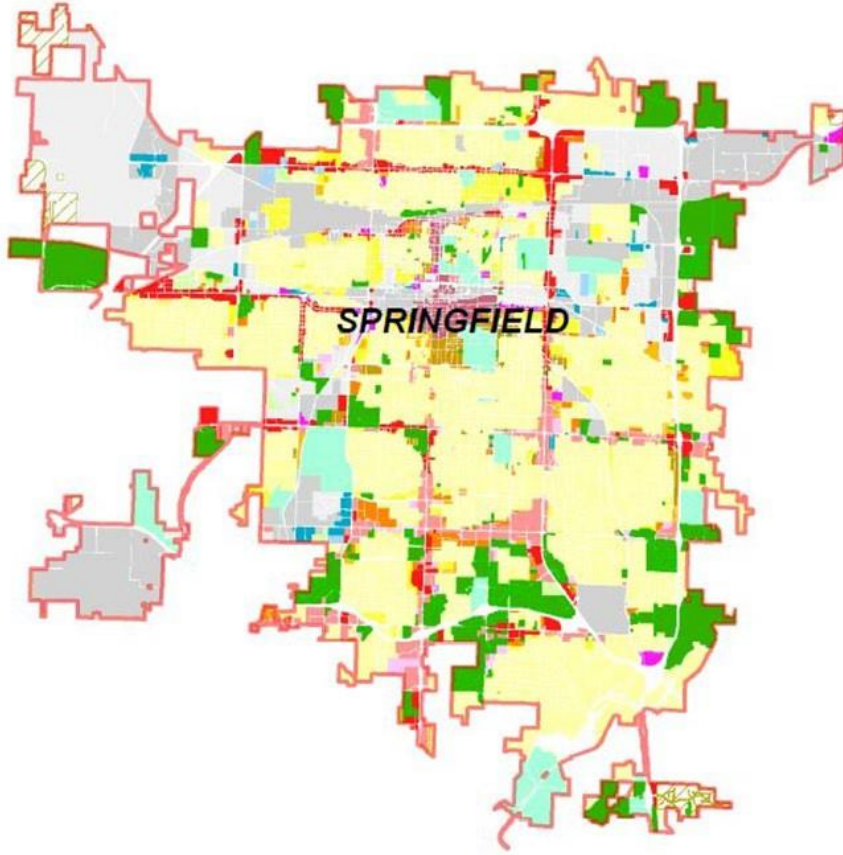
CASE: Major Thoroughfare Plan Amendment

LOCATION: 1800 Block N. West Bypass

STAFF: Dawne Gardner, AICP 864-1863
[Choose an item.](#)

STAFF RECOMMENDATIONS:
Approve

PROPOSED MOTION: Move to approve as submitted in the staff report. Required vote is a majority of those present (5 members are a quorum).



SUMMARY OF REQUEST:

To amend the Major Thoroughfare Plan Figure 20-2 and 20-9 in the City of Springfield Transportation Plan to remove a future collector (extension of Atlantic Street from West Bypass to Eldon Avenue).

FINDINGS FOR STAFF RECOMMENDATIONS:

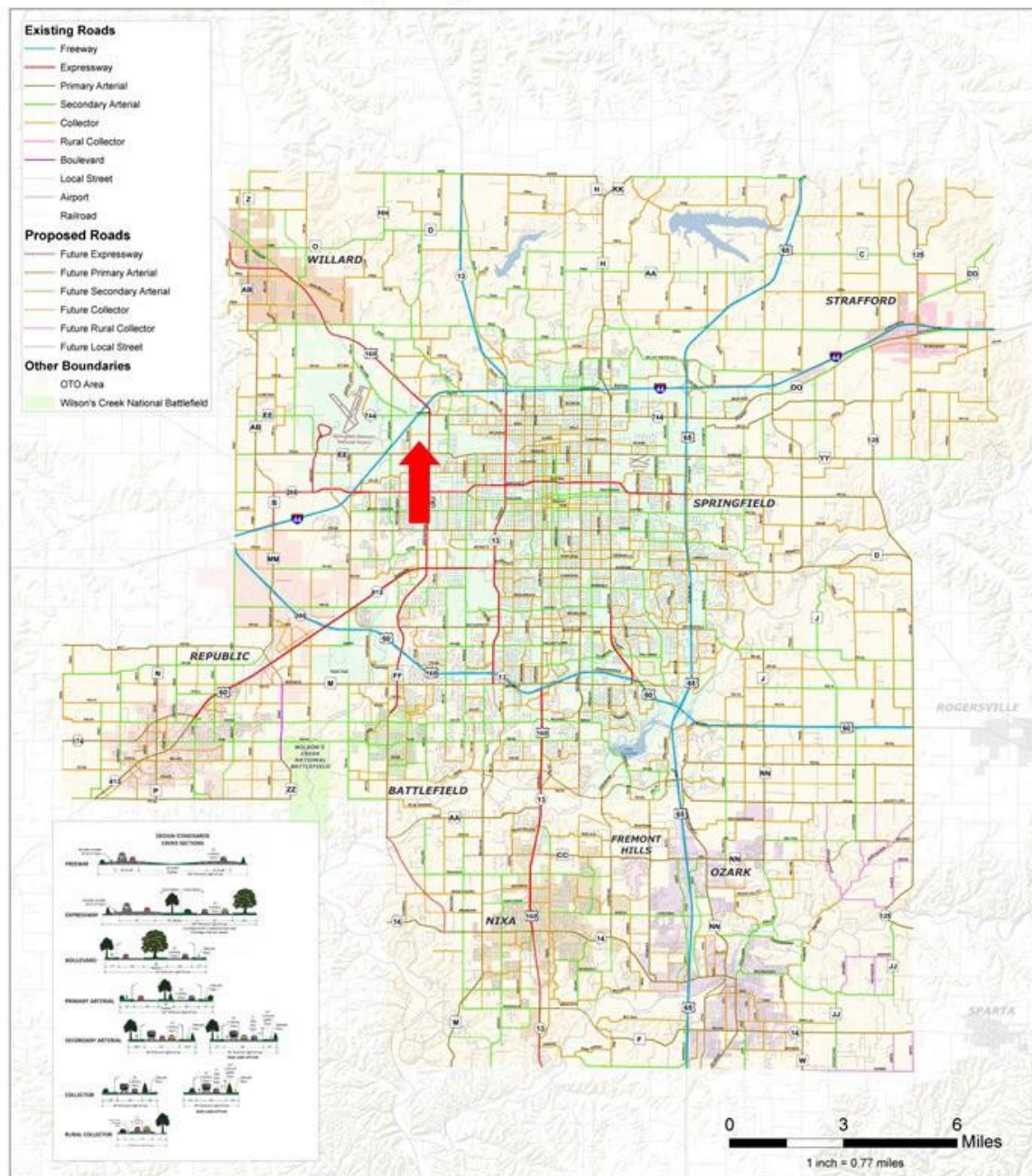
1. The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. A portion of this document identifies the Major Thoroughfares within the City.
2. The Major Thoroughfare Plan ("Exhibit A") represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-ways. Future roads are shown in general locations, the actual location may vary.
3. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6. in the City Charter.
4. Staff has determined that the proposed collector in the 1800 block of N. West Bypass (extension of Atlantic Street from West Bypass to Eldon Avenue) do not provide for an adequate system of thoroughfares to ensure logical development of the community, safe and efficient movement of people and goods, and economical expenditure of Public Funds and therefore should be removed from the Major Thoroughfare Plan Figure 20-2 and 20-9.

Development Review Staff Report

Transportation Plan:

Exhibit A

Major Thoroughfare Plan Ozarks Transportation Organization As approved by the OTO Board of Directors



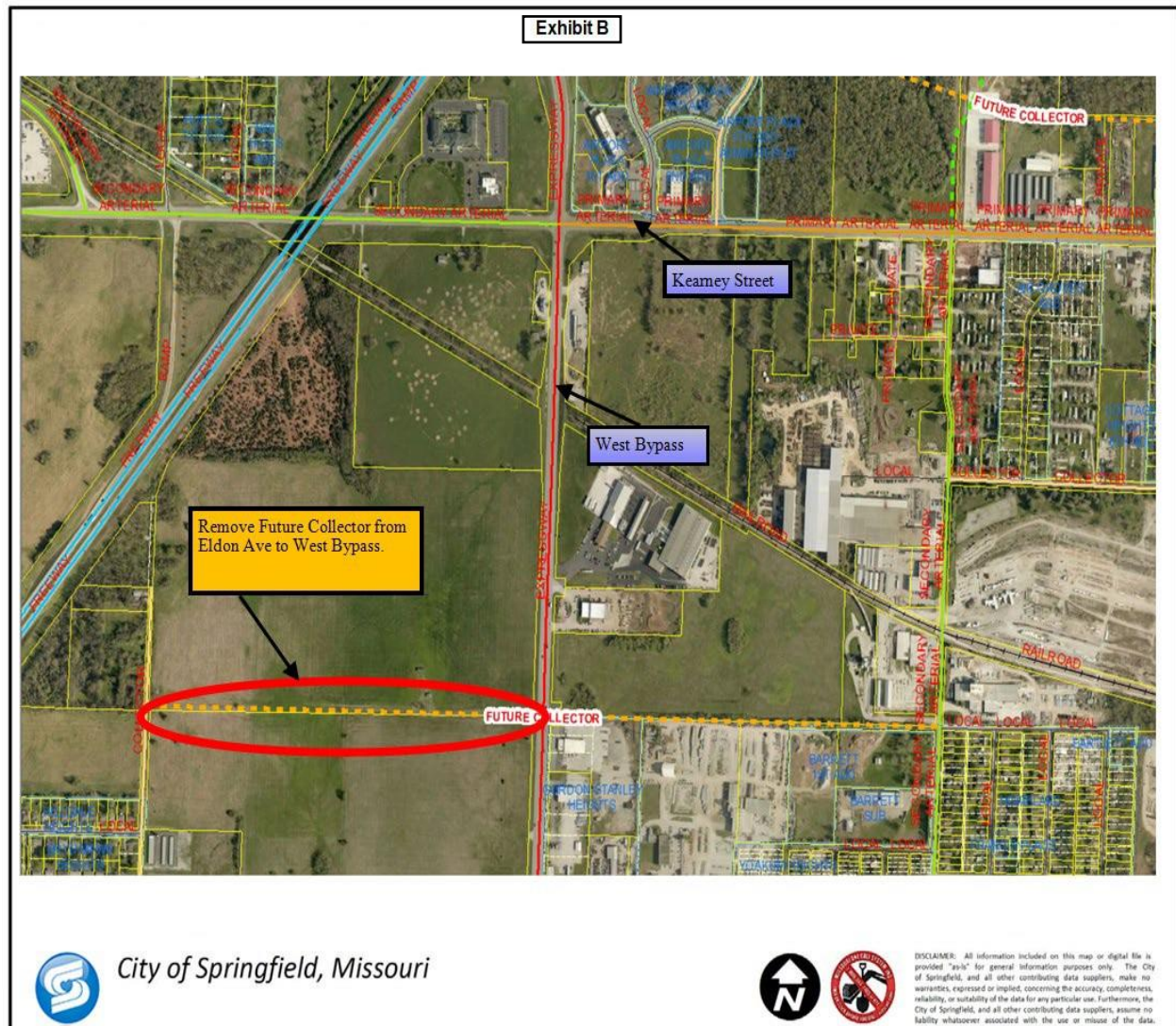
Amended:

June 16, 2005	April 17, 2008
August 18, 2005	August 21, 2008
December 15, 2005	December 15, 2011
April 19, 2007	February 19, 2015



Development Review Staff Report

PLAN AMENDMENTS:



Development Review Staff Report

TRANSPORTATION PLAN RECOMENDATIONS:

The Street Classifications for the Major Thoroughfare Plan should be regularly updated by the Springfield MPO, and subsequently adopted by the Springfield City Council, the Missouri Department of Transportation, and the Greene County Commission, as part of their policies concerning the location and function of all major streets. (Page 20-25)

PLANNING AND ZONING COMMISSION AUTHORITY:

Section 11.2. Planning and zoning commission—Powers and duties.

The city planning and zoning commission shall have the power and shall be required to:

- (1) Prepare and recommend to the city council a master plan, and amendments thereto, for the physical development of the City, as defined in this Article.
- (2) Prepare and recommend regulations pertaining to subdivision and development of land to the city council.
- (3) Review and approve subdivisions and development of land in accordance with the authority and procedures established by the city council.
- (4) Prepare for the city council an official map of the City and make recommendations with respect to proposed changes in such map.
- (5) Review and make recommendations with respect to proposed changes in the zoning ordinance and zoning map.
- (6) Hold public hearings on requests for rezoning, amendments to the zoning ordinance, amendments to the comprehensive plan, and such other planning and zoning matters as may be required by law or the provisions of this Charter. Rules with respect to the conduct of public hearings shall be adopted by the commission.
- (7) Review and recommend proposed capital improvements which in the opinion of the commission are necessary or desirable to be constructed.
- (8) Promote public interest in and understanding of the comprehensive plan and of zoning and planning.
- (9) Perform such other investigations and studies as may be referred to it by the city council or the city manager and make recommendations thereto.
- (10) Meet not less than once each month and keep a public record of its resolutions, findings and determinations.

Section 11.6. Adoption of master plan.

The commission may adopt the master plan as a whole by a single resolution or may by successive resolutions adopt successive parts of the plan, said parts corresponding to major geographical sections of the city or to functional divisions of the subject matter of the plan, and may adopt any amendment or extension thereof or addition thereto. The adoption of the plan, or any such part, amendment, extension or addition shall be by resolution carried by the affirmative vote of not less than a majority of the commission, but before the adoption of the plan or any such part or any modification, extension or addition, the commission shall hold at least one public hearing on the proposed action. An attested copy of the plan or part thereof shall be certified to the council. Neither the master plan, nor any element of the plan, shall have the legal effect set out in Section 11.7 of this chapter unless the plan, or the element of the plan in question, shall have been approved by the city council.

Section 11.7. Legal status of master plan.

- (1) *Master plan to provide general guidelines.* The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) *Regulations to generally conform to master plan.* All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) *Master plan to guide public improvements.* The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.

Development Review Staff Report



(f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

STAFF COMMENTS:

1. The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. A portion of this document identifies the Major Thoroughfares within the City.
2. The Major Thoroughfare Plan ("Exhibit A") represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-ways. Future roads are shown in general locations, the actual location may vary.
3. The property in the 1800 Block of N. West Bypass ("Exhibit B") is prime development property currently zoned General Manufacturing, split into two lots and owned by the same LLC. To market and develop this property as one lot or multiple lots, the future collector through this property does not serve a purpose for connectivity.
4. The Major Thoroughfare Plan map currently exists as Figure 20-2 and Figure 20-9 in the Transportation Plan.
5. The proposed amendments follow the goals set forth in the Transportation Plan which are:
 - i. Identify and establish future thoroughfare systems that integrates land uses with transportation system needs.
 - ii. Recognize a distinct hierarchy of street classification as thoroughfare improvements and development definitions are made.
 - iii. Work with Ozarks Transportation Organization to review and update the plan every 5 years in conjunction with their Long Range Transportation Plan review/update.
7. Missouri State Statute Chapter 89.400.1 requires a municipality to file a certified copy of any adopted major street plan in the office of the county recorder. The city will file a copy of the Major Thoroughfare Plan with the Greene County Recorder's office upon adoption by the Planning & Zoning Commission and the Springfield City Council.

NEIGHBORHOOD MEETING:

A neighborhood meeting is not required.

PUBLIC NOTIFICATIONS:

The public notice was advertised in the Daily Events at least 15 days prior to the public hearing.

RECORD OF PROCEEDINGS
Planning and Zoning Commission – April 7, 2022

Major Thoroughfare Plan Amendments – West Bypass
1800 blk Northwest Bypass (between West Bypass and Eldon Avenue)
Applicant: City of Springfield

Mr. Hosmer states that this is a request to amend Figure 20-2 and 20-9 in the City of Springfield Transportation Plan to remove a future collector (extension of Atlantic Street from West Bypass to Eldon Avenue). The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. The Major Thoroughfare Plan (“Exhibit A”) represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-ways. Future roads are shown in general locations, the actual location may vary. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6. in the City Charter. The proposed amendments follow the goals set forth in the Transportation Plan which are:

- Identify and establish future thoroughfare systems that integrates land uses with transportation system needs.
- Recognize a distinct hierarchy of street classification as thoroughfare improvements and development definitions are made.
- Work with Ozarks Transportation Organization to review and update the plan every 5 years in conjunction with their Long-Range Transportation Plan review/update.

The property in the 1800 Block of West Bypass (“Exhibit B”) is prime development property currently zoned General Manufacturing, is currently split into two lots but owned by the same LLC. In order to market and develop this property as one lot or multiple lots, the future collector through this property does not serve a purpose for connectivity. Staff recommends approval.

Mr. Colony asks if this is for a regular check-up.

Mr. Hosmer noted that it is development driven to make the property marketable.

Mr. Colony asked about a replacement corridor across the area.

Mr. Foster noted that it will not need to be replaced because it has access to West Bypass and Kearney. By taking it off the Major Thoroughfare Plan it takes away any component for a future developer and the collector would serve no use to the city.

Mr. Doennig opened the public hearing.

No speakers.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Mr. Colony motioned to recommend **approval** for Major Thoroughfare Plan Amendments – West Bypass (800 blk Northwest Bypass (between West Bypass and Eldon Avenue)). Mr. Knuckles seconded the motion. Ayes: Doennig, Coltrin, Knuckles, Colony, Bruce, Jobe, Broekhoven, and Lebeck. Nays: None. Abstain: None. Absent: None.



Bob Hosmer, AICP
Planning Manager

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM II.B.

Draft 2023-2027 MoDOT Statewide Transportation Improvement Program (STIP)

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

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2023-2027 STIP will be adopted at the July 6, 2022 Missouri Highways and Transportation Commission meeting. Included for member information is the 2023-2027 Scoping and Design Projects and the 2023-2027 Highway and Bridge Construction Schedule.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. Please see the included document titled OTO Recommended STIP Project List for the list endorsed by the OTO.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2023-2026 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Informational Only. No Action Requested.

OTO Recommended STIP Project List

Description	Project Number	ROW Estimate (thousands)	(In Construction Estimate (in thousands)	Proposed FY	Unfunded Needs List	Priority
I-44: Glenstone to Route 65	8I3044C				STIP	1
I-44: six-lanes from Kansas to Glenstone	8I3044		\$ 22.10	2025	Tier 2	1
ITS: Chestnut corridor from W. Bypass to Kansas Exp	TBD		\$ 0.30	2024		2
Glenstone: Phase II safety, operational and pedestrian connectivity	TBD		\$ 1.00	2024	Tier 1	3
Route 60: Capacity from new Route MM/ZZ to Route 360 (JRF)	8S3159		\$ 8.50	2025	Tier 2	5
Kansas Expressway: Interchange at I-44 Phase I	8P3252	\$ 4.70	\$ 18.15	2026	Tier 1, 2, 3	7
Route 60: freeway from Rte. 65 to Route NN/J	8P0683G	\$ 0.60	\$ 14.40	2027	Tier 2	8
Kansas Expressway: Grand to Sunshine	8S3195		\$ 6.90	2026	Tier 1, 2, 3	9
Route 65: Six-lanes from Route CC to Route 14	8P0605I		\$ 11.95	2023	Tier 2	12
Route 65: Six-lanes from Route 14 to Rte. F, bridge	8P0605J		\$ 9.54	2023	Tier 2	15
Route CC: ramp improvements at Rte. 65	8P3235		\$ 0.10	2025	Tier 1	16
Route D: East Sunshine Safety, Operational and Pedestrian Connectivity	8S3133		\$ 2.70	2024		22
Loop 44: Chestnut Safety, Operational and pedestrian connectivity	8P3144		\$ 1.02	2024		23
Route 125: Strafford intersections, phase II	8S3238		\$ 2.00	2024		25
AB/266 and B/266 Intersections	8S3250	\$ 0.50	\$ 4.00	2024		47
Route CC: intersection improvements at Main St.	8S0736F	\$ 0.10	\$ 1.45	2024		64
Route 744: Kearney Street Safety, Operational and Pedestrian Connectivity	8S3145		\$ 2.10	2024		Safety
I-44 @ Route MM Interchange Phase I			\$ 2.50	2024		
TOTAL (Before Inflation)			\$ 108.71			

2023 – 2027 Scoping and Design Projects

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

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

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

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

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

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Projects in Section 3 shaded in light gray represent probable removal with the repeal of SB262, subject to further review during the STIP process with planning partners. Projects in Section 3 shaded in dark gray represent possible removal with the repeal of SB262 and MHTC decision to not issue bonds, subject to further review during the STIP process with planning partners.

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	CHRISTIAN	Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark.						
Route:	MO 14	Adv. CN	80	State :	20	Local :	0	
Job No.:	8P0583	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		
County:	CHRISTIAN	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.						
Route:	MO 14	Federal	32	State :	8	Local :	0	
Job No.:	8P0588	Anticipated Federal Funds : STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.						
Route:	MO 14	Adv. CN	32	State :	8	Local :	0	
Job No.:	8P3249	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	CHRISTIAN	Scoping for capacity and safety improvements from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN and on Rte. NN from Rte. J to Pheasant Road in Ozark.						
Route:	RT CC	Federal	32	State :	8	Local :	0	
Job No.:	8S0736	Anticipated Federal Funds : STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for capital improvements from Fremont Road to 22nd Street in Ozark.						
Route:	RT CC	Adv. CN	160	State :	40	Local :	0	
Job No.:	8S0736D	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	CHRISTIAN	Scoping for capital improvements from Rte. 160 to Main Street in Nixa.						
Route:	RT CC	Adv. CN	32	State :	8	Local :	0	
Job No.:	8S0736G	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.						
Route:	IS 44	Federal	450	State :	50	Local :	0	
Job No.:	8I3044	Anticipated Federal Funds : NHPP				Future Cost : > 100,000		
County:	GREENE	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.						
Route:	IS 44	Federal	4	State :	0	Local :	0	
Job No.:	8I3134	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	GREENE	Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44.						
Route:	MO 13	Federal	80	State :	20	Local :	0	
Job No.:	8P3252	Anticipated Federal Funds : NHPP				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for capital improvements on Kansas Expressway from Bennett Street to Rte. 60 (James River Freeway) in Springfield.						
Route:	MO 13	Federal	600	State :	150	Local :	0	
Job No.:	8S3195	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Bennett Street.						
Route:	MO 13	Federal	600	State :	150	Local :	0	
Job No.:	8S3253	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for safety improvements from 0.3 mile north of Richland Road to Radio Lane in Springfield.						
Route:	MO 13	Federal	144	State :	16	Local :	0	
Job No.:	SU0125	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for roadway and operational improvements on West Sunshine Street from Rte. 360 (James River Freeway) in Springfield to Rte. 174 in Republic.						
Route:	MO 413	Federal	160	State :	40	Local :	0	
Job No.:	8S3159	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for safety improvements on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.						
Route:	MO 744	Federal	36	State :	4	Local :	0	
Job No.:	8S3145	Anticipated Federal Funds : SAFETY				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B and on Rte. B from Rte. 266 to I-44 near Republic.						
Route:	RT AB	Adv. CN	32	State :	8	Local :	0	
Job No.:	8S3250	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.						
Route:	RT FF	Adv. CN	80	State :	20	Local :	0	
Job No.:	SU0004	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	GREENE	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.						
Route:	RT MM	Adv. CN	1,440	State :	360	Local :	0	
Job No.:	8S0836	Anticipated Federal Funds : AC-STBG				Future Cost : 50,001 - 75,000		
County:	GREENE	Scoping for roadway improvements from Rte. 360 to County Road 160 in Republic.						
Route:	RT MM	Federal	240	State :	60	Local :	0	
Job No.:	8S0836E	Anticipated Federal Funds : STBG				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for interchange and ramp improvements at I-44 near Republic.						
Route:	RT MM	Federal	720	State :	180	Local :	0	
Job No.:	SU0043	Anticipated Federal Funds : STBG				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for capacity improvements from Rte. 360 (James River Freeway) to County Road 160 in Republic.						
Route:	RT MM	Adv. CN	280	State :	70	Local :	0	
Job No.:	SU0126	Anticipated Federal Funds : AC-STBG				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.						
Route:	RT ZZ	Adv. CN	64	State :	16	Local :	0	
Job No.:	8S0836C	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.						
Route:	US 160	Federal	5	State :	1	Local :	0	
Job No.:	8P3033	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.						
Route:	US 60	Federal	16	State :	4	Local :	0	
Job No.:	8P0865	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.						
Route:	US 60	Federal	120	State :	30	Local :	0	
Job No.:	8P3032	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	GREENE	Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.						
Route:	US 60	Adv. CN	16	State :	4	Local :	0	
Job No.:	8P3251	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.						
Route:	US 60	Federal	80	State :	20	Local :	0	
Job No.:	SU0005	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.						
Route:	US 65	Federal	13	State :	3	Local :	0	
Job No.:	8P3103	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for interchange and bridge improvements at Rte. 744 (Kearney Street) in Springfield. Project involves twin bridges A1648.						
Route:	US 65	Federal	64	State :	16	Local :	0	
Job No.:	8P3220	Anticipated Federal Funds : NHPP				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for interchange operational improvements at Rte. 60 (James River Freeway) in Springfield.						
Route:	US 65	Federal	80	State :	20	Local :	0	
Job No.:	SU0006	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	VARIOUS	Surveying to sell excess right of way in the urban Southwest District.						
Route:	VARIOUS	Federal	0	State :	75	Local :	0	
Job No.:	8P3027	Anticipated Federal Funds : STATE				Future Cost : 0		
County:	VARIOUS	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	13	State :	3	Local :	0	
Job No.:	8P3065	Anticipated Federal Funds : STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for bridge improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	40	State :	10	Local :	0	
Job No.:	8P3067	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	VARIOUS	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	13	State :	3	Local :	0	
Job No.:	8P3068	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000		
County:	VARIOUS	Scoping for safety improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	54	State :	6	Local :	0	
Job No.:	8P3069	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for pavement improvements on major routes in the urban Southwest District.						
Route:	VARIOUS	Federal	40	State :	10	Local :	0	
Job No.:	8P3099	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000		
County:	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	40	State :	10	Local :	0	
Job No.:	8S3066	Anticipated Federal Funds : STBG				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for ITS improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	40	State :	10	Local :	0	
Job No.:	SU0009	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		

2023 - 2027 Scoping and Design Projects

SOUTHWEST

Project Count : 37

	2023	2024	2025	2026	2027
State:	620	304	246	196	97
AC State:	1,244	404	284	284	40
Local:	0	0	0	0	0
Sub total:	1,864	708	530	480	137

Federal

Sub-total Federal:	1,287	833	729	527	298
Grand Total:	3,151	1,541	1,259	1,007	435

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2023 - 2027 Scoping and Design Projects

SOUTHWEST

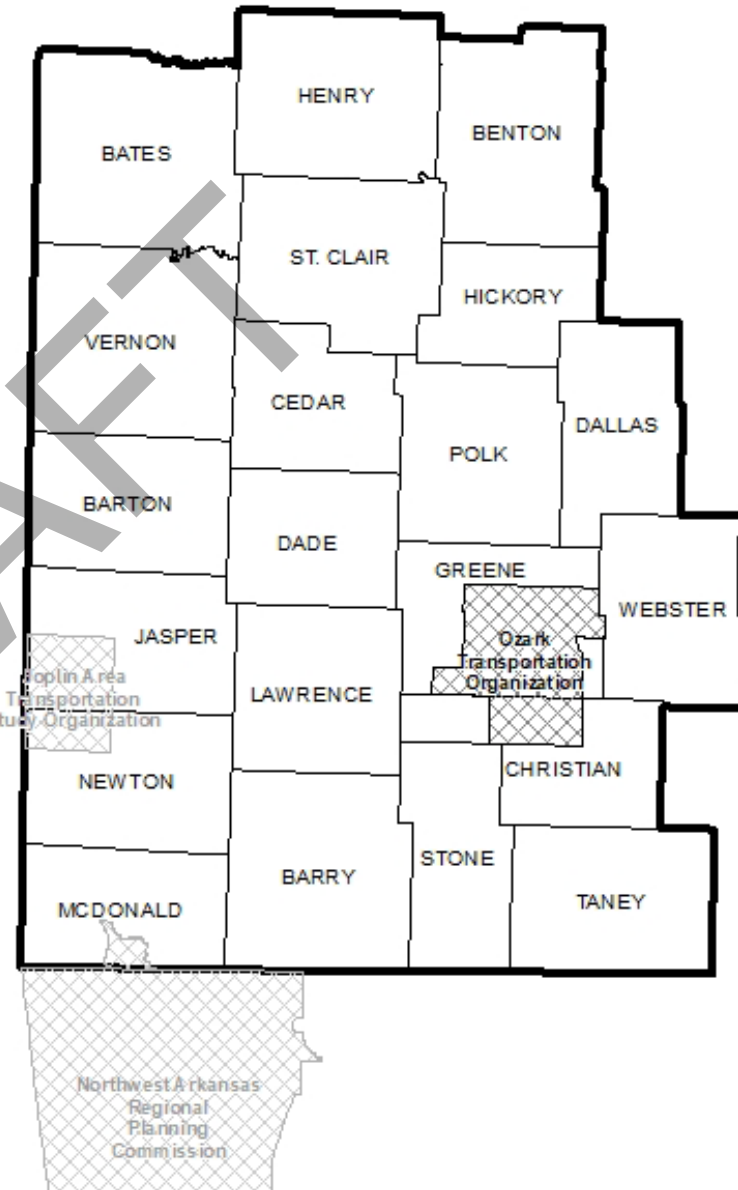
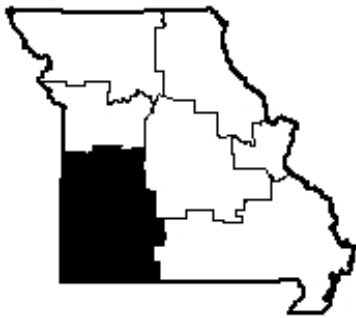
Project Count : 93

	2023	2024	2025	2026	2027
State:	1,017	557	474	342	160
AC State:	1,507	659	481	465	46
Local:	0	0	0	0	0
Sub total:	2,524	1,216	955	807	206

Federal

Sub-total Federal:	2,607	1,596	1,440	925	478
Grand Total:	5,131	2,812	2,395	1,732	684

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MoDOT's Southwest District
TMA: Ozarks Transportation Organization

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

PROJECT DESCRIPTION KEY

2023-2027 Highway and Bridge Construction Schedule						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	
County: _____	XX					Engineering:	99	9	0	0	0	0
Route: _____	Federal: _____	State: _____	Local: _____	Estimated Total: _____		R/W:	0	0	99	0	0	0
Project No.: _____	Anticipated Federal Funds*: _____			Award Date: _____		Construction:	0	0	0	999	0	0
Length: _____	Let With: _____			Future Cost: _____		FFOS:	0	0	0	99	0	0
MPO: _____	TIP No.: _____					Payback:	0	99	0	0	0	0

_____ Total project cost estimate.

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

_____ Year project is to be awarded to begin construction (Month and year shown for 2023. Calendar year only beyond 2023.)

_____ Estimated cost range beyond 2027.

_____ Dollars programmed in previous STIPs.

_____ Dollars funded from other sources.

_____ Dollars for construction, contingency & other non-contractuals.

_____ Dollars for right of way (land acquisition).

_____ Dollars to be paid back for accelerating the project.

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

_____ Anticipated Federal Funding Category*

_____ Projects let in combination.

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

_____ Project description and location.

_____ County location of project

_____ Route location of project

_____ Project number used to track project costs.

_____ Total length in 1/100 miles.

_____ Metropolitan Planning Organization (Y/N)

***Anticipated Federal Funding Category:**

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

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

NHFP - National Highway Freight Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

NHPP - National Highway Performance Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

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

State - No federal funds, state only funded.

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

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

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

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

(All Costs in Thousands)

DRAFT

Projects in Section 4 shaded in light gray represent probable removal with the repeal of SB262, subject to further review during the STIP process with planning partners. Projects in Section 4 shaded in dark gray represent possible removal with the repeal of SB262 and MHTC decision to not issue bonds, subject to further review during the STIP process with planning partners.

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING							
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026		
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	CHRISTIAN	Add safety signage 0.1 mile north of Lindenlure Drive.						Engineering	0	1	1	3	0	0	
Route:	MO 125	Federal	14	State :	2	Local :	0	Estimated Total: 16	R/W	0	0	0	0	0	
Project No.	SU0103	Anticipated Federal Funds : SAFETY						Construction	0	0	0	11	0	0	
Length	0.13	Let With :						FFOS	0	0	0	0	0	0	
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	
County:	CHRISTIAN	Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.						Engineering	25	25	50	412	390	0	
Route:	MO 14	Adv. CN	4,689	State :	1,172	Local :	0	Estimated Total: 5,886	R/W	0	0	0	1,578	0	0
Project No.	8P0583B	Anticipated Federal Funds : AC-STBG						Construction	0	0	0	0	3,406	0	
Length	0.51	Let With :						FFOS	0	0	0	0	0	0	
MPO	Y	Tip No. : OK2201						Payback	0	0	0	0	0	0	
County:	CHRISTIAN	Add intersection turn lanes, replace signals and upgrade striping and signage at Rte. CC near Nixa.						Engineering	664	662	0	0	0	0	
Route:	US 160	Federal	4,334	State :	1,083	Local :	0	Estimated Total: 6,381	R/W	300	0	0	0	0	0
Project No.	8S3138	Anticipated Federal Funds : NHPP						Construction	0	4,755	0	0	0	0	0
Length	0.31	Let With : 8S3138B SU0020						FFOS	0	0	0	0	0	0	
MPO	Y	Tip No. : CC1802						Payback	0	0	0	0	0	0	
County:	CHRISTIAN	Bridge rehabilitation on northbound bridge over the James River and add turn lanes and replace signal at Rte. AA. Project involves bridge A1198.						Engineering	536	692	0	0	0	0	
Route:	US 160	Federal	4,096	State :	1,024	Local :	0	Estimated Total: 5,666	R/W	10	0	0	0	0	0
Project No.	8S3138B	Anticipated Federal Funds : NHPP						Construction	0	4,428	0	0	0	0	0
Length	0.41	Let With : 8S3138 SU0020						FFOS	0	0	0	0	0	0	
MPO	Y	Tip No. : CC2102						Payback	0	0	0	0	0	0	
County:	CHRISTIAN	Add lanes from Rte. CC to Rte. 14 in Ozark.						Engineering	11	917	0	0	0	0	
Route:	US 65	Federal	10,294	State :	2,573	Local :	0	Estimated Total: 12,878	R/W	0	0	0	0	0	0
Project No.	8P0605I	Anticipated Federal Funds : NHPP						Construction	0	11,950	0	0	0	0	0
Length	3.27	Let With :						FFOS	0	0	0	0	0	0	
MPO	Y	Tip No. : CC1901-19						Payback	0	0	0	0	0	0	

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	CHRISTIAN	Add lanes from Rte. 14 to Rte. F and bridge rehabilitation over the Finley River in Ozark. Project involves bridges A0646 and A3110.					Engineering	16	737	0	0	0
Route:	US 65	Federal	8,220	State :	2,055	Local : 0	R/W	0	0	0	0	0
Project No.	8P0605J	Anticipated Federal Funds : NHPP					Construction	0	9,538	0	0	0
Length	1.44	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : CC1902-19	Estimated Total: 10,291					Payback	0	0	0	0
		Award Date : 1/2023										
		Future Cost : 0										
County:	CHRISTIAN	Pavement preservation treatment from Rte. 160 to Blue Springs Road (end of state maintenance) and on Rte. JJ from Rte. 125 to Rte. 14.					Engineering	0	29	0	0	0
Route:	RT AA	Adv. CN	178	State :	44	Local : 0	R/W	0	0	0	0	0
Project No.	SU0065	Anticipated Federal Funds : AC-STBG					Construction	0	193	0	0	0
Length	7.21	Let With : 7P3503					FFOS	0	0	0	0	0
MPO	Y	Tip No. : OK2205	Estimated Total: 222					Payback	0	0	0	0
		Award Date : 2/2023										
		Future Cost : 0										
County:	CHRISTIAN	Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.					Engineering	50	100	222	418	0
Route:	RT CC	Adv. CN	2,714	State :	678	Local : 0	R/W	0	0	311	0	0
Project No.	8S0736E	Anticipated Federal Funds : AC-STBG					Construction	0	0	0	2,341	0
Length	0.18	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : OK2202	Estimated Total: 3,442					Payback	0	0	0	0
		Award Date : 2025										
		Future Cost : 0										
County:	CHRISTIAN	Add roundabout at Main Street in Nixa.					Engineering	10	245	291	0	0
Route:	RT CC	Adv. CN	1,704	State :	426	Local : 0	R/W	0	100	0	0	0
Project No.	8S0736F	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,494	0	0
Length	0.22	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1903	Estimated Total: 2,140					Payback	0	0	0	0
		Award Date : 2024										
		Future Cost : 0										
County:	CHRISTIAN	Ramp and intersection improvements at Rtes. CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.					Engineering	2	2	53	87	0
Route:	RT J	Federal	629	State :	157	Local : 0	R/W	0	0	0	0	0
Project No.	8S3245	Anticipated Federal Funds : NHPP					Construction	0	0	0	644	0
Length	0.06	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : OK2203	Estimated Total: 788					Payback	0	0	0	0
		Award Date : 2025										
		Future Cost : 0										

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING							
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026		
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.						Engineering	0	2	6	15	0	0	
Route:	RT W	Adv. CN	130	State :	32	Local :	0	Estimated Total: 162	R/W	0	0	0	0	0	
Project No.	SU0012	Anticipated Federal Funds : AC-STBG						Award Date : 2025	Construction	0	0	0	139	0	0
Length	1.01	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0
County:	GREENE	Intersection improvements at various locations from 0.2 mile north of Evergreen Street to 0.1 mile west of Washington Avenue in Strafford.						Engineering	120	530	537	0	0	0	
Route:	MO 125	Adv. CN	3,948	State :	987	Local :	0	Estimated Total: 5,055	R/W	0	155	0	0	0	0
Project No.	8S3238	Anticipated Federal Funds : AC-STBG						Award Date : 2024	Construction	0	0	3,713	0	0	0
Length	1.10	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : ST2201						Payback	0	0	0	0	0	0	0
County:	GREENE	Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.						Engineering	114	150	140	367	0	0	
Route:	CRD 127	Federal	2,875	State :	719	Local :	0	Estimated Total: 3,708	R/W	0	0	46	0	0	0
Project No.	8S3156	Anticipated Federal Funds : NHPP						Award Date : 2025	Construction	0	0	0	2,891	0	0
Length	0.07	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP1911						Payback	0	0	0	0	0	0	0
County:	GREENE	Add lanes, improve pedestrian access and replace signal on Kansas Expressway at Sunset Street in Springfield. \$278,200 Springfield and \$1,112,800 STBG-Urban funds.						Engineering	507	313	0	0	0	0	
Route:	MO 13	Federal	1,664	State :	165	Local :	251	Estimated Total: 2,782	R/W	195	0	0	0	0	0
Project No.	8P3087E	Anticipated Federal Funds : STBG						Award Date : 4/2023	Construction	0	1,767	0	0	0	0
Length	0.37	Let With : 8P3087F 8S3165 8S3173						Future Cost : 0	FFOS	133	1,258	0	0	0	0
MPO	Y	Tip No. : SP1816-18A						Payback	0	0	0	0	0	0	0
County:	GREENE	Add lanes, improve pedestrian access and replace signal on Kansas Expressway at Walnut Lawn Street in Springfield. \$404,500 Springfield and \$1,324,800 STBG-Urban funds.						Engineering	366	411	0	0	0	0	
Route:	MO 13	Federal	2,182	State :	186	Local :	359	Estimated Total: 3,457	R/W	364	0	0	0	0	0
Project No.	8P3087F	Anticipated Federal Funds : STBG						Award Date : 4/2023	Construction	0	2,316	0	0	0	0
Length	0.45	Let With : 8P3087E 8S3165 8S3173						Future Cost : 0	FFOS	230	1,499	0	0	0	0
MPO	Y	Tip No. : SP1817-18A						Payback	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway). \$3,839.99 DEMO ID MO250.					Engineering	52	322	0	0	0
Route:	MO 13	Federal	2,605	State :	651	Local : 0	R/W	0	0	0	0	0
Project No.	8S3165	Anticipated Federal Funds : NHPP Award Date : 4/2023					Construction	0	2,934	0	0	0
Length	7.62	Let With : 8P3087E 8P3087F 8S3173 Future Cost : 0					FFOS	0	4	0	0	0
MPO	Y	Tip No. : GR2007					Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalks at various locations on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway). \$149,703 Springfield, \$598,809 STBG-Urban and \$329,000 Statewide Trans. Alt. funds.					Engineering	1,345	741	0	0	0
Route:	MO 13	Adv. CN	3,260	State :	665	Local : 150	R/W	50	0	0	0	0
Project No.	8S3173	Anticipated Federal Funds : AC-STBG Award Date : 4/2023					Construction	0	3,334	0	0	0
Length	7.62	Let With : 8P3087E 8P3087F 8S3165 Future Cost : 0					FFOS	0	749	0	0	0
MPO	Y	Tip No. : EN2003					Payback	0	0	0	0	0
County:	GREENE	Interchange improvements at I-44 in Springfield.					Engineering	0	500	500	840	2,738
Route:	MO 13	Federal	24,042	State :	6,011	Local : 0	R/W	0	0	0	4,986	0
Project No.	SU0079	Anticipated Federal Funds : NHPP Award Date : 2026					Construction	0	0	0	0	20,489
Length	0.20	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield.					Engineering	0	40	40	300	600
Route:	MO 13	Federal	7,881	State :	1,970	Local : 0	R/W	0	0	0	32	0
Project No.	SU0093	Anticipated Federal Funds : NHPP Award Date : 2027					Construction	0	0	0	0	7,784
Length	1.01	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60 and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.					Engineering	0	10	24	40	168
Route:	US 160	Federal	1,237	State :	309	Local : 0	R/W	0	0	0	0	0
Project No.	SU0051	Anticipated Federal Funds : NHPP Award Date : 2026					Construction	0	0	0	0	1,304
Length	0.25	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Bridge deck sealing on northbound bridge over James River Overflow south of Springfield. Project involves bridge A1199.					Engineering	0	30	0	0	0
Route:	US 160	Federal	133	State :	33	Local :	0	Estimated Total: 166	0	0	0	0
Project No.	SU0020	Anticipated Federal Funds : NHPP					Construction	0	136	0	0	0
Length	0.16	Let With : 8S3138 8S3138B					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP2213					Payback	0	0	0	0	0
County:	GREENE	Add roundabout at Rte. AB and at Rte. B west of Springfield.					Engineering	0	300	450	0	0
Route:	MO 266	Adv. CN	4,271	State :	1,068	Local :	0	Estimated Total: 5,339	0	500	0	0
Project No.	SU0080	Anticipated Federal Funds : AC-STBG					Construction	0	0	4,089	0	0
Length	0.10	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from I-44 to Rte. 60 in Springfield.					Engineering	0	9	59	0	0
Route:	MO 360	Federal	522	State :	130	Local :	0	Estimated Total: 652	0	0	0	0
Project No.	SU0014	Anticipated Federal Funds : NHPP					Construction	0	0	584	0	0
Length	3.68	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Bridge replacement, add sidewalks and upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from 0.1 mile east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.					Engineering	733	609	0	0	0
Route:	MO 413	Federal	3,854	State :	963	Local :	0	Estimated Total: 5,888	338	0	0	0
Project No.	8S3157	Anticipated Federal Funds : NHPP					Construction	0	4,208	0	0	0
Length	0.61	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1908					Payback	0	0	0	0	0
County:	GREENE	Add lanes from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.					Engineering	404	100	64	588	0
Route:	IS 44	Federal	9,647	State :	1,072	Local :	0	Estimated Total: 11,123	0	0	0	0
Project No.	8I3044C	Anticipated Federal Funds : NHPP					Construction	0	0	0	9,967	0
Length	2.08	Let With : 8I3225					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP2203					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

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								Prior	7/2022	7/2023	7/2024	7/2025	7/2026			
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027			
County:	GREENE	Pavement resurfacing from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford.						Engineering	50	73	50	585	0	0		
Route:	IS 44	Federal	6,313	State :	701	Local :	0	Estimated Total:	7,064	R/W	0	0	0	0	0	
Project No.	813225	Anticipated Federal Funds : NHPP						Award Date :	2025	Construction	0	0	0	6,306	0	0
Length	15.52	Let With : 813044C						Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2201						Payback	0	0	0	0	0	0	0	0
County:	GREENE	Job Order Contracting for pavement repair in the urban Southwest District.						Engineering	0	0	90	0	0	0	0	0
Route:	IS 44	Adv. CN	452	State :	50	Local :	0	Estimated Total:	502	R/W	0	0	0	0	0	0
Project No.	813232	Anticipated Federal Funds : AC-NHPP						Award Date :	2023	Construction	0	0	412	0	0	0
Length	37.26	Let With :						Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2401						Payback	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from 0.5 mile east of Rte. 125 in Strafford to the Webster County line.						Engineering	0	2	6	40	0	0	0	0
Route:	IS 44	Federal	405	State :	45	Local :	0	Estimated Total:	450	R/W	0	0	0	0	0	0
Project No.	SU0013	Anticipated Federal Funds : NHPP						Award Date :	2025	Construction	0	0	0	402	0	0
Length	1.54	Let With :						Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0	0
County:	GREENE	Add lanes and replace bridges from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone Avenue) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.						Engineering	0	800	800	2,800	0	0	0	0
Route:	IS 44	Federal	25,073	State :	2,786	Local :	0	Estimated Total:	27,859	R/W	0	0	0	0	0	0
Project No.	SU0076	Anticipated Federal Funds : NHPP						Award Date :	2025	Construction	0	0	0	23,459	0	0
Length	2.65	Let With :						Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0	0
County:	GREENE	Sound abatement at various locations from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.						Engineering	0	150	50	50	200	510	510	510
Route:	IS 44	Adv. CN	5,406	State :	1,352	Local :	0	Estimated Total:	6,758	R/W	0	0	0	0	2	0
Project No.	SU0114	Anticipated Federal Funds : AC-STBG						Award Date :	2027	Construction	0	0	0	0	0	5,796
Length	2.28	Let With :						Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2022	7/2023	7/2024	7/2025	7/2026
										Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Add high friction surface treatment on westbound lanes in Strafford, Rte. 60 in Springfield, Rtes. NN and 125 in Christian County and pavement resurfacing on Rte. 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.					Engineering	0	66	481	0	0	0		
Route:	IS 44	Federal	3,725	State :	414	Local :	0	Estimated Total:	4,139	R/W	0	0	0	0	0
Project No.	SU0058	Anticipated Federal Funds : SAFETY					Award Date :	2024	Construction	0	0	3,592	0	0	0
Length	3.36	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0
County:	GREENE	Rebuild pavement on the westbound lanes from 2.1 miles east of of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.					Engineering	0	320	0	0	0	0	0	0
Route:	IS 44	Federal	1,754	State :	195	Local :	0	Estimated Total:	1,949	R/W	0	0	0	0	0
Project No.	SU0146	Anticipated Federal Funds : NHPP					Award Date :	6/2023	Construction	0	1,629	0	0	0	0
Length	1.37	Let With : 713010					Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0
County:	GREENE	Safety improvements on Chestnut Expressway from I-44 to Rte. 65 in Springfield.					Engineering	88	325	160	0	0	0	0	0
Route:	LP 44	Federal	1,522	State :	169	Local :	0	Estimated Total:	1,779	R/W	0	150	0	0	0
Project No.	8P3144	Anticipated Federal Funds : SAFETY					Award Date :	2024	Construction	0	0	1,056	0	0	0
Length	9.21	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP1812-18						Payback	0	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark and Rte. M in Nixa.					Engineering	85	312	380	0	0	0	0	0
Route:	LP 44	Adv. CN	1,636	State :	409	Local :	0	Estimated Total:	2,130	R/W	0	15	0	0	0
Project No.	8P3192	Anticipated Federal Funds : AC-STBG					Award Date :	2024	Construction	0	0	1,338	0	0	0
Length	50.80	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN2002						Payback	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Rte. 13 (Kansas Expressway).					Engineering	6	5	46	0	0	0	0	0
Route:	LP 44	Federal	410	State :	103	Local :	0	Estimated Total:	519	R/W	0	0	0	0	0
Project No.	8S3166	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	462	0	0	0
Length	1.10	Let With : 8S3167 8S3171 8S3224					Future Cost :	0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2013-20						Payback	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING							
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026		
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	GREENE	Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to 0.1 mile east of Eastgate Avenue and on Eastgate Avenue from 0.1 mile north of Cherry Street to 0.3 mile north of Chestnut Expressway in Springfield.					Engineering	13	18	112	0	0	0		
Route:	LP 44	Federal	1,042	State :	261	Local :	0	R/W	0	0	0	0	0		
Project No.	8S3167	Anticipated Federal Funds : NHPP				Award Date : 2024			Construction	0	0	1,173	0	0	0
Length	3.18	Let With : 8S3166 8S3171 8S3224				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2002					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Chestnut Expressway from Lullwood Avenue to Scenic Avenue and from east of Rte. 13 (Kansas Expressway) to 0.1 mile east of Delaware Avenue in Springfield.					Engineering	5	46	178	0	0	0	0	0
Route:	LP 44	Federal	1,678	State :	420	Local :	0	R/W	0	0	0	0	0	0	0
Project No.	8S3224	Anticipated Federal Funds : NHPP				Award Date : 2024			Construction	0	0	1,874	0	0	0
Length	5.16	Let With : 8S3166 8S3167 8S3171				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2206					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Add ITS equipment and software on Chestnut Expressway from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.					Engineering	5	10	68	0	0	0	0	0
Route:	LP 44	Adv. CN	351	State :	88	Local :	0	R/W	0	0	0	0	0	0	0
Project No.	SU0088	Anticipated Federal Funds : AC-STBG				Award Date : 2023			Construction	0	0	361	0	0	0
Length	2.08	Let With :				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Glenstone Avenue from Evergreen Street to BNSF Railway and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield.					Engineering	42	106	0	0	0	0	0	0
Route:	LP 44	Federal	936	State :	234	Local :	0	R/W	0	0	0	0	0	0	0
Project No.	8P3050B	Anticipated Federal Funds : NHPP				Award Date : 12/2022			Construction	0	1,064	0	0	0	0
Length	3.19	Let With : 8S3112 8S3117 8S3160 8S3175				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP1710					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 mile east of Republic Road to end of route.					Engineering	84	74	0	0	0	0	0	0
Route:	S OR 60	Federal	0	State :	415	Local :	0	R/W	9	0	0	0	0	0	0
Project No.	8S3175	Anticipated Federal Funds : STATE				Award Date : 12/2022			Construction	0	341	0	0	0	0
Length	0.82	Let With : 8P3050B 8S3112 8S3117 8S3160				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN1914					Payback	0	0	0	0	0	0	0	0

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								Prior	7/2022	7/2023	7/2024	7/2025	7/2026		
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	GREENE	Capital improvements from Rte. 65 to Rtes. NN and J.						Engineering	151	300	300	300	440	1,307	
Route:	US 60	Federal	15,802	State :	3,951	Local :	0	Estimated Total: 19,904	R/W	0	0	0	0	612	0
Project No.	8P0683G	Anticipated Federal Funds : NHPP						Construction	0	0	0	0	0	0	16,494
Length	1.43	Let With :						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : GR140318A1							Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville.						Engineering	35	221	0	0	0	0	0
Route:	US 60	Federal	1,785	State :	446	Local :	0	Estimated Total: 2,266	R/W	0	0	0	0	0	0
Project No.	8P3122B	Anticipated Federal Funds : NHPP						Construction	0	2,010	0	0	0	0	0
Length	4.94	Let With : 7P3271						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : GR1907-19							Payback	0	0	0	0	0	0
County:	GREENE	Railroad crossing safety improvements at various locations from County Rd. 194 west of Republic to O'Neal St. and at BNSF Railway crossings on Main St., Hampton Ave., Hines St. and Rte. 174 in Republic. \$394,000 CRISI Program and \$395,000 GCSA funds.						Engineering	136	44	0	0	0	0	0
Route:	US 60	Federal	347	State :	343	Local :	0	Estimated Total: 850	R/W	24	0	0	0	0	0
Project No.	8P3197	Anticipated Federal Funds : OTHER						Construction	0	646	0	0	0	0	0
Length	1.82	Let With : 7P3434 7S3435 8P3198 8S3199						FFOS	103	686	0	0	0	0	0
MPO	Y	Tip No. : GR2011							Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from County Road 194 to 0.7 mile west of Illinois Street in Republic.						Engineering	8	23	0	0	0	0	0
Route:	US 60	Federal	190	State :	47	Local :	0	Estimated Total: 245	R/W	0	0	0	0	0	0
Project No.	8P3198	Anticipated Federal Funds : NHPP						Construction	0	214	0	0	0	0	0
Length	0.83	Let With : 7P3434 7S3435 8P3197 8S3199						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : RP2202							Payback	0	0	0	0	0	0
County:	GREENE	Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.						Engineering	0	50	50	100	223	343	
Route:	US 60	Federal	5,302	State :	1,326	Local :	0	Estimated Total: 6,628	R/W	0	0	0	0	1,098	0
Project No.	SU0078	Anticipated Federal Funds : NHPP						Construction	0	0	0	0	0	0	4,764
Length	1.06	Let With :						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. :							Payback	0	0	0	0	0	0

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						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2022	7/2023	7/2024	7/2025	7/2026
						Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Add interchange at Rte. 125 in Rogersville. \$4,008,000 Open Container, \$1,000,000 Rogersville and \$1,000,000 Greene County funds.				Engineering	2,266	1,320	0	0	0
Route:	US 60	Federal	19,498	State :	166	Local :	2,000	Estimated Total: 25,133			
Project No.	8P0683E	Anticipated Federal Funds : SAFETY				Award Date : 12/2022					
Length	0.97	Let With : 7S3488				Future Cost : 0					
MPO	Y	Tip No. : RG0901									
County:	GREENE	Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway) and on Nature Center Way at Reed Avenue in Springfield.				Engineering	29	78	0	0	0
Route:	BU 65	Federal	687	State :	172	Local :	0	Estimated Total: 888			
Project No.	8S3112	Anticipated Federal Funds : NHPP				Award Date : 12/2022					
Length	1.55	Let With : 8P3050B 8S3117 8S3160 8S3175				Future Cost : 0					
MPO	Y	Tip No. : SP1903-19									
County:	GREENE	Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Loop 44 (Chestnut Expressway) to Battlefield Road in Springfield.				Engineering	51	130	0	0	0
Route:	BU 65	Federal	1,154	State :	288	Local :	0	Estimated Total: 1,493			
Project No.	8S3117	Anticipated Federal Funds : NHPP				Award Date : 12/2022					
Length	3.69	Let With : 8P3050B 8S3112 8S3160 8S3175				Future Cost : 0					
MPO	Y	Tip No. : SP1904-19									
County:	GREENE	Modify access, signals, ADA Transition Plan improvements and replace bus stop pads from Valley Water Mill Rd. to Rte. 60 in Springfield. \$677,000 Open Container, \$315,000 Statewide Trans. Alt., \$315,434 STBG-Urban, \$78,859 Springfield and \$67,500 CU Transit funds.				Engineering	1,878	1,251	0	0	0
Route:	BU 65	Federal	5,630	State :	1,261	Local :	147	Estimated Total: 9,137			
Project No.	8S3160	Anticipated Federal Funds : STBG				Award Date : 12/2022					
Length	8.10	Let With : 8P3050B 8S3112 8S3117 8S3175				Future Cost : 0					
MPO	Y	Tip No. : SP2003									
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Bus. 65 (Glenstone Avenue) to east of Belcrest Avenue in Springfield. \$79,000 Statewide Transportation Alternatives funds.				Engineering	6	230	186	0	0
Route:	BU 65	Adv. CN	922	State :	231	Local :	0	Estimated Total: 1,159			
Project No.	8S3171	Anticipated Federal Funds : AC-STBG				Award Date : 2024					
Length	1.66	Let With : 8S3166 8S3167 8S3224				Future Cost : 0					
MPO	Y	Tip No. : EN2007									

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								Prior	7/2022	7/2023	7/2024	7/2025	7/2026			
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027			
County:	GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.					Engineering	10	967	830	0	0	0			
Route:	BU 65	Adv. CN	3,930	State :	983	Local :	0	Estimated Total:	4,923	R/W	0	4	0	0	0	0
Project No.	SU0003	Anticipated Federal Funds : AC-STBG					Award Date :	2024	Construction	0	0	3,112	0	0	0	0
Length	8.10	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Bridge replacement on Eastgate Avenue over BNSF Railway in Springfield. Project involves bridge W0574.					Engineering	117	159	263	0	0	0	0	0	0
Route:	E OR 65	Federal	2,198	State :	550	Local :	0	Estimated Total:	2,865	R/W	0	206	0	0	0	0
Project No.	8S3158	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	2,120	0	0	0	0
Length	0.02	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : SP1910					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Bridge improvements northbound over S. Dry Sac Creek, Republic Road over Rte. 60 in Springfield, Rte. 14 over Rte. 65 in Ozark and Rte. M over McCaferty Branch. Project involves bridges A3361, A4181, A3109 and A3514.					Engineering	2	21	152	0	0	0	0	0	0
Route:	US 65	Federal	1,000	State :	250	Local :	0	Estimated Total:	1,252	R/W	0	0	0	0	0	0
Project No.	8I3246	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	1,077	0	0	0	0
Length	0.22	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : MO2206					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on northbound lanes from north of I-44 in Springfield to Rtes. KK and A.					Engineering	12	20	115	0	0	0	0	0	0
Route:	US 65	Federal	1,061	State :	265	Local :	0	Estimated Total:	1,338	R/W	0	0	0	0	0	0
Project No.	8P3164	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	1,191	0	0	0	0
Length	6.59	Let With : 7P3393					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : GR2003					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange.					Engineering	8	38	0	0	0	0	0	0	0
Route:	US 65	Adv. CN	318	State :	79	Local :	0	Estimated Total:	405	R/W	0	0	0	0	0	0
Project No.	8P3043	Anticipated Federal Funds : AC-NHPP					Award Date :	10/2022	Construction	0	359	0	0	0	0	0
Length	0.52	Let With : 8S3212					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : SP2208					Payback	0	0	0	0	0	0	0	0	0

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							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Concrete repairs at various locations from Rtes. A and KK to 0.9 mile south of Rte. F in Ozark and on Rte. 60 at various locations from County Road 194 near Republic to Rte. 125 in Rogersville.					Engineering	5	107	0	0	0
Route:	US 65	Adv. CN	502	State :	126	Local : 0	R/W	0	0	0	0	0
Project No.	8P3242	Anticipated Federal Funds : AC-STBG					Construction	0	521	0	0	0
Length	48.96	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2212					Payback	0	0	0	0	0
County:	GREENE	Bridge deck sealing over County Road 197 and James River Freeway including Bus. 65 (Glenstone Avenue) and National Avenue over James River Freeway in Springfield and Rte. MM over Rte. 360 in Republic. Project involves bridges A3360, A2072, A4175, A4177 and A5907.					Engineering	0	60	396	0	0
Route:	US 65	Federal	2,533	State :	633	Local : 0	R/W	0	0	0	0	0
Project No.	SU0046	Anticipated Federal Funds : NHPP					Construction	0	0	2,710	0	0
Length	0.29	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Add J-turn at Bluegrass Road (County Road 94). \$840,000 Open Container funds.					Engineering	0	100	303	0	0
Route:	US 65	Federal	1,595	State :	177	Local : 0	R/W	0	0	0	0	0
Project No.	SU0101	Anticipated Federal Funds : SAFETY					Construction	0	0	1,369	0	0
Length	0.19	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Replace signs at various locations on Rte. 744 (Kearney Street), Loop 44 (Chestnut Expressway), Bus. 65 (Glenstone Avenue), Rte. 13 (Kansas Expressway), Rte. 413 (Sunshine Street) and Rte. 160 (West Bypass) in Greene and Christian Counties.					Engineering	30	58	0	0	0
Route:	MO 744	Adv. CN	334	State :	83	Local : 0	R/W	0	0	0	0	0
Project No.	8I3243	Anticipated Federal Funds : AC-STBG					Construction	0	359	0	0	0
Length	74.59	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2205					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).					Engineering	17	73	0	0	0
Route:	MO 744	Federal	622	State :	156	Local : 0	R/W	0	0	0	0	0
Project No.	8P3050C	Anticipated Federal Funds : NHPP					Construction	0	705	0	0	0
Length	2.64	Let With : 8S3149 8S3162 8S3169 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1708					Payback	0	0	0	0	0

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								Prior	7/2022	7/2023	7/2024	7/2025	7/2026
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St and Barataria St, on Rte. D at Oak Grove Ave and Ventura Ave in Springfield and on Rte. 60 at Rte. MM in Republic.					Engineering	50	603	718	0	0	0
Route:	MO 744	Adv. CN	3,890	State :	972	Local :	0	R/W	0	12	0	0	0
Project No.	8P3236	Anticipated Federal Funds : AC-STBG					Construction	0	0	3,529	0	0	0
Length	0.22	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2209					Payback	0	0	0	0	0	0
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave and Broadway Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Bus. 65 at Sunset Ave in Springfield, on Rte. FF at Rte. MM in Battlefield and on Rte. CC at Cheyenne Rd in Christian County.					Engineering	10	10	10	416	511	0
Route:	MO 744	Adv. CN	2,842	State :	710	Local :	0	R/W	0	0	0	13	0
Project No.	8P3237	Anticipated Federal Funds : AC-STBG					Construction	0	0	0	0	2,592	0
Length	0.16	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2210					Payback	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.					Engineering	579	378	0	0	0	0
Route:	MO 744	Adv. CN	1,757	State :	439	Local :	0	R/W	104	0	0	0	0
Project No.	8S3149	Anticipated Federal Funds : AC-STBG					Construction	0	1,818	0	0	0	0
Length	2.69	Let With : 8P3050C 8S3162 8S3169 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN1901-19					Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from east of Loop 44 (Glenstone Avenue) to Mulroy Road and on Mulroy Road from Rte. OO to I-44.					Engineering	29	156	0	0	0	0
Route:	MO 744	Federal	1,294	State :	323	Local :	0	R/W	0	0	0	0	0
Project No.	8S3162	Anticipated Federal Funds : NHPP					Construction	0	1,461	0	0	0	0
Length	4.66	Let With : 8P3050C 8S3149 8S3169 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2004					Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.					Engineering	23	81	0	0	0	0
Route:	MO 744	Adv. CN	708	State :	177	Local :	0	R/W	0	0	0	0	0
Project No.	8S3169	Anticipated Federal Funds : AC-STBG					Construction	0	804	0	0	0	0
Length	3.73	Let With : 8P3050C 8S3149 8S3162 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2006					Payback	0	0	0	0	0	0

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							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.					Engineering	391	360	0	0	0
Route:	MO 744	Adv. CN	1,460	State :	365	Local : 0	R/W	50	0	0	0	0
Project No.	8S3172	Anticipated Federal Funds : AC-STBG					Construction	0	1,465	0	0	0
Length	2.44	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3190 SR0127					FFOS	0	0	0	0	0
MPO	Y	Tip No. : EN2005					Payback	0	0	0	0	0
County:	GREENE	Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.					Engineering	0	710	0	0	0
Route:	MO 744	Federal	1,818	State :	454	Local : 0	R/W	0	2	0	0	0
Project No.	SU0085	Anticipated Federal Funds : NHPP					Construction	0	1,560	0	0	0
Length	9.04	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1802-18					Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.					Engineering	486	388	0	0	0
Route:	MO 744	Adv. CN	1,545	State :	386	Local : 0	R/W	107	0	0	0	0
Project No.	8S3190	Anticipated Federal Funds : AC-STBG					Construction	0	1,543	0	0	0
Length	1.94	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3172 SR0127					FFOS	0	0	0	0	0
MPO	Y	Tip No. : EN2006					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Moulder Avenue to Ruskin Avenue in Springfield. \$416,098 Springfield funds.					Engineering	8	222	0	0	0
Route:	CST BATTLEFIELD RD	Federal	344	State :	0	Local : 416	R/W	0	0	0	0	0
Project No.	8S3212	Anticipated Federal Funds : NHPP					Construction	0	538	0	0	0
Length	0.70	Let With : 8P3043					FFOS	0	416	0	0	0
MPO	Y	Tip No. : SP2209					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford.					Engineering	2	6	25	0	0
Route:	RT C	Adv. CN	218	State :	54	Local : 0	R/W	0	0	0	0	0
Project No.	8S3226	Anticipated Federal Funds : AC-STBG					Construction	0	0	241	0	0
Length	3.67	Let With : 8S3227 8S3228					FFOS	0	0	0	0	0
MPO	Y	Tip No. : GR2202					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Pavement resurfacing, upgrade pedestrian facilities to comply with the ADA Transition Plan and bridge rehabilitation over Rte. 65 from Ingram Mill Avenue to Eastgate Avenue in Springfield. Project involves bridge A1652.					Engineering	4	45	0	0	0
Route:	CST CHERRY ST	Federal	210	State :	53	Local :	0	Estimated Total: 269	R/W	2	0	0
Project No.	8S3221	Anticipated Federal Funds : NHPP					Construction	0	218	0	0	0
Length	0.17	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP2210					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.					Engineering	50	20	114	0	0
Route:	RT D	Adv. CN	1,062	State :	266	Local :	0	Estimated Total: 1,378	R/W	0	0	0
Project No.	8S0745	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,194	0	0
Length	2.62	Let With : 8S3211 8S3215					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1906-19					Payback	0	0	0	0	0
County:	GREENE	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.					Engineering	58	335	617	0	0
Route:	RT D	Federal	3,024	State :	756	Local :	0	Estimated Total: 3,838	R/W	0	150	0
Project No.	8S3133	Anticipated Federal Funds : NHPP					Construction	0	0	2,678	0	0
Length	4.53	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1802-18					Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. \$252,000 Transportation Alternatives					Engineering	258	92	202	0	0
Route:	RT D	Adv. CN	1,063	State :	266	Local :	0	Estimated Total: 1,587	R/W	0	53	0
Project No.	8S3153	Anticipated Federal Funds : AC-STBG					Construction	0	0	982	0	0
Length	2.56	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1413-19					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.					Engineering	22	2	120	0	0
Route:	RT D	Adv. CN	1,090	State :	273	Local :	0	Estimated Total: 1,385	R/W	0	0	0
Project No.	8S3215	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,241	0	0
Length	5.47	Let With : 8S0745 8S3211					FFOS	0	0	0	0	0
MPO	Y	Tip No. : GR2203					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	GREENE	Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.						Engineering	2	6	20	0	0	0
Route:	RT DD	Adv. CN	169	State :	42	Local :	0	Estimated Total: 213	R/W	0	0	0	0	0
Project No.	8S3228	Anticipated Federal Funds : AC-STBG						Construction	0	0	185	0	0	0
Length	2.75	Let With : 8S3226 8S3227						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2204						Payback	0	0	0	0	0	0
County:	GREENE	Bridge improvement over I-44 in Springfield. Project involves bridge A0713.						Engineering	0	30	33	124	0	0
Route:	RT EE	Federal	883	State :	221	Local :	0	Estimated Total: 1,104	R/W	0	0	0	0	0
Project No.	SU0066	Anticipated Federal Funds : NHPP						Construction	0	0	0	917	0	0
Length	0.05	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Weaver Road in Battlefield to end of route at Haseltine Road.						Engineering	0	2	2	4	38	0
Route:	RT FF	Adv. CN	355	State :	89	Local :	0	Estimated Total: 444	R/W	0	0	0	0	0
Project No.	SU0018	Anticipated Federal Funds : AC-STBG						Construction	0	0	0	0	398	0
Length	3.06	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.						Engineering	8	3	45	0	0	0
Route:	RT J	Adv. CN	403	State :	101	Local :	0	Estimated Total: 512	R/W	0	0	0	0	0
Project No.	8S3211	Anticipated Federal Funds : AC-STBG						Construction	0	0	456	0	0	0
Length	5.50	Let With : 8S0745 8S3215						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2205						Payback	0	0	0	0	0	0
County:	GREENE	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design, right-of-way and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban and \$581,247 Republic funds.						Engineering	326	82	338	0	0	0
Route:	RT MM	Adv. CN	6,932	State :	1,152	Local :	581	Estimated Total: 8,991	R/W	0	691	0	0	0
Project No.	8S0836B	Anticipated Federal Funds : AC-STBG						Construction	0	0	7,554	0	0	0
Length	1.51	Let With : 8S3239						FFOS	286	286	3,157	0	0	0
MPO	Y	Tip No. : RP1704						Payback	0	0	0	0	0	0
Contingent upon the execution of an agreement														

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule									STATE FISCAL YEAR PROJECT BUDGETING						
									Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
									Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	GREENE	Relocate Brookline Avenue, add railroad grade separation and sidewalks from County Road 160 to Rte. 60 in Republic. \$564,000 Open Container and \$374,000 Statewide Transportation Alternatives funds.						Engineering	600	1,000	1,173	1,879	0	0	
Route:	RT MM	Adv. CN	26,531	State :	6,633	Local :	0	Estimated Total: 33,764	R/W	0	0	2,945	0	0	0
Project No.	8S0836D	Anticipated Federal Funds : AC-STBG						Award Date : 2025	Construction	0	0	0	26,167	0	0
Length	0.15	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0
County:	GREENE	Add signals at ramps and reconfigure lanes at I-44.						Engineering	50	30	88	0	0	0	0
Route:	RT MM	Adv. CN	962	State :	241	Local :	0	Estimated Total: 1,253	R/W	0	674	0	0	0	0
Project No.	8S3239	Anticipated Federal Funds : AC-STBG						Award Date : 2024	Construction	0	0	411	0	0	0
Length	0.12	Let With : 8S0836B						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : RP2201						Payback	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. 60 to County Road 194 in Republic.						Engineering	8	19	0	0	0	0	0
Route:	RT P	Adv. CN	152	State :	38	Local :	0	Estimated Total: 198	R/W	0	0	0	0	0	0
Project No.	8S3199	Anticipated Federal Funds : AC-STBG						Award Date : 12/2022	Construction	0	171	0	0	0	0
Length	1.15	Let With : 7P3434 7S3435 8P3197 8P3198						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : RP2203						Payback	0	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street and on Rte. 174 from Lindsey Avenue to Walnut Avenue in Republic.						Engineering	53	73	0	0	0	0	0
Route:	RT P	Adv. CN	238	State :	59	Local :	0	Estimated Total: 352	R/W	2	0	0	0	0	0
Project No.	8S3200	Anticipated Federal Funds : AC-STBG						Award Date : 4/2023	Construction	0	224	0	0	0	0
Length	1.45	Let With : 7P3527						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN2202						Payback	0	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 mile east of Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge A4184.						Engineering	4	114	188	0	0	0	0
Route:	CST REPUBLIC ST	Federal	1,364	State :	341	Local :	0	Estimated Total: 1,709	R/W	0	2	0	0	0	0
Project No.	8S3240	Anticipated Federal Funds : NHPP						Award Date : 2024	Construction	0	0	1,401	0	0	0
Length	0.08	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2211						Payback	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	GREENE	Pavement resurfacing and add shoulders from Rte. 13 to Rte. H.					Engineering	2	20	40	0	0	0	
Route:	RT WW	Adv. CN	449	State :	112	Local :	0	Estimated Total: 563	R/W	0	0	0	0	0
Project No.	8S3227	Anticipated Federal Funds : AC-STBG					Award Date : 2024	Construction	0	0	501	0	0	0
Length	3.50	Let With : 8S3226 8S3228					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2207					Payback	0	0	0	0	0	0	0
County:	GREENE	Add bicycle and pedestrian trail from Rte. M to County Road 182 in Republic. \$1,246,730 Coronavirus Response and Relief Supplemental Appropriations Act, \$169,400 STBG Large Urban and \$42,350 Ozark Greenways funds.					Engineering	0	414	0	0	0	0	0
Route:	RT ZZ	Adv. CN	1,498	State :	332	Local :	42	Estimated Total: 1,872	R/W	0	0	0	0	0
Project No.	SU0054	Anticipated Federal Funds : AC-STBG					Award Date : 1/2023	Construction	0	1,458	0	0	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	1,458	0	0	0	0
MPO	Y	Tip No. : Contingent upon the execution of an agreement					Payback	0	0	0	0	0	0	0
County:	GREENE	Add roundabout on Wilson's Creek Boulevard at County Road 182. \$870,000 Federal Lands Access Program and \$100,000 National Parks Service funds.					Engineering	172	194	0	0	0	0	0
Route:	RT ZZ	Adv. CN	1,236	State :	309	Local :	0	Estimated Total: 1,717	R/W	0	0	0	0	0
Project No.	8S3194	Anticipated Federal Funds : AC-OTHER					Award Date : 1/2023	Construction	0	1,351	0	0	0	0
Length	0.34	Let With :					Future Cost : 0	FFOS	0	970	0	0	0	0
MPO	Y	Tip No. : GR2010					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.					Engineering	0	0	0	0	0	0	0
Route:	VARIOUS	Federal	0	State :	1,460	Local :	0	Estimated Total: 4,921	R/W	7	0	0	0	0
Project No.	5B0800X	Anticipated Federal Funds : STATE					Award Date : 2033	Construction	0	0	0	0	0	0
Length	0.00	Let With :					Future Cost : 1,001 - 2,000	FFOS	7	0	0	0	0	0
MPO	Y	Tip No. : MO1105					Payback	3,454	292	292	292	292	292	292
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering	0	0	0	0	0	0	0
Route:	VARIOUS	Federal	198	State :	22	Local :	0	Estimated Total: 220	R/W	0	0	0	0	0
Project No.	8I3214	Anticipated Federal Funds : SAFETY					Award Date : /2023	Construction	0	220	0	0	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2302					Payback	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering	0	0	0	0	0
Route:	VARIOUS	Federal	198	State :	22	Local : 0	R/W	0	0	0	0	0
Project No.	8I3230	Anticipated Federal Funds : SAFETY Award Date : 2024					Construction	0	0	220	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2404					Payback	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.					Engineering	6	237	0	0	0
Route:	VARIOUS	Adv. CN	1,146	State :	286	Local : 0	R/W	0	0	0	0	0
Project No.	8P3213	Anticipated Federal Funds : AC-STBG Award Date : 9/2022					Construction	0	1,195	0	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2207					Payback	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.					Engineering	0	0	50	0	0
Route:	VARIOUS	Adv. CN	208	State :	52	Local : 0	R/W	0	0	0	0	0
Project No.	8P3234	Anticipated Federal Funds : AC-STBG Award Date : 2024					Construction	0	0	210	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2213					Payback	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering	0	0	0	0	0
Route:	VARIOUS	Adv. CN	612	State :	153	Local : 0	R/W	0	0	0	0	0
Project No.	8Q3208	Anticipated Federal Funds : AC-STBG Award Date : /2023					Construction	0	765	0	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2301					Payback	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering	0	0	0	0	0
Route:	VARIOUS	Adv. CN	612	State :	153	Local : 0	R/W	0	0	0	0	0
Project No.	8Q3231	Anticipated Federal Funds : AC-STBG Award Date : 2024					Construction	0	0	765	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2402					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering	0	0	0	15	0	0	
Route:	VARIOUS	Federal	212	State :	23	Local :	0	Estimated Total: 235	R/W	0	0	0	0	0
Project No.	SU0068	Anticipated Federal Funds : SAFETY					Award Date : 2025	Construction	0	0	0	220	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2404					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering	0	0	0	54	0	0	
Route:	VARIOUS	Adv. CN	655	State :	164	Local :	0	Estimated Total: 819	R/W	0	0	0	0	0
Project No.	SU0070	Anticipated Federal Funds : AC-STBG					Award Date : 2025	Construction	0	0	0	765	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2402					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.					Engineering	0	4	4	88	0	0	
Route:	VARIOUS	Adv. CN	1,116	State :	279	Local :	0	Estimated Total: 1,395	R/W	0	0	0	0	0
Project No.	SU0072	Anticipated Federal Funds : AC-STBG					Award Date : 2025	Construction	0	0	0	1,299	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2207					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.					Engineering	0	15	57	0	0	0	
Route:	VARIOUS	Adv. CN	562	State :	140	Local :	0	Estimated Total: 702	R/W	0	0	0	0	0
Project No.	SU0118	Anticipated Federal Funds : AC-STBG					Award Date : 2024	Construction	0	0	630	0	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2207					Payback	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027
FFOS:	759	9,788	3,157	0	0	0
Total RW:	2,986	2,724	3,302	6,609	1,712	0
Total Construction:	0	96,422	54,652	75,528	28,189	34,838
Paybacks:	3,454	292	292	292	292	292
Sub-Total:	6,440	99,438	58,246	82,429	30,193	35,130
Total Engineering:	13,295	20,685	11,297	9,525	5,308	3,215
Grand Total:	19,735	120,123	69,543	91,954	35,501	38,345

TMA : Y

Project Count : 99

	2023	2024	2025	2026	2027
State:	19,142	12,702	14,183	7,332	7,902
AC State:	20,529	34,104	28,510	6,030	5,045
Local:	3,365	581	0	0	0
Sub total:	43,036	47,387	42,693	13,362	12,947

Federal

Sub-total Federal:	77,087	22,156	49,261	22,139	25,398
Grand Total:	120,123	69,543	91,954	35,501	38,345

2023 - 2027 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027
FFOS:	1,154	14,409	7,851	15,567	0	0
Total RW:	3,299	5,073	6,504	9,069	8,441	0
Total Construction:	1,695	206,231	204,802	217,330	86,358	107,436
Paybacks:	69,900	8,060	8,060	8,060	8,060	8,060
Sub-Total:	74,894	219,364	219,366	234,459	102,859	115,496
Total Engineering:	25,630	58,585	42,844	27,601	14,968	10,651
Grand Total:	100,524	277,949	262,210	262,060	117,827	126,147

	2023	2024	2025	2026	2027
State:	55,130	53,816	47,367	27,630	32,450
AC State:	70,886	112,379	81,184	30,461	27,741
Local:	4,209	2,575	2,510	0	0
Sub total:	130,225	168,770	131,061	58,091	60,191

Project Count : 308

Federal

Sub-total Federal:	147,724	93,440	130,999	59,736	65,956
Grand Total:	277,949	262,210	262,060	117,827	126,147

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM II.C.

Draft FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FY 2023-2026 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/uploads/documents/DraftFY2023-2026TIP06082022.pdf>.

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

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

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

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

The draft TIP will be made available for public comment beginning on June 19, 2022. Any comments will be provided to the Board of Directors for consideration. The draft document has been reviewed by USDOT and MoDOT and there were no comments.

TIP SUBCOMMITTEE ACTION TAKEN:

At its meeting on June 7, 2022, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2023-2026 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend the FY 2023-2026 Transportation Improvement Program to the OTO Board of Directors."

OR

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

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

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM II.D.

2024-2028 Draft STIP Project Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

Included for review is the Draft Prioritization Glossary which will define the criteria to be used for the next round of prioritization. The 2024-2028 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Several updates were made to the criteria in prior years and staff is not recommending any specific changes this year. The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

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

- June through July 2022 – OTO staff **Score Projects**
- July through August 2022 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- September through December 2022 – OTO Approval of **STIP Priorities**
- January through March 2023 – MoDOT updates on proposed project programming
- March through May 2023 – OTO **TIP Programming** of STIP Projects
- May 2023 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2023 – OTO Board requested to **Endorse the STIP**
- July 2023 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

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

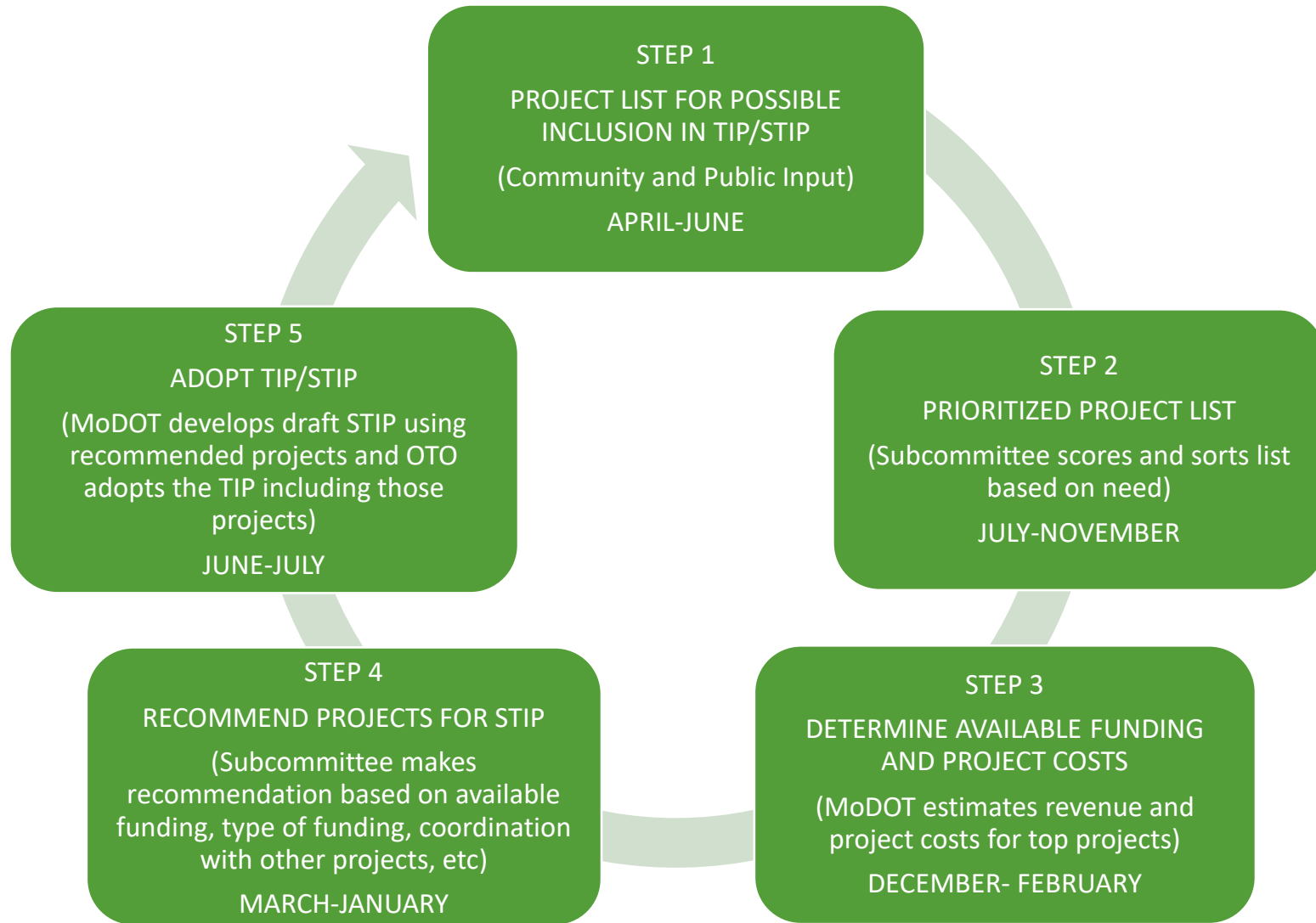
OR

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

STIP PROJECT DEVELOPMENT PROCESS



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

FY 2024-2028 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points

30,000 to 40,000 = 5 Points

20,000 to 30,000 = 4 Points

10,000 to 20,000 = 3 Points

0 to 10,000 = 2 Points

2. Safety

Safety Scores for Project Segments and Intersections (20 points possible)

The MoDOT Average 5-Year Accident Rate, 5-Year Fatality Average, and 5-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 5-year period from 2016 to 2020 were provided by the MoDOT Central Office in GIS Segment & Intersection files. The accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

Crashes*100,000,000

5 [yrs]* 365[days]* [AADT] * [Length]

The accident rate for State System Intersections are calculated by MoDOT according to the following formula:

Crashes*1,000,000

5 [yrs]* 365[days]* [ENTERING_VOLUME]

An average for accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

<u>Actual Rate by Type</u>			<u>5-Year Fatality Avg.</u>			<u>5-Year Injury Avg.</u>	
= > 1.5	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4
> 1.5 and => 1	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3
> 1 and => 0.5	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2
> .5 – 0	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1

The reclassified rank values for 5-Year accident rates, average fatality crashes, and disabling or suspected serious Injury crashes were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 2 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

<i>Safety Score Value →</i>	<i>Rescaled Safety Score →</i>	<i>Safety Score Multiplier →</i>	<i>Safety Points Awarded</i>
3	1	x 2	2
4	2	X2	4
5	3	X2	6
6	4	X2	8
7	5	X2	10
8	6	X2	12
9	7	X2	14
10	8	X2	16
11	9	X2	18
12	10	X2	20

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

4. Congestion Management Current

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

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

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

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2019 or 2020 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2045 includes projects committed through 2020. The projected volume to capacity ratio for the 2045 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

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

5. Congestion Management Future

Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points.

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

6. Environmental Justice

Environmental Justice Tracts

In order to adequately consider historically disadvantaged groups. Each of these categories has been mapped by Census Tract percentages from the 2015 – 2019 American Community Survey 5-Year Estimates. If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered high percentage tract. If a proposed project intersects or is adjacent to one or both identified tracts it will be given points as follows:

Intersecting or adjacent to tract considered to have a high percentage of minorities = 2 points

Intersecting or adjacent to tract considered to have a high percentage of low income = 2 points

7. Multi-Modal (maximum of 3 points)

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

No intermodal potential = 1 points

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

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

8. Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

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

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM II.E.

FY 2024-2028 Draft STIP Prioritization Project List

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

AGENDA DESCRIPTION:

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

Members are asked to review the list and propose any additions.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Members are asked to review the FY 2024-2028 Draft STIP Prioritization Project List.

FY 2024-2028 Proposed Projects for STIP Prioritization

Roadway	Project Description
Campbell (South) & Plainview	(Public Comment)
Campbell/JRF/Republic Rd	(Public Comment)
Chestnut Expwy	Kansas to National (City of Springfield)
Chestnut Expwy & US 65	DDI improvements at interchange (City of Springfield)
Division/RR Crossing	(Public Comment)
FR 168 & FR 81	(Public Comment)
Glenstone	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
Glenstone & I-44	(Public Comment)
Glenstone & Luster	(Public Comment)
Glenstone/Evergreen	Intersection improvements
Hwy 13 & I-44	(Public Comment)
Hwy 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
Hwy 60 & FR 189	(Public Comment)
Hwy 65/Division	Interchange (Public Comment)
I-244	Interstate Loop
I-44	I-44 Auxilliary lanes from Glenstone to Kansas Expwy with Ped Underpass
I-44	Capacity/Operational Improvements from 125 to 65
I-44	Capacity/Operational Improvements from West Bypass to Chestnut
I-44	Capacity/Operational Improvements from Chestnut to 360
I-44/ Rte 125	Interchange signalization
I-44/Mulroy	Interchange improvements
I-44/US 160	Ramp improvements
I-44/US 65	Interchange improvements
Kansas Expwy	Context sensitive solution Chestnut to Grand
Kansas Expwy	Context sensitive solution Battlefield to Sunshine
Kansas Expwy	Context sensitive solution Chestnut to Division
Kansas Expwy	Capacity, Safety, and Operational improvements Norton to OTO boundary
Kansas Expwy	Context Sensitive Improvements Division to Evergreen
Kansas Expwy	Widening south to JRF (City of Springfield)
Kansas Expwy	Context sensitive solution JRF to Battlefield
Kansas Expwy & Sunshine	Capacity improvements at intersection extending south of Sunshine (City of Springfield)
Kearney/US 65	Interchange improvements (add sidewalks)
Le Compte Rd/Rte YY	Intersection improvements
Main/FR 168	Four way stop/Flashing light
MO 413 - JRF to West Bypass	Six Lane
National & Primrose	(Public Comment)
Plainview & FR 141	(Public Comment)
Rte 125	Safety Improvements FR 84 to OTO North Boundary
Rte 125/DD	(City of Strafford)
Rte 125/Evergreen	(City of Strafford)
Rte 125/FR 132	Intersection Improvements
Rte 125/FR 84	Intersection Improvements
Rte 125/OO South	Intersection Improvements

Roadway	Project Description
Rte 125/Rte D	intersection improvements
Rte 125/YY	Intersection Improvements
Rte 14	NN to 3rd Bridge widening
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
Rte 14	Capacity and Safety Improvements 14th Street to W
Rte 14	Nicholas to OTO Western Limits
Rte 14	Capacity and Safety Improvements W to JJ
Rte 14 & 32nd	(Public Comment)
Rte 14 & Fremont	(Public Comment)
Rte 14/Church	(City of Ozark) - including pedestrian improvements
Rte 14/Fremont	Intersection improvements
Rte 14/Oak	Intersection Improvements
Rte 14/Rte W	Intersection Improvements
Rte 160	4 lane to Pembroke (Public Comment)
Rte 160/Division	Intersection improvements
Rte 160/Mt Vernon	Intersection improvements
Rte 160/Nichols	Intersection improvements
Rte 174	Capacity Improvements Main to 60
Rte 174 & Main	(Public Comment)
Rte 174/Boston Ave	Intersection Improvements
Rte 174/Main St	Intersection Improvements
Rte 266	Capacity & Safety improvements Rte B to Rte AB
Rte 360	ITS Improvements from I-44 to 60
Rte 413 & FR 115	(Public Comment)
Rte 413 & West Bypass	Widen dual left turn lanes NB & WB (City of Springfield)
Rte AA/Owen Rd	Intersection Safety Improvements
Rte AB	Safety Improvements from Rte 160 to EE in Willard
Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266
Rte AB	(Public Comment)
Rte AB & FR 84	(Public Comment/City of Willard)
Rte AB & FR 94	(Public Comment/City of Willard)
Rte AB & Hwy 160	(Public Comment/City of Willard)
Rte B	Capacity improvements from 266 to I-44
Rte B & Rte 266	(Public Comment)
Rte CC	Widening from US 65 to Fremont
Rte CC	Extension from Main to 160
Rte CC	Capacity and Safety Improvements Main to Cheyenne
Rte CC	Capacity & Safety improvemnts From Cheyenne to Fremont
Rte CC & Fremont	(Public Comment)
Rte CC & Old Castle	(Public Comment/City of Nixa)
Rte EE	Safety improvements I-44 to Airport Blvd

Roadway	Project Description
Rte EE	Safety & Capacity improvements West Bypass to I-44
Rte EE & Willard S. Elementary	(Public Comment)
Rte FF	Capacity Improvements through Battlefield
Rte FF & US 60	(Public Comment)
Rte FF/ Weaver	Intersection Improvements
Rte J	Additional WB lane between Farmer Branch & 17th
Rte J/NN	2 thru lanes EB/WB at intersection
Rte M	Capacity Improvements ZZ to FF
Rte M/FR 101	Operational improvements
Rte M/FR 168	Safety/Capacity Improvements
Rte MM	Capacity and Safety Improvements 360 to FR 160
Rte MM & US 60	(Public Comment)
Rte MM Corridor (US 60 to I-44)	(Public Comment)
Rte MM/I-44	Interchange Improvements
Rte MM/MO 360	Bridge Widening at MO 360 interchange
Rte MM/Sawyer	Intersection Improvements
Rte NN	Capacity and Safety Improvements J to Pheasant
Rte NN	Capacity and Safety Improvements Weaver to Jackson
Rte NN/Melton	Intersection improvements
Rte NN/Sunset	Intersection improvements
Rte OO	Center turn lane from Rte 125 N to Rte 125 S
Rte OO (Willard)	(Public Comment)
Rte OO and Washington	(City of Strafford)
Rte P	Capacity Improvements from Main to Miller
Rte P	Center turn lane from US 60 to Lombardy
Rte P/Miller Ave	Intersection Improvements
Rte ZZ	Extension from M to 60 new intersection
Rte ZZ & Hines	(Public Comment/City of Republic)
Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
Rte ZZ/FR 174	Signal/Roundabout
Rte ZZ/FR 178	Signal/Roundabout- Cost Share with Republic
Rte ZZ/Repmo Dr	Signal/Roundabout
US 160	Six-Lane from Plainview to AA
US 160	Safety and Capacity 14 to OTO Southern Boundary
US 160	Six-Lane from AA to CC
US 160	Safety and Capacity CC to 14
US 160	Widening from Jackson to Hwy 123
US 160/ FR146	Intersection Improvements
US 160/Chestnut Expwy	Intersection improvements
US 160/FR 123	Intersection Improvements
US 60	Intersection Improvements from Main to JRF
US 60	Safety and Capacity Improvements- MM to Rte 174

Roadway	Project Description
US 60	Convert to Freeway from US 65 to 125 w/ ITS
US 60	Capacity and Safety Improvements west of Republic
US 60	JRF- Capacity Improvements Kansas to West Bypass
US 60 & FR 189	(Public Comment)
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
US 60 & Hamilton	(Public Comment)
US 60/FR 189	New Interchange
US 60/Kansas Expwy	Interchange improvements
US 60/National Ave	Interchange/Operational improvements
US 60/US 65	Interchange Improvements
US 65	Longview Interchange
US 65 & Division (Rte YY)	Interchange improvements (Public Comment)
US 65 NB Flyover Ramp Extension from JRF	Extend merge lane with US 65
US 65/Chestnut Expwy	DDI operation w/ increasing development
US 65/Rte AA	Intersection Improvements
West Bypass & Kearney	(Public Comment)

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM II.F.

Safe Streets and Roads for All

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

AGENDA DESCRIPTION:

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

<https://www.transportation.gov/grants/SS4A>

Eligible Applicants:

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

Eligible Activities:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

There are two types of SS4A grants: Action Plan Grants and Implementation Grants.

OTO is considering applying to develop a comprehensive safety action plan for the region, so that members can apply for implementation grants based on the plan in future funding rounds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Members are asked to discuss a regional strategy regarding the availability of the Safe Streets and Roads for All funding.

TAB 8

TRANSPORTATION

Are e-scooters coming to Springfield? City leaders take early step



by Jack McGee
June 2, 2022



Lime e-scooter. (Photo: Lime)

You may soon find fellow drivers taking a different motorized vehicle their commute in Springfield.

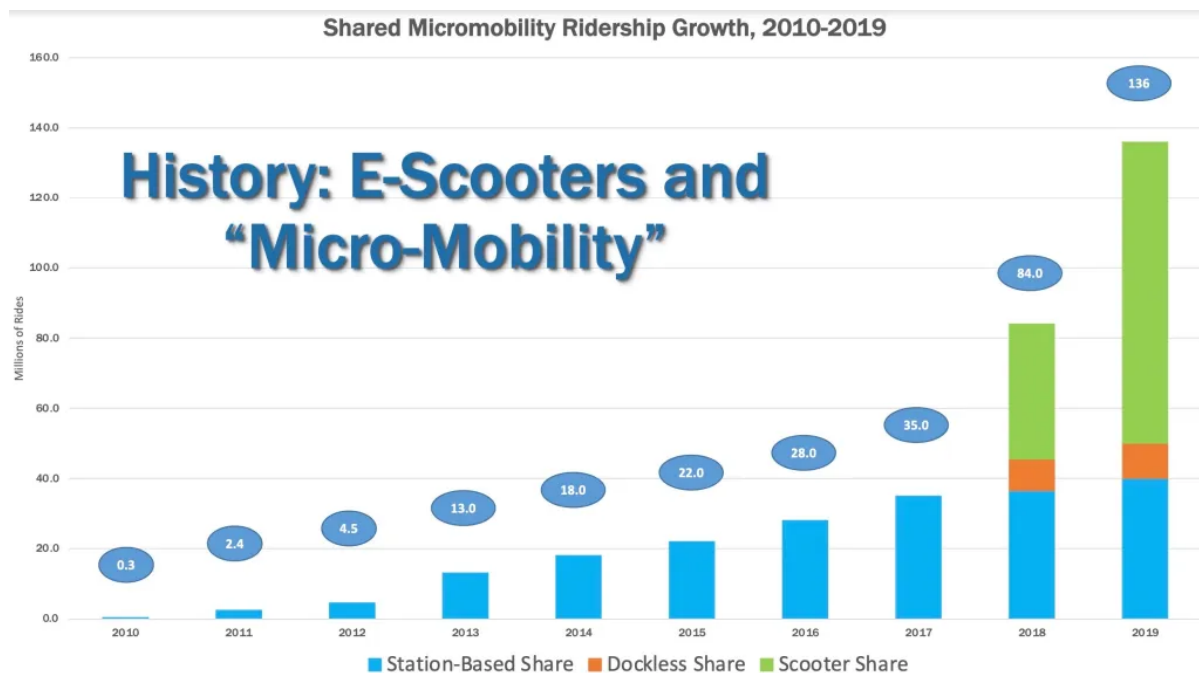


Springfield City Council met in late May to discuss changes to a local bill that would introduce rentable e-scooters and e-bikes to Queen City.

Following the initial proposal in February, changes were made and presented to the council Tuesday night for **Council Bill 2022-143**.

E-scooters and bikes, jointly categorized as micro-mobility devices, are a recognizable eyesore and nuisance to some, and a fun and convenient form of transportation to others across many U.S. cities.

Until the onset of the COVID-19 pandemic, the deployment of rentable e-scooters saw exponential growth in the United States, according to **data** from the U.S. Department of Transportation. Despite a contraction in 2020, due to governments and micro-mobility companies restricting their devices' uses to prevent the spread of the coronavirus, 2021 put the industry back in the growth category.



Statistics on micro-mobility in the U.S. (Source: City of Springfield)

Thus far, Springfield has been spared from the sometimes complicated and controversial implementation of these micro-mobility companies.



Some of these corporations set up shop in cities without any prior planning or coordination to develop policies with the city, according to an **article** by the School of Engineering at the University of Minho in Lisbon.

Additional challenges cities face in their relationship with these micro-mobility companies is how to enforce consumers to follow regulations. These can range from riding on roads versus sidewalks, wearing a helmet and parking the device at proper or designated locations, according to a **report** by the National League of Cities.

Council Bill 2022-143, sponsored by four council members and submitted by Assistant Director of Public Works Mark Gugel, would lay the groundwork for allowing a micro-mobility company to be allowed to operate in the city. It would require an amendment to the Springfield City Code, 'Streets, Sidewalks, and Public Places.'

City officials established 'Core Team' to see if micro-mobility could work in Springfield



Bird e-scooter. (Photo: Bird)

In 2021, Springfield established a Core Team of representatives from Missouri State University and various city departments. The Core Team sought community feedback regarding the prospect of introducing micro-mobility devices to Springfield streets and information about how other municipalities handled their launch.

A **presentation** by the city in February of this year revealed the findings of the Core Team that helped frame the components of Council Bill 143. Major changes to the City Code include adding a definition for micro-mobility devices, allowing the City Traffic Engineer to create rules and regulations similarly applicable to other motorized vehicles, and permitting participating companies to operate under the same protocol as Bike-Share.

A member of the Core Team, Jen Cox, the university space manager and director of support services at MSU, is a proponent for the launch of micro-mobility devices in Springfield.

“It’s an amenity that our students would like to have,” Cox said. “I think it will help them to get around campus efficiently; potentially make what might be a late-night study session at the library safer to get back to the fraternity or sorority.”

Despite the benefits e-scooters could bring to the community, the Core Team is transparent about the challenges to come with it. While establishing restrictions on the devices’ operation are necessary to prevent dangerous situations and public nuisances, overregulation is not advantageous for anyone, according to Cox and the Core Team.

“Some of the things that we’re looking at on campus is geofencing — where you can only ride them in certain locations,” Cox said. “We also looking at having specific locations where they can be parked. Obviously the safety of pedestrians and also the people on the scooters are of utmost



importance and so we're working with the city and with successful vendors on logistics and parameters for safety with the geofencing and thresholds for speed. All of those things we can do to make sure it's operating in the safest way possible, it's just for the betterment of our community and our student body."

Brett Foster, the principal engineer with the city, spoke at the Springfield City Council **meeting** on May 31 regarding their concerns, and the additions made to the proposed code changes. Coinciding with the findings by the Core Team, Foster said they believe the changes fulfill what was suggested.

"Public Works and members of the Core Team are excited to bring this to you," Foster said. "We feel like e-scooters can work in Springfield. Obviously there will be some growing pains and flexibility that we'll need as we administer those because we do not have all the answers considering the newness of this technology and how fluid the industry is."

The bill, which would allow micro-mobility companies to set up shop in Springfield, with contingencies, will face a vote by City Council on June 13.

Jack McGee

Jack McGee is a general assignment reporter at the Springfield Daily Citizen, with a focus on regional politics. McGee most recently worked at Carbon Trace Productions, a documentary film company, as a producer. He's a Missouri State University graduate and former reporter at student-led newspaper The Standard. **More by Jack McGee**





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MoDOT reveals spending plan, focused largely on maintenance

by Jana Rose Schleis | June 1, 2022 at 4:00 a.m.

1



In this Feb. 22, 2018 photo, MoDOT employees are eastbound on U.S. 50 in Jefferson City, stopping to fill potholes that, due to rain and freezing temperatures, cropped up in large numbers. (News Tribune photo)

Despite a historic increase in revenue, Missouri has only enough money to maintain its transportation infrastructure while making modest, or desperately needed, improvements.

Morning Updates

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The Missouri Department of Transportation last week released a draft five-year spending plan for road and bridge projects. The Statewide Transportation Improvement Program, or STIP, proposes spending about \$7.6 billion from fiscal 2023 through fiscal 2027.

The public is invited to weigh in on the plan before it's considered by the Highways and Transportation Commission in early July.

Historic investments

MoDOT's five-year plan factors in recent revenue increases from the state gas tax and a big bump in federal money.

Congress authorizes transportation funding every five years. In the fall of 2021, the Bipartisan Infrastructure Bill increased the amount of money Missouri will get.

"It's almost like saying: 'This is your salary,'" MoDOT spokesperson Linda Wilson Horn said. "Then this past year it included a raise."

A \$2 billion raise.

Also, in 2021 the Missouri Legislature agreed to increase the state's motor fuel tax 2.5 cents a year for five years. That marked the first gas tax increase for Missouri since 1996. The higher fuel tax and new federal money increase MoDOT's budget by 50 percent.

Finally, the state Legislature, at Gov. Mike Parson's request, budgeted \$100 million for Missouri's rural roads. If the governor approves the spending plan, the money would mark a third swell in funding MoDOT was without last year.

MoDOT Transportation Planning Director Eric Curtit said the revenue increases finally will allow the state to maintain the transportation system, ensure the safety of motorists and make improvements to boost economic development.

"We want to make sure that we capitalize on that by ensuring the No. 1 priority of Missourians is met. And that is taking care of what we have first, and then where it's appropriate, and where we have resources to expand the system" Curtit said

Needs exceed resources

"Transportation needs greatly outweigh funding available," the introduction of MoDOT's 665-page plan states.

The document goes on to say "while \$7.65 billion of available funding represents a significant investment, many regions will only have adequate funding to maintain current pavement and bridge conditions."

Inflation, plus years of insufficient funding, caused the situation.

Curtit said this push and pull between transportation demands and available funding is nothing new. He noted a MoDOT memo from the 1960s expressed the same concern.

"This is something that will always be and always has been in transportation," Curtit said. "Needs always will far exceed resources."

Steve Hobbs is the executive director of the Missouri Association of Counties and a former Audrain County commissioner. He called the plan aggressive and said he's glad MoDOT finally will be able to address places where maintenance has been lacking.

Although MoDOT is forced to be selective with what projects to fund, Hobbs said the department works closely with local officials when making tough choices.

"They really do value that input from the counties on what projects are needed in their community," Hobbs said. "We feel like we're a major stakeholder in this process. We're really excited about the opportunity to actually get some projects -- that have been needed to be done for 15, 20 years -- we might actually have the wherewithal now to get some of those needed projects done."

Long-desired projects

The five-year plan targets improvements that have been long sought. MoDOT proposes committing \$140 million to update the interchange where Interstate 70 and U.S. 63 meet in Columbia, for example.

Greg Edington, director of the Boone County Road and Bridge Department, said the interchange regularly faces bottlenecks and addressing the interchange is long overdue.

"I think it's outlived its capacity," Edington said.

Curtit said Missourians have complained about that intersection, along with other problem spots in the state. The new funding allows MoDOT to finally tackle those projects.

"Now we can do a little bit more and still hit our goals on asset management for pavements and

bridges and expand the system in those spots that Missourians really have voiced concerns and we can really see the need to improve the functionality of the system," Curtit said.

Audrain County Presiding Commissioner Alan Winders is part of the Highway 54 Coalition, which has been advocating for the expansion of the northern roadway for almost 20 years.

"We see the project as important not only locally because it improves transportation right here in this part of Missouri for these couple of counties, but we think it's important statewide," Winders said.

The coalition includes public officials and leaders from counties and cities along the stretch of highway between Mexico and Louisiana, Missouri. The group would like to see the two-lane sections of the corridor widened to improve safety and overall travel conditions.

The Highway 54 Coalition got together as development along the roadway began to increase. Winders said they realized the highway needed work to support further economic development.

"We just need better transportation," he said. "We need better access to the four-lane system."

Now, due to the influx of transportation funding, MoDOT can address the coalition's request. Highway 54 expansion is listed in the scoping and design section of the state's plan, which means engineers will study the road and plan for potential updates.

Focus on maintenance

A large goal of the program is to maintain existing pavement and bridge conditions. Curtit said this strategy is important so conditions don't become even more costly to fix.

"Asset management, the system that we use, is to keep good good," Curtit said. "Because the cost of keeping good good is much less than letting things fail, and then coming back and rehabbing and reconstructing."

Hobbs, of the Missouri Association of Counties, applauds the effort to make maintenance a priority and compares it to how people care for their own belongings.

"If you don't change the oil in your car, it may run for a long time, but it's gonna fail eventually," Hobbs said.

MoDOT Assistant Chief Engineer Eric Schroeter said the department plans to give approximately \$7 billion to Missouri-based contractors to tackle road maintenance and new construction. He said Missouri has the seventh-largest highway system in the nation.

"We simply have been using all of our dollars just to simply take care of the system we have," Schroeter said.

Lettered routes in north Missouri

The state transportation department notes a disparity in the quality of low-volume routes across Missouri. The new improvement proposal indicates minor routes in the worst condition will be prioritized for upgrades.

The MoDOT plan directs \$130 million toward minor and low-volume routes that carry fewer than 400 vehicles a day and account for more than 11,000 miles of Missouri's state roads. Lettered routes, or farm-to-market roads, are often low-volume routes in rural areas.

Hobbs said increased truck traffic, along with deferred maintenance on lettered routes in northern Missouri, has left them in bad shape.

"They (MoDOT) have fallen behind north of I-70 on lettered routes, those farm-to-market roads, and they're at risk of losing some of those right now," Hobbs said. "Truck traffic is just increased in size and weight, and they haven't been re-decked in 20 years."

Curtit said MoDOT rates the quality of a road's pavement. The department hopes to bring 70 percent of state-maintained, low-volume routes up to "good" condition in the next two to three years.

"We're at about 53 percent in the Northwest district and about 64 percent in the Northeast district," Curtit said.

Missouri Farm Bureau President Garrett Hawkins said lettered routes are not only essential to get agricultural products to market but also to get people from town to home and children to and from school in rural Missouri. The declining quality of farm-to-market routes worries Farm Bureau members statewide.

"It's not just the potholes or the uneven surface. It's those crumbling shoulders that have been consistently what we have heard about the most," Hawkins said.

Hawkins operates a family livestock farm in Appleton City, about 90 minutes south of Kansas City. He said rough roads worry him when he transports cattle.

"Some of these back roads very much force me to drive white knuckled in the sense that I have to make sure that I'm staying focused, because a tire slipping off of a crumbling shoulder could be a very, very dangerous situation," Hawkins said.

Missouri is the second leading state in hay production, and it produces large amounts of soybeans, corn, beef and swine. The agriculture industry depends on reliable infrastructure to get those products to consumers.

Bridges

Of the 10,387 bridges in the state of Missouri, 823 are in poor condition.

Through his role at the counties association, Hobbs said he sees how the diversity of Missouri leads to a variety of transportation needs.

"You may have an urban county like St. Louis County that is dealing with a lot of paved roads, or you might have a county in north Missouri that doesn't have any paved roads at all," Hobbs said.

Hobbs, however, said there is one infrastructure obstacle that unites counties. "What they do all have in common is they have bridges."

Hobbs called bridges the "big-ticket items" for counties because most are not in a financial position to fund bridge replacements and upgrades themselves.

Dennis Bowers, supervisor of the Henry County Road and Bridge Department, said bridge replacement is its highest priority. With MoDOT's help, 11 bridges in his area will be replaced beginning in the next few weeks.

When a bridge starts to deteriorate, weight restrictions are placed upon it to ensure safe crossing. The bridge upgrades in Henry County mean those weight restrictions can be removed.

"That way the farmers can get their crops across those (currently) weight-restricted bridges without any problems," Bowers said.

Public feedback

MoDOT is seeking public comment on the infrastructure plan through June 17. Missourians can submit feedback online, by calling 1-888-275-6636 or by emailing STIPcomments@modot.mo.gov.

Curtit said this is a part of the department's bottom up decision-making process.

"Missourians around the state have an opportunity ... to have a say in decisions being made prior to them being made," Curtit said.

Schroeter said MoDOT is enthusiastic about sharing with the public the largest construction plan it has ever put together

"We're really excited to get to work out there and make improvements for people in Missouri. We know there's gonna be some inconvenience while we do that," he said. "It's hard to fix the system while everybody's on it."

"But that's what we're really excited about, is being able to turn this funding around into improvements for Missouri."

Protecting the vulnerable

Outside the safety shell of motorized vehicles all of us are vulnerable road users – but increasingly technology can provide protection

75k

The number of rides made using London's Santander-sponsored cycle hire scheme in February – making it the sixth record-breaking month in a row

E-scooters vs pedestrians

E-scooter riders are vulnerable, but not as vulnerable as pedestrians, who need protection from micromobility, as providers are increasingly aware...

Drover AI vision has had a full launch on Voi e-scooters in Oslo, Norway. Its PathPilot, previously trialed in the UK, is able to identify when a scooter is on a walkway, and slow its speed accordingly. It can also be used to enforce safe e-scooter parking.

E-scooter rivals at Tier also have safety on their minds, launching a new scooter model in a bright color scheme with brighter lights, upgraded indicators, better brakes,



grippy handlebars and wider, larger tires, for all-round safety improvements. Tier is also making e-scooter parking safer, with next-generation mapping company Fantasma, and introducing SOS emergency features in with safety app Flare.

Meanwhile, scientists at the University of Salford's Acoustics Research Centre, UK, have received additional funding to continue work to develop a universal sound for e-scooters, operating in partnership with micromobility pioneers at Dott, and the Royal National Institute of Blind People~

The power of data

The active travel boom is presenting road authorities with new traffic management challenges. In many towns and cities new cycle lanes have been built, but now data is needed to verify their effectiveness and help inform even safer future planning.

Step forward Vivacity Labs, the London-based transport tech scaleup, which is deploying its smart AI sensors, which can identify modal use and gather detailed and anonymous data 24/7 on traffic flow and travel patterns to see how they change over time.

Vivacity has recently announced partnerships on this kind of sensor deployment with Dorset Council in the west of England and Monmouthshire Council in Wales. "Our data insights will help the councils to monitor the success of schemes and make informed decisions on future infrastructure," says Vivacity CEO and founder Mark Nicholson.



Pioneering protection for the blind showcased at Intertraffic

Advertiser
Spotlight

Intertraffic 2022 in Amsterdam saw RTB and the German Association for the Blind and Visually Impaired (DBSV) showcasing their extraordinary joint project – first launched at the ITS World Congress 2021 – aimed at improving accessibility and safety for blind and visually impaired people in road traffic.

Many apps exist in the transport space to help the visually impaired with the navigation of everything from public transport and



pedestrian crossings, to elevators, indoor venues and even construction sites. But how is the user supposed to know which apps are currently available to use? Or which app is needed as buses are arriving? Visual cues are understandably not helpful here.

RTB – a pioneer of acoustic auxiliary devices at traffic lights – therefore launched an innovative solution: A 'search app' that runs in the background on a mobile device, constantly on the lookout for

suitable apps to help the user. Under the leadership of the DBSV, a network has emerged that has created a corresponding standard from DIN, the German national organization for standardization.

The users – the blind and visually impaired themselves – have contributed their wishes and requirements to almost all the apps on offer. RTB is now bringing the new digital possibilities closer to all eligible users, helping to establish SMS – Smart Mobility Services to provide training, orientation and other assistance to potential users.

Many are focused on bringing connected and autonomous vehicles (CAVs) onto existing public roads, but in Michigan experts have a different vision – one where such vehicles run on dedicated lanes that also have the potential for dynamic, inductive electric charging. **Tom Stone** finds out more

Changing lanes



55 Cavnue Highway
Autonomous Lane
Downtown: 15 minutes
Downtown: 40 minutes



Downtown:
18 mins

Verified Advanced Driving System

A visualization of how Cavnue, Michigan's dedicated autonomous vehicle lane, might look



2050

The year the US federal government has set for carbon neutrality

The idea of dedicated CAV lanes is not new, but it has lost traction in recent years, as automakers compete to be the first with fully self-driving cars that can handle any traffic situation. So, when Michigan's Cavue project was announced late last year – a dedicated CAV highway lane on the heavily trafficked and economically vital Detroit-Ann Arbor corridor – it felt like something of an anomaly.

But, far from being out-of-step, it is in fact a meticulously thought-through concept that the state's chief mobility officer Trevor Pawl believes will bring CAV technology into general use more quickly than otherwise possible.

"What we're thinking is, if we can take some of the autonomous technology and connected infrastructure that we know is safe and translate it from the testing environment to the real world, we can build the road of the future here in Michigan and accelerate AV adoption," says Pawl. "Because there are still a lot of unknowns.

IF WE CAN TAKE SOME OF THE TECHNOLOGY WE KNOW IS SAFE AND PUT IT IN THE REAL WORLD, WE CAN BUILD THE ROAD OF THE FUTURE HERE IN MICHIGAN AND ACCELERATE AV ADOPTION

Trevor Pawl, chief mobility officer, State of Michigan

Drone future

Leading the global mobility conversation means more than just being focused on automotive solutions. That's why Michigan is collaborating with its neighbor, the Canadian province of Ontario, to study commercial beyond-line-of-sight drone skyways in three proposed areas, including an international cross-border connection.

"Ontario has a strong and strategically important economic connection with the State of Michigan," says Ontario Premier Doug Ford. "We welcome this opportunity to further deepen that relationship and foster new jobs and economic opportunities in developing industries now and well into the future."

Michigan's chief mobility officer Trevor Pawl, takes up the story: "We don't think drones are ever going to be everywhere. They'll be more like helicopters – sometimes

helicopters are extremely inefficient and other times they're exactly what you need to get something somewhere fast. Drones could be incredibly useful for delivering medicine and critical manufacturing parts.

"We've worked around Detroit's airport to begin to develop digital infrastructure through a company called Airspace Link. And we're going to launch a drone delivery service for medicine. We've already tried smaller test cases."

The state of Michigan is hoping that by building an infrastructure backbone early on, it can build on this to one day become the most competitive place in North America to launch a VTOL (vertical take-off and landing) service, which could one day include air taxis for passengers that are already in testing by companies such as Volocopter, Lilium and Airbus.



Far left: Trevor Pawl, chief mobility officer with Michigan state

Left: In Michigan, AVs will help to fill gaps in the public transit network

Right: Michigan is also studying the potential for delivery drone 'skyways'

If you just deploy an autonomous vehicle, its performance is going to depend very much on the weather, the types of roads and the levels of traffic of density, so we are still, for the most part, at level two.

"And so, by creating an environment, in a public space, that can allow us to try some more advanced things with autonomous vehicles, that can give us a 'torch' to improve safety – it can shine a light on different ways that we should be looking at signage, or for example how we design our intersections."

The vision is that practical applications for the Cavnue lane could include filling gaps in the region's public transit system, which has never been fully realized, as well as creating new use

cases for trucking and logistics. "It allows for autonomous vehicles to be used in a functional way," says Pawl.

"There's a lot we've got to do in terms of determining the route," he continues. "There are different policies that are needed, such as how do we enforce autonomous vehicles. That debate is happening right now in the state of Michigan."

And the Cavnue project has already attracted some big-name partners lending their expertise to the discussion, with Aecom recently announced as providing engineering planning and design services.

"Core to Aecom's strategy is delivering solutions that will improve social outcomes and reduce carbon impacts on the planet," says

Jennifer Aument, Aecom's global transportation chief executive. "This partnership will advance transportation in a way that's sustainable, smarter and safer for generations to come in Michigan."

Mobility pioneers

Michigan is a state that has always led the way for the automotive industry in the USA, and indeed, around the world; pioneering not only the manufacture of vehicles, but also the infrastructure that supports them.

Back in September 2021 Governor Gretchen Whitmer highlighted this in her announcement that the state is to build the USA's first public roadway that will be capable of wirelessly

“THIS PARTNERSHIP WILL ADVANCE TRANSPORTATION IN A WAY THAT’S SUSTAINABLE, SMARTER AND SAFER FOR GENERATIONS TO COME IN MICHIGAN

Jennifer Aument, global transportation chief executive, Aecom

“You’re not going to start noticing autonomous vehicles when you’re on the highway and there’s no driver – that would freak me out! You’re going to notice them when you return your rental car and the car finds its own space, or there are more truck platoons, or you’re behind the wheel and realize your car can fully handle every situation on the highway – that’s autonomy.”

And to ignore the role that roadside infrastructure and connectivity will play in this revolution is to stymie progress, according to Pawl, who sees it as being vital not just in road safety but also digital security.

“Eventually we’re going to get to a place where the vehicle is going to be able to

charging moving electric vehicles – a system known as inductive charging.

“Michigan was home to the first mile of paved road, and now we’re paving the way for the roads of tomorrow with innovative infrastructure that will support the economy and the environment, helping us achieve our goal of carbon neutrality by 2050,” said Governor Whitmer.

Since then, at the start of February this year, it was announced Electreon, with their partners Ford, Next Energy and Jacobs Consulting, have been awarded the contract to build this innovative new infrastructure. And Pawl now reveals this project will be aligned with Cavnue.

“It may not initially be a part of the autonomous vehicle corridor, but it will be a very close to it,” he says. “The goal with wireless charging corridors is to make sure you have regular routes. So, it’s a great for transit, shuttles and delivery vans, because you’re not going to get a full charge off a mile of driving. But, if you keep going over that same strip, that’s when you begin to see some benefit.

“What’s interesting is the intersection of autonomy and electric vehicles, specifically wirelessly charged electric vehicles. The extent to which we could marry wireless charging with autonomous vehicles and the Cavnue corridor is exciting. That’s never been done before.”

The future of CAVs

So, for Pawl, and his associates across Michigan, autonomous vehicles are coming quickly, just not on normal public roadways, but instead on dedicated lanes that are envisaged not simply as test-tracks, but as stepping stones to the future that could be widely used in the medium term.

“I think the future of autonomous vehicles is going to come in chunks, feature by feature,” says Pawl. “The environments that allow for more features to work all at once will be the environments that lead the world.



Right: Autonomous public transport shuttles will be smaller but offer far more regular services than traditional buses



“MICHIGAN WAS HOME TO THE FIRST MILE OF PAVED ROAD, AND NOW WE’RE PAVING THE WAY FOR THE ROADS OF TOMORROW WITH INNOVATIVE INFRASTRUCTURE

Governor Gretchen Whitmer, State of Michigan



handle almost any environment, but for right now, in our lifetimes, the road will need to help," he says. "That's another aspect this project will carry the torch on. We think it's tremendously important."

Leading the world

Pawl is the USA's first state chief mobility officer, appointed by Governor Whitmer in July 2020 to bring together the Department of Transportation, the Michigan Economic Development Corporation, the Department of Labor, and the Department of Energy, and focus them on mobility solutions.

"I have team members from multiple different departments," Pawl explains "We sit in the middle, and try to promote as much collaboration as possible, because you can't be a global mobility leader if you're not focused on infrastructure, energy, workforce, and economic development. If you're missing any one of those, you're not going to be the global mobility leader for very long."

But Michigan has been a mobility leader for many decades, so Pawl feels expectations of history on his shoulders, as the USA and the rest of the world to look to the state to lead.

"That's Michigan's job," he says, proudly. "Where do you the three-color traffic signals came from? And lane markings? That's us. Michigan is responsible for a large portion of the North American auto industry and the global industry. We've also had a larger-than-normal impact on how infrastructure looks around the world."

"Now we're in this window of 20-30 years where our infrastructure is changing around us, we feel the need to play the role of developing and rolling out these new technologies, first. Writing the playbook for the rest of the world." ❖

Right: Communication between autonomous vehicles enables sharing of crucial traffic data

100bn

The approximate total vehicle miles traveled in Michigan every year, according to MDOT

Below: A roadside unit from Commsignia is attached to the corner of a VMS (top right) to provide V2X capabilities



Advertiser spotlight

REAL-WORLD V2X

The spread of smart sensors and V2X (vehicle-to-everything) technology is opening up a wealth of valuable data. Road managers can get up-to-date information on infrastructure with the help of road users and save lives by making preventive modifications.

Cities are equipped with plenty of smart sensors and cameras that can detect traffic conditions, and V2X-enabled vehicles can already share data, such as speed and direction, with each other and with the surrounding infrastructure itself.

The Commsignia Central device and data management platform can analyze all incoming data to provide deeper insights, while its V2X functionality can help the cities communicate with vehicles. For example, they can define road work zones and set appropriate V2X alerts for drivers.

In a UK project, Commsignia Central is providing a link between the infrastructure and telecoms companies, who can then provide traffic information direct to drivers via their mobile phones, meaning V2X can

be for everyone, not just those driving connected vehicles.

Commsignia Central can also reveal previously hidden traffic information. It can integrate micromobility into the smart city ecosystem, with V2X or smart sensors, to collect and organize physical interactions between various road users to find accident hotspots – even identifying near misses. Direct V2X messages can also be used by cars and micromobility devices to detect each other, so providing an immediate method of accident prevention.

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Dude, where's my (self-driving) car?

By **DEREK ROBERTSON** | 04/28/2022 04:11 PM EDT

Presented by FTX

One of the most consistent and tantalizing visions of the future has been streets full of self-driving cars, liberating humans from the wasteful, dangerous tedium of driving.

So... where are they?

The technology has been accelerating wildly, and right now you can take an actual self-driving taxi in Arizona. Elon Musk promises driver-free Teslas at... well, some point. Nearly every major auto manufacturer is at least testing driverless vehicles, forcing policymakers into serious, grinding regulatory debates over their safety.

But most people have never been in one, and it's not clear when truly autonomous cars will change things in the way that futurists imagine. Self-driving cars have emerged as an acid test for what it takes to bring a truly disruptive new technology into the real world. They combine technology, infrastructure, lawmaking and just plain *habit* in a way that few other sectors of our lives do.

Given all the research, money, and hype around the technology, one can be forgiven for getting a little impatient and asking... when does the self-driving future, not just the prototype version, really arrive? With help from my colleague Tanya Snyder, who writes about self-driving tech for Politico's transportation team, we reached out to a group of experts in ethics, robotics, and more, and asked them the same simple question: **What today is the biggest obstacle to the widespread adoption of self-driving technology?**

- **Ryan Calo**, Professor of Law at the University of Washington: **The biggest roadblock is not law.** The federal government and several states have given the green light. The biggest roadblock is that robotics is hard.
- **Thomas Gilbert**, PhD candidate in Machine Ethics and Epistemology at UC Berkeley: **Public roads are multi-modal — they have to be accessible** to cars, pedestrians, cyclists, and scooters. The problem would be a heck of a lot easier if tech companies just took over roads and redesigned them so that only self-driving tech could use them. In that case, the tech would be a lot like the automated shuttle systems regularly used at airports and on metro lines. China knows this, which is why it is building smart cities from scratch with specialized highways and lanes that are exclusive to self-driving vehicles.
- **Ariel Wolf**, Partner and Autonomous and Connected Mobility Practice Chair at Venable LLP: **One of the biggest challenges facing the autonomous vehicle industry today** is the conflation of AVs with driver-assistance systems. They are not the same thing.

Driver-assistance systems, which are present on many vehicles available for sale to the public today, always require a human driver in the vehicle, ready to take over at any time. Autonomous vehicles, on the other hand, are specifically designed to remove human involvement from the driving task. The ongoing conflation of these two very different technologies is causing public confusion and inhibiting AV deployment.

Beyond that, a federal framework that promotes AV scalability and deployment would go a long way toward maximizing the demonstrable safety, mobility, and economic benefits of AVs.

- **Meg Leta Jones**, Associate Professor in Communication, Culture & Technology at Georgetown University: **The biggest challenge to self-driving cars is the biggest challenge to most major social changes:** infrastructure. We want to integrate cool new things, but new things rely on old things. Fixing streets and signs and sidewalks paves the way to a particular vision of a cleaner, more accessible future.
- **Cindy Grimm**, Professor of Robotics, Oregon State University: **You could deploy autonomous cars today** — *if* you limited where they went/what part of the city they could operate in, kept them under 25 mph, created their own lanes for them (think bus lanes), and only deployed them on good-weather days. The current sensor plus algorithm technology is capable of handling "normal" driving conditions, which is what your average car/driver experiences 99 percent of the time.

On the legislative/policy/social side, I don't think we, as a culture, are willing to accept something that just (at random, as far as we can perceive) injures or kills people, with no one to point a finger at to blame. At some point that cost-benefit analysis will shift — the benefits of (potentially) having a lot fewer cars on the road or less traffic or not having to pay for a car will outweigh our outrage or discomfort at having no specific person to blame for autonomous car accidents. But it may be a while.

A message from FTX:

FTX guiding principles promote safe and equitable access to digital assets, creating strong investment opportunities for Americans. **The FTX US application before the Commodity Futures Trading Commission (CFTC)** is intended to expand access to digital-asset products for all investors, promote competitive markets in the U.S., and better position the U.S. as a marketplace for digital assets globally. **Get the facts on our application here.**

TO BOLDLY GO

Who gets to build the future?

Today in Politico Magazine, contributing editor Nancy Scola has a [profile of Alondra Nelson](#), the first Black woman to head the White House's Office of Science and Technology Policy. Even aside from that first, she's an unusually interesting person for the role: For one, she's a female sociologist in a job usually occupied by male physicists (and most recently by Eric Lander, the genomics powerhouse forced to resign after allegations of abusive conduct in the workplace).

Also we're pretty sure she's the only OSTP director to have founded a [listserv for Afrofuturism](#)

On a policy level, she said she plans to use her role to push for equity and fairness in tech, as well as "a rights-preserving vision of what technology should do in the world."

Here's an excerpt of the profile, revealing some of Nelson's thinking about crypto and AI:

"In March, Biden issued an executive order telling the executive branch to really start thinking about how to tackle cryptocurrencies like Bitcoin and Ethereum. Her office pushed for a handful of provisions, driven by the idea that getting the technology right helps fix failings before they can spin out of control. They came away with a set of specific duties, like exploring what it would take, technically, to create a central bank digital currency. Nelson, notably, put out her own statement highlighting crypto's possible upsides: It could, she said, be 'cheaper and more efficient than traditional financial instruments.' It could also be more equitable, if past mistakes are avoided. She pointed out in the statement that households of color, lower-income households and disabled households are more likely to be unbanked. 'Digital assets could help close this gap,' she wrote. "But this won't happen by accident; it has to be done by design."

Nelson's biggest policy push is the creation of a so-called AI bill of rights. When Nelson arrived at the White House, she would later say through a spokesperson, it became clear that there were plenty of people trained on the harms of 'Big Tech.' She opted to go beyond 'beating up on Facebook and TikTok' and move the conversation up one level of abstraction to establishing some sort of consensus on the rights free people can expect in a democratic society. The goal is to focus less on mopping up messes and more on fixing the machinery at the start. Going 'upstream,' Nelson calls it."

AFTERNOON SNACK

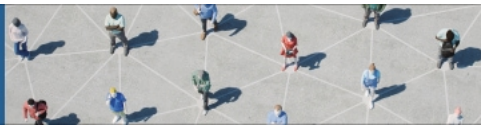
The concept of the self-driving car has been around for nearly as long as the regular one. (In 1925 a rogue inventor drove a radio-controlled car through the streets of Manhattan.) But today here at DFD, we'd like to pay tribute to one particular imagined version of the technology: The "Johnny Cab," the self-driving taxi that inspires Arnold Schwarzenegger's chagrin in the 1990 sci-fi blockbuster "Total Recall."

The film is based on a 1966 story by Philip K. Dick titled "We Can Remember It For You Wholesale," which features an early fictional example of a "robot cab" — and even the naivete displayed by some AI interfaces still today. The protagonist demands the cab take him to "Recall," the mysterious group at the heart of the story's conspiracy. The response, as narrated by Dick: "Recall what, sir or madam?", the robot driver of the cab inquired respectfully."

As depicted in "Total Recall," this early projection of a robo-taxi is played for laughs — see this breakdown from Victoria Scott at *Jalopnik* of its utterly implausible automotive technology.

But... who knows? Between Elon Musk's fascination with sci-fi and his habit of planting pop-cultural easter eggs in his products, don't be surprised if when you hop in a Tesla someday you find Robert Picardo's voice coming out of it.

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PLANNING MAGAZINE

How Virtual Reality Helps Communities Plan for Growth

Texas transportation planner Robby Guthart explains how mixed-reality tech is making a state highway safer and more sustainable — and putting residents in the driver's seat.

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CDM Smith employees demonstrate the use of the mixed-reality technology HoloLens at a public meeting in Fort Davis, Texas. Photo courtesy of CDM Smith.



PART OF THE [DISRUPTORS SERIES \(/PLANNING/SERIES/DISRUPTORS\)](/PLANNING/SERIES/DISRUPTORS)

Jan. 7, 2022

By LINDSAY R. NIEMAN

Long one of the fastest-growing states, Texas could see its population nearly double by 2050, putting intense pressure on infrastructure already struggling to safely move residents, tourists, and goods.

A local stretch of U.S. 67, the national highway that starts near the Mexican border in Presidio, Texas, and runs all the way north through Iowa, is already feeling that pressure. A surge in tourism, freight traffic, and economic activity is already resulting in more traffic — and more collisions, injuries, and fatalities.

To improve safety along the corridor, the Texas Department of Transportation's (TxDOT) El Paso District brought in engineering firm CDM Smith. Their task: Create a long-range, community-driven master plan for a 142-mile stretch of the highway, which winds through a variety of communities and landscapes.

While the plan's goals are familiar — increased safety, sustainability, and pedestrian and cycling access — CDM Smith took an innovative road to reach them. The project team supplemented traditional engagement tactics like public meetings with mixed-reality technology, which allows users to experience a blend of virtual and physical spaces simultaneously. The addition was instrumental in prioritizing residents' feedback.



Robby Guthart, AICP. Image courtesy of Robby Guthart.

"Mixed reality was essential in presenting the proposed improvements as if they were being built," says Robby Guthart, AICP, CDM Smith's lead transportation planner for the *U.S. 67 Corridor Master Plan*. "Without spending money to build anything, and without having to be physically outside in traffic, stakeholders and the public were able to experience virtually three or four different design options and provide their input."

Planning spoke with Guthart to learn more about the project — and how mixed-reality technology can help communities take a more active role in planning their future. The interview has been edited for length and clarity.

PLANNING: What was the overall aim of the master plan?

GUTHART: From the onset, we focused on short-, mid-, and long-term potential projects that could be implemented by the communities and TxDOT to help resolve safety issues and improve mobility. The study closely aligned with TxDOT's goal to end all fatalities on Texas roadways by 2050.

PLANNING: How was virtual technology brought into the process?

GUTHART: Stakeholder and public engagement were essential in achieving the project goals, and the application of mixed reality helped them inform the proposed improvements. We used a program called InfraWorks to depict design alternatives in 3D, then imported them into Microsoft HoloLens, an immersive mixed-reality technology, so users could experience the designs at a real-world scale within the mixed-reality environment.



A three-dimensional rendering of a proposed alternative at San Antonio Street and Highland Avenue in Marfa, Texas was designed in InfraWorks and imported into HoloLens for mixed reality visualization. Image courtesy of CDM Smith.

PLANNING: What was the impact?

GUTHART: It helped us translate otherwise complex ideas that the public could see, literally walk through, and react to, which was especially useful in building public understanding. For the design process, it assisted in refining conceptual safety and mobility improvements. For the community engagement process, it educated the public, helped them provide more informed feedback, and ultimately resulted in more buy-in from the public, stakeholders, and local elected officials.

PLANNING: Did using this technology make the planning process more inclusive?

GUTHART: Initially, the HoloLens got the public excited about the project. It served as a tool to attract the attention of community residents and draw in strong attendance and participation at public outreach activities. Plus, using the HoloLens, residents and stakeholders were able to walk through 3D holographic models of intersection design alternatives that were projected onto the public meeting floor. Without spending any money to build anything, and without being physically at the site of the proposed improvement, residents could experience the project and easily provide their feedback. And they didn't need a background in planning or engineering to comprehend it. Instead of using traditional visualizations like cross-sections that can be challenging for the public to translate, this tool just literally mirrored the real world, with the proposed improvements added in. Overall, it democratized high-level concepts by turning them into visuals that transcend language and age.



Further Impacts: Planning Tools

Plenty of other tech developments are poised to change planning practice. Drone technology already is allowing for reliable surveying and real-time mapping of cities. Illustration by Jason Schneider.

PLANNING: What role can mixed-reality tools play in transportation planning, especially in areas anticipating significant growth?

GUTHART: This tech provides the opportunity for transportation planners to effectively communicate and refine multiple alternatives, both through design and public feedback. Plus, mixed reality provides the data to make the right investment decisions.

PLANNING: We're in a time of rapid change. How do you think this tool can help us prepare for what's ahead?

GUTHART: Overall, it helps planners model a variety of alternate futures. It can test how transportation improvements might withstand disruptions, or serve as a useful scenario-planning tool to help communities plan improvements and adaptation measures that better withstand the impacts of climate change. And with adequate outreach strategies, mixed reality can be seamlessly incorporated into planning efforts to ensure more inclusive conveyance of information with socially, economically, and culturally diverse communities.



VR technology can turn high level concepts into visuals that transcend language and age. A community member walks through intersection design alternatives with the HoloLens, with her VR view projected on the wall. Photo courtesy of CDM Smith.

PLANNING: Why should the planning field embrace mixed reality?

GUTHART: It's an effective and useful tool for multiple aspects of planning: refinement of conceptual recommendations; communication of improvements to residents; more informed public feedback; and better modeling of alternative futures, scenarios, disruptions, and disasters. The list goes on.

PLANNING: Do you have any tips for pulling mixed reality into the planning process, especially in communities with limited budgets?

GUTHART: Consider incorporating it early on in the public involvement process. Demonstrate the technology and proposed improvements to key community leaders and those leading the planning effort first, then achieve buy-in for the new technology during outreach. While the upfront costs of mixed-reality hardware can be steep — the HoloLens starts at around \$3,500 — they are far more affordable than the cost of investing in the wrong improvement.

Lindsay Nieman is Planning's senior editor, digital strategy.

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RECOMMENDED ARTICLES



INNOVATIONS

Civic Tech Could Be the Key to More Inclusive Budgeting (</planning/2022/winter/civic-tech-could-be-the-key-to-more-inclusive-budgeting/>)

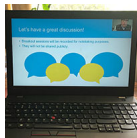
Jan. 7, 2022



INTERSECTIONS

What to Do When an E-Commerce Warehouse Comes to Town (</planning/2021/fall/what-to-do-when-an-e-commerce-warehouse-comes-to-town/>)

Nov. 18, 2021



TOOLS

Lessons From Transportation Planners' Pivot to Virtual Engagement (</planning/2021/fall/lessons-from-transportation-planners'-pivot-to-virtual-engagement/>)

Oct. 1, 2021



INNOVATIONS

Can Zero-Fare Transit Work? (</planning/2021/fall/can-zero-fare-transit-work/>)

Oct. 1, 2021

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TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 6/15/2022; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between April 20, 2022 and June 8, 2022.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail US 65 Crossing Study

City/County of concern: Ozark/Christian County

Date received: 04/20/2022

Received through: Email

Contact Name: Debby Clark

Contact Email/Ph #: debbylynnclark@gmail.com

Email

Please, do not build a tunnel under 65.

I lived 40 years in a railroad town in Cumberland, Maryland. In the town is an underpass beneath the rails. It became a urinal, a place to drink alcohol, use drugs, a space for homeless to sleep, and other unsavory activities. It had to be power washed from time to time. It had "Closed 9pm - 6am", then "No Trespassing" signs posted. Finally, iron gates were installed.

The Chadwick trail will be crossing in a rural area as of 2022; however, if you build a tunnel, "they" will come. Perhaps I should say, it will be used for purposes other than the intended.

Other than this comment of what not to do, either bridge is fine with me.

Debby Clark
6005 N 7th Ave
Ozark, MO

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail US 65 Crossing Study

City/County of concern: Ozark/Christian County

Date received: 04/20/2022

Received through: Email

Contact Name: Bruce Galloway

Contact Email/Ph #: bruce@brucegallowaylaw.com

Email Chain

I reviewed the Chadwick Flyer crossing study with excitement. Please consider two factors in planning.

1. Placement of the crossing near the Tracker plant presents the opportunity of the city of Ozark to raise funds through Bass Pro Shops, John E. Morris properties or Tracker, given its proximity to their Tracker property, or to the 14th street access to the Mill complex and the highway 65 access to several properties of interest to the Morris family. The point being that they may want to promote the trail by way of a grant.
2. Incorporating the Green bridge now being removed by the county into the crossing would work to preserve our heritage for our town, our county but also as a symbol for our state. A bridge to the Ozark hills may appear to the motorist as a gateway to Southwest Missouri.

Thank you.

Bruce Galloway
Attorney
107 N. 2nd St.
Ozark, MO 65721
(p)417-582-2690 | (f)417-582-2693
<http://brucegallowaylaw.com/>

OTO Response – 4/20/2022 9:49am

Bruce,

I wanted to personally respond to your email. Thanks for taking the time to comment.

I agree with the Green bridge Idea. In fact between all of us, we have spoken with three engineers about the possibility. We have been advised, it is just not a safe or feasible option. Apparently, the substructure is in such bad shape, it would have to be rebuilt, which is the majority of a bridge cost. Just the act of moving the bridge means cutting it apart and reconstructing it. This is also very expensive. Then the ongoing maintenance costs/needs are very concerning. All three engineers advised that if the bridge were to be saved it would need to sit on solid ground. I am very disappointed at the news.

I hope you are well, and keep up the ideas. We want this to be our showcase trail!

Sara (Fields)

Mr. Galloway's Reply – 4/20/2022 3:39pm

That is too bad.

Could the overpass reference it? Perhaps with those parts of the Greene Bridge structure that looks bridge like, so that it function's aesthetically only? That could still be authentic and eye catching and maybe something a charitable organization or business would donate money. Food for thought. But that is the end of my input which is well beyond my knowledge.

Thanks!

Bruce Galloway
Attorney

Mr. Childers' Reply – 4/20/2022 4:28 pm

I'm sure we can utilize it somewhere else along the trail just not over Highway 65

Steve Childers,
City Administrator



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail US 65 Crossing Study

City/County of concern: Ozark/Christian County

Date received: 05/01/2022

Received through: Email

Contact Name: Greg Wadley

Contact Email/Ph #: gwadley80@gmail.com

Email

As a fifth generation railroader I had several family members that worked on the trains that ran the rails to Chadwick and in later years to Ozark and Kissick. I worked on the locomotives that ran and loved the idea of turning the right of way into a great linier park from Ozark to Springfield. I live in Fremont Hills and look out where the train used to run along Sawgrass avenue and believe the area around the new four by four brewing company would be a great gateway to Ozark. The trail needs to run right down this road and a underpass need to be put in when the improvements on "CC" highway are done. We have a lot of traffic and there have been several crashes in the area of "CC" and Fremont street and keeping the trail off a busy highway is important.

I wish the trail will always align and follow the old right of way as much as possible and that being said the angled bridge at 65 is my favorite as it is in line with the old rail. On safety the City of Ozark has placed a sidewalk out into the northbound lane of Fremont Street at CC and created a hazard there that will become the trail. They have cones there and they have been knocked over several times and the curb is being run over. Not a good location for pedestrians for sure as when it rains there is also a lake that forms in that location.

If I am walking down the trail towards Fremont and I see a landscaped beautiful sawgrass street along landscaped river, ponds, dam and bridge that's where I would walk which is towards the continued trail alignment. Someone at Ozark thinks that I am going to turn right and proceed up along Fremont Street on a sidewalk out in the street on a 18% grade across the highway on grade steep grade through a dangerous intersection where there have been fatalities.

Please give the trail an underpass west of Sunrise Church which is going to have to be rebuilt with the new highway anyway when four lanes are built. That would put the trail on a gentile downgrade thru Fremont Hills along a beautiful street and also would follow the old right of way.

My preferred alignment with a picture of the proposed trail through where I live...



Chadwick Flyer Trail Right of Way Process

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail US 65 Crossing Study

City/County of concern: Ozark/Christian County

Date received: 06/05/2022

Received through: Email

Contact Name: Richard Stovall

Contact Email/Ph #: richardstovall42@gmail.com

Email – Received after public comment period closed

My preference is the tunnel option. Thanks

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: State Highway EE at Willard South Elementary Entrance

City/County of concern: Springfield/Greene County

Date received: 04/26/2022

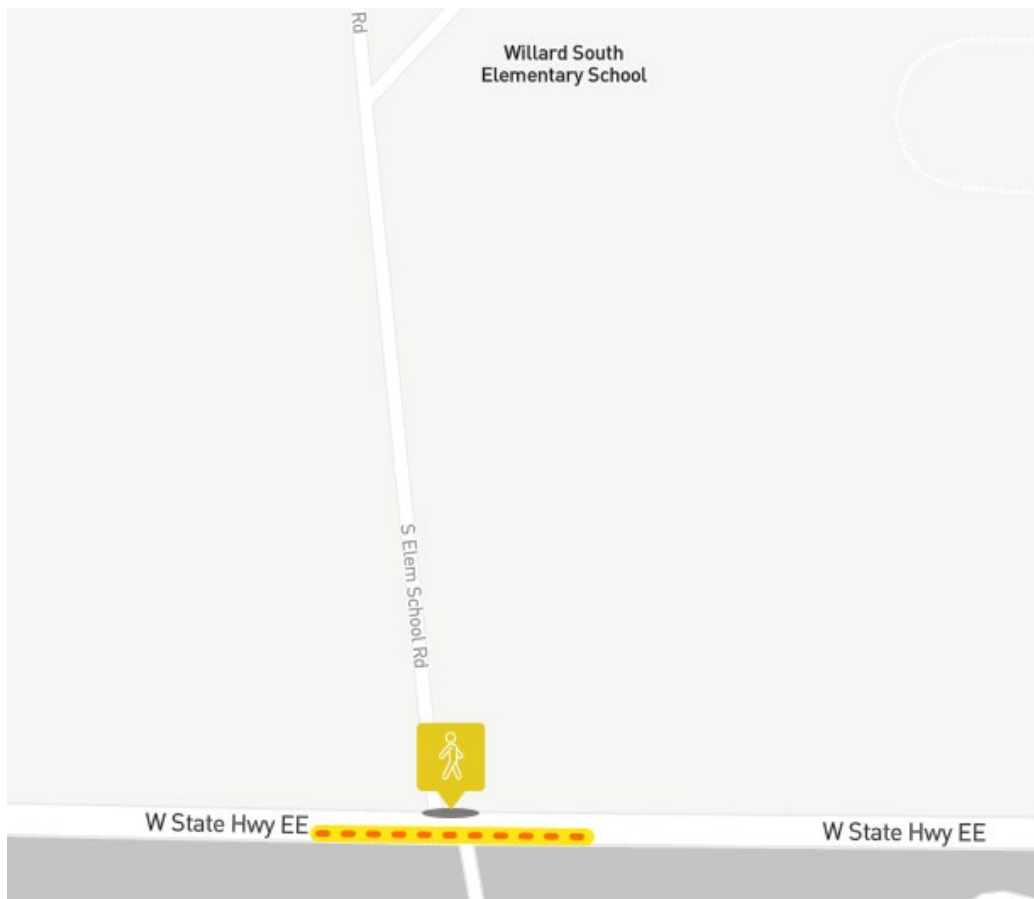
Received through: Map-A-Concern (OTO website)

Contact Name: Terry Collins

Contact Email/Ph #: 4collins.crew@att.net

Comment: Needs a left turn going north into Willard South Elementary ,multiple people has almost been hit turning in.

Map



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



PUBLIC COMMENT



Area of concern: CC and Main Street

City/County of concern: Nixa/Christian County

Date received: 05/02/2022

Received through: Email

Contact Name: Leonard Nesta

Contact Email/Ph #: Inesta8004@gmail.com

Email

Something needs to be done with CC and Main Street. The intersection is terrible traffic backs up a half a mile or more at certain hours during the day people don't know how to work the four-way stop sign maybe it needs a roundabout or a traffic light. This is one of two main egress is into Nixa from 65. Could somebody please look into this matter thank you

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: CC and Main Street

City/County of concern: Nixa/Christian County

Date received: 05/02/2022

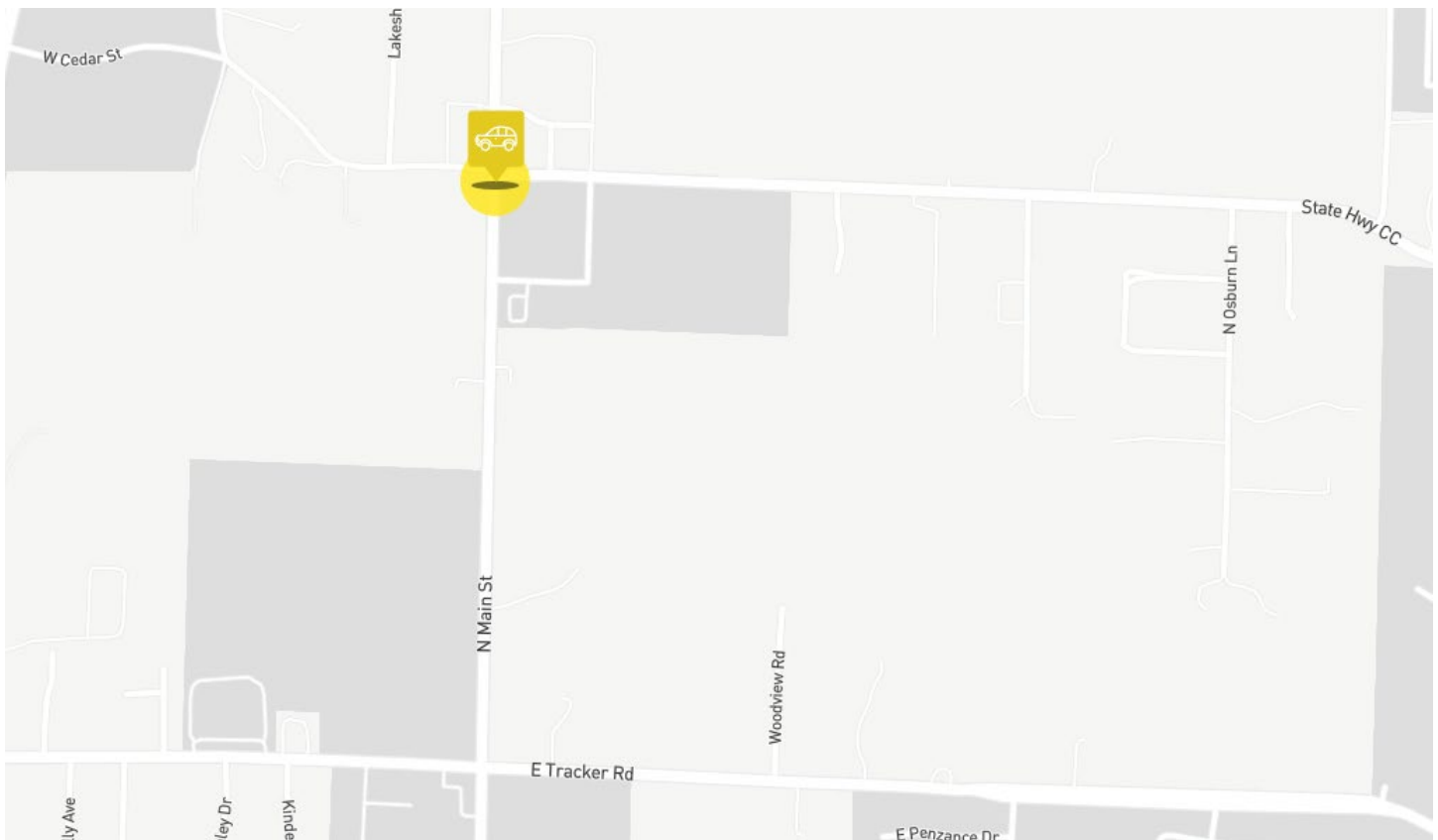
Received through: Map-A-Concern (OTO website)

Contact Name: Leonard Nesta

Contact Email/Ph #:

Comment: Roundabout or traffic light.

Map



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



PUBLIC COMMENT



Area of concern: CC and Main Street

City/County of concern: Nixa/Christian County

Date received: 05/11/2022

Received through: Email

Contact Name: Lenny Nesta

Contact Email/Ph #: lnesta8004@gmail.com

Email

Someone needs to look at Main Street and cc intersection certain times of day traffic backed up really bad and nobody knows how to use the four-way stop sign. Maybe we can look at a traffic light or a roundabout thank you

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



PUBLIC COMMENT



Area of concern: Republic St/Glenstone/OR 60 roundabout classification change

City/County of concern: Springfield/Greene County

Date received: 05/06/2022

Received through: Email

Contact Name: Bill Link

Contact Email/Ph #: wslink39@gmail.com

Email

Do what is necessary to be available to draw down federal funds to help with project.

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



PUBLIC COMMENT



Area of concern: Republic St/Glenstone/OR 60 roundabout classification change

City/County of concern: Springfield/Greene County

Date received: 05/06/2022

Received through: Email

Contact Name: Tony C

Contact Email/Ph #: tcportal310@hotmail.com

Email

This is still a Primary Arterial no matter how pretty he round about looks.

I appreciate you trying to find additional funding and using taxpayer money appropriately but this is still a primary road. Let's not change it to something it is not just to get additional funding.

How does making it an expressway impact current and future growth AND restrictions that come with it.

Thank you

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



PUBLIC COMMENT



Area of concern: Republic St/Glenstone/OR 60 roundabout classification change

City/County of concern: Springfield/Greene County

Date received: 05/06/2022

Received through: Email

Contact Name: Paul Parks

Contact Email/Ph #: pdparks92@gmail.com

Email

Since this stretch of street is now connected to an existing expressway-US 60, with no traffic lights or required stops, it should qualify as part of the freeway. The roundabout makes for quicker movement of traffic, which is the main goal of a freeway. I agree it needs to receive the higher designation requested.

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: Bike Lanes and Public Transportation

City/County of concern: Springfield/Greene County

Date received: 05/06/2022

Received through: Email

Contact Name: Tony C

Contact Email/Ph #: tcportal310@hotmail.com

Email

I wish OTO would focus more on getting funding to add bike lanes or improve public transportation instead of everything being focused on cars and roads. Urban planners have shown that pedestrian/bike/public transit infrastructure is much more important to improving quality of place and life.

OTO Response:

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

These are important areas of focus for the OTO. OTO has a Bicycle and Pedestrian Advisory Committee whose purpose is to improve bicycling and pedestrian conditions for commuters, children, and recreational bicyclists as well as area walkers. I have included a link below to the BPAC page on our website. The OTO Board of Directors adopted a new regional trail plan in July 2021, Towards A Regional Trail System. The Board also adopted a Statement of Priorities for local bicycle and pedestrian networks. I have included a link to these below as well.

BPAC Committee: <https://www.ozarkstransportation.org/boards-committees/bicycle-pedestrian-advisory-committee>

Towards a Regional Trail System and Statement of Priorities:
<https://www.ozarkstransportation.org/what-we-do/bikeped>

Thank you again for your input. Have a wonderful weekend!



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: Flemington/Dunnigan Area

Date received: 05/17/2022

Received through: Email

Contact Name: Roberta

Contact Email/Ph #: rschletzbaum1@gmail.com

Email

Why in the world are Amish people riding on the bus? These people are disabled. They take it to save money from drivers. You really need to check up on this .

Flemington & Dunnigan Mo. Area. Problem all over ...

OTO Response: Thank you for your comment. This will be forwarded to OATS Transit as we are not involved with administration of or operation of OATS Transit. Per their website, OATS Transit is a shared-ride, public transportation company offering services to people of all ages. They serve the rural general public, individuals with disabilities and senior citizens. Thank you, again!



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Email

Contact Name: Frank Campbell

Contact Email/Ph #: frankandalene@gmail.com

Email

at first thought this might be a good idea, but after considering the issue more thoroughly and thinking back to what I have seen in our neighborhood, I believe the money could be better utilized in other areas. I see many people using the OATS bus that are young, just to lazy to get out and get a job so they can pay their own way in getting around town. Unfortunately like almost all other government run programs there are multiple people taking advantage of the program and using services they should not be entitled to, but the program probably wants the higher number of users to justify their budgets.

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, our Board of Directors, and forwarded to OATS.



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Website Comment Form

Contact Name: KM

Contact Email/Ph #: Mnm40x@gmail.com

Email

OATS drivers injure riders because they don't follow basic safety protocols. Then, they call the office before they can get the rider home make up a bunch of lies about the rider to get them in trouble so the office won't believe them. The office then ignores witnesses and tells them they are lying too and OATS continues to lie and refuses to take responsibility. They are repugnant liars who injure people, don't care, lie and turn vicious and hateful toward the people they should be apologizing to and make up awful lies about them to get out of taking responsibility.

.don't give them more money to hurt more people and treat them the way they do. They didn't even care after Senator Blunt's office offered to help the rider. Executive Director responded on the internet FINALLY, but it was all for show and NEVER contacted the rider

Rip Off Report online has the incident.

Give them money and you bear responsibility when they do it again.

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



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Website Comment Form

Contact Name: Amy Garoutte

Contact Email/Ph #: buehlerkc@gmail.com

Email

I think it would be great for this funding to go to OATS for program expansion. As a mother of a disabled adult child who lives independently, I see the value in expanding services. OATS transport brings my daughter home from her part time job on weekdays, which allows her the ability to live independently more easily and relieves the burden on family since she is unable to drive. It would be great if the funds could help facilitate early morning transport to work and weekend transport to and from work.

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



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Website Comment Form

Contact Name: Terry Smith

Contact Email/Ph #: TSMITH0693@YAHOO.COM

Email

YOU HAVE NOT MENTIONED THE AGE RESTRICTION. WHEN I BECAME DISABLED AND COULD NO LONGER DRIVE, I USED THE OATS YO GET TO DOCTORS WHEN LEGISTICARE OR THE DAV COULD NOT GIVE ME A RIDE. I ALSO USED THEM TO GO THE THE SALVATION ARMY WHEN I VALENTEERED. THEN WHEN I TURNED 57 I WAS TOLD I COULD NOT RUDE ANYMORE BECAUSE I WAS NOT 65. SO.... DO YOU STILL HAVE TO BE 65???

OTO Response: Thank you for your comment. Here is a link to the OATS FAQ's webpage: <https://www.oatstransit.org/faq-s>. Per their website, they offer services to people of all ages. Please contact OATS directly with any service questions.



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Website Comment Form

Contact Name: Carol Thompson

Contact Email/Ph #: cegatmo@gmail.com

Email

The OATS buses are too big and difficult to board. Seniors want interaction with familiar people and choices in destinations and services. Being dropped off at WalMart with "orders" of a time you'll be picked up is not a quality service. That huge bus coming to one's home is embarrassing and violates privacy most seniors value.

What is needed are cars and small vans. Seniors need vetted drivers who pick up the same 3 or 4 people on the same day each week for a shopping outing and perhaps socializing at one of the regulars' residence for an hour before everyone is taken home. Knowing who you are going out with and not having an embarrassing "advertisement" pull in to your driveway would meet a need and increase use of the service. Seniors also need rides to medical appointments and other service providers that a regular driver could coordinate with others needing similar transportation. Drivers would have more variety each day with a different group of people and different destinations. A service more like UBER, but with small groups, is what is needed.

OTO Response: Thank you for your comment. This information will be shared with OATS Transit, our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Website Comment Form

Contact Name: N. Quinn

Contact Email/Ph #: nitaquinn123@gmail.com

Email

My husband rides the OATS bus to Springfield for medical treatments. The way they run things is mind blowing, such a waste of resources. They are like watching someone herding cats. You call the office to make an appointment for a ride, there is always turnover, no one seems to know what's going on in the offices. The only people that have a clue is the bus drivers! Don't reward bad management of funds by giving them more money. They need to straighten out from the top down!

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: OATS Transit

City/County of concern: OTO MPO Area

Date received: 05/17/2022

Received through: Email

Contact Name: Sue Staffer

Contact Email/Ph #: sasaki33@att.net

Email

I support this funding because it will assist citizens like my 40 year old Daughter who is developmentally disabled. As her Mom, I am no longer able to drive due to disabilities. This would benefit our household. Thank you.

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



PUBLIC COMMENT



Area of concern: Finley Falls Crossing

City/County of concern: Outside the OTO MPO Area

Date received: 05/17/2022

Received through: Website Comment Form

Contact Name: Rich Carter

Contact Email/Ph #: carter.rich@gmail.com

Email

The Burnet Road Ford at Findley Falls is a dangerous water crossing with no warning for strangers. So far, only an Amish buggy has been washed down. This needs to me a bridge. When the water is high, it is about a 30 minute detour got the Amish.

OTO Response: Thank you for your comment. This crossing does not fall within our Metropolitan Planning Area. Please contact the county it is located in. I have included a map below of our MPO area.



PUBLIC COMMENT



Area of concern: Transportation between Willard and Springfield

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

Date received: 05/18/2022

Received through: Email

Contact Name: Kristiann Hudson **Contact Email/Ph #:** kristiann.m.hudson@dss.mo.gov

Email

Hi, I am on the founding board of a local non-profit called Generations Village. We have received funding from MHDC to build a community that will partner seniors, foster families, and youth aging out of foster care. We plan to break ground this fall at our site on the south side of Willard. The property sits just off of 160, across from the Willard Police Department. An issue that has come up as one we will need to address is transportation into Springfield from Willard since the bus line does not currently run that far north. We will have foster youth living in the community who will likely be working or attending college in Springfield. Is there someone I could talk with about what our options might be? We were curious if a shuttle that might run at least a morning and an afternoon route each way so that residents could get into town to access the bus line?

Thank you for your time and consideration,

Kristiann Hudson, MSW
Supervisor
SW Region Resource Unit
(417) 895-7828
Kristiann.M.Hudson@dss.mo.gov

OTO Response: Thank you for your inquiry. This information will be shared with City Utilities. Currently, public transportation does not provide service outside the city limits of Springfield. Also, we do not provide transportation as we are a planning organization. You may check with OATS or a private provider like Fisk Transportation. We wish you the best.



PUBLIC COMMENT



Area of concern: Fort Avenue between Grand & Sunshine

City/County of concern: Springfield/Greene County

Date received: 06/07/2022

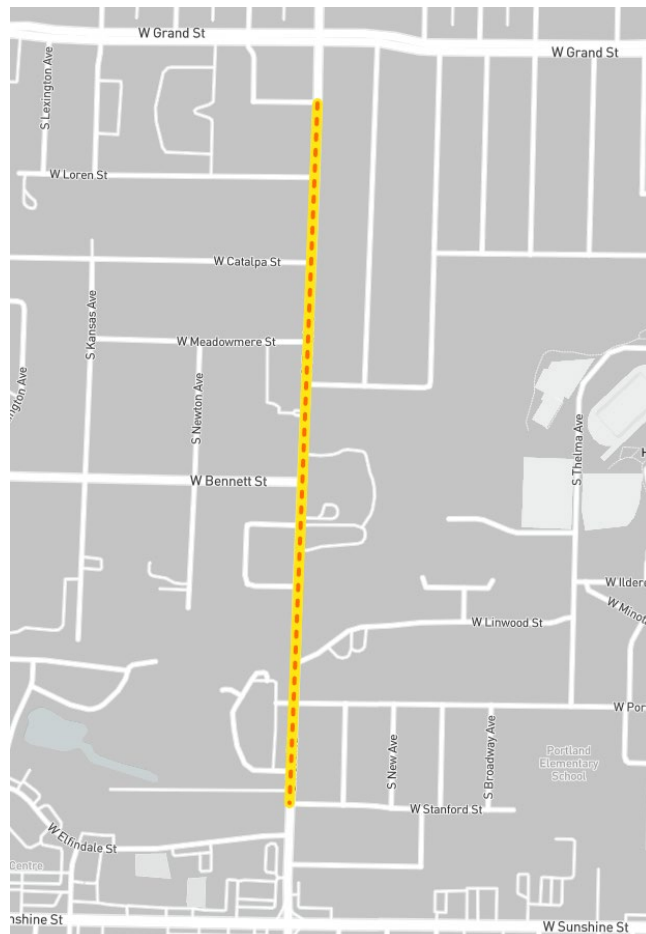
Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: S Fort Ave between W Grand and W Sunshine is seeing an increasing traffic load. The road lacks curbs, gutters, and stormwater infrastructure. Minor flooding during rain events from water ponding in ROW. Addition of curb and gutters to improve street, handle stormwater runoff, and increase protection for pedestrian usage.

Map



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



PUBLIC COMMENT



Area of concern: Oak Grove Avenue between Sunshine & Linwood Dr

City/County of concern: Springfield/Greene County

Date received: 06/07/2022

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

Contact Name: none given

Contact Email/Ph #:

Comment: Finish the sidewalk connection along S Oak Grove between E Linwood and W Sunshine. This would tie in existing infrastructure along Bennett and Oak Grove to Sunshine street and allow residents of the Oak Grove Neighborhood better access to the resources along Sunshine street.

Map



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



PUBLIC COMMENT



Area of concern: Sunshine – pedestrian infrastructure

City/County of concern: Springfield/Greene County

Date received: 06/07/2022

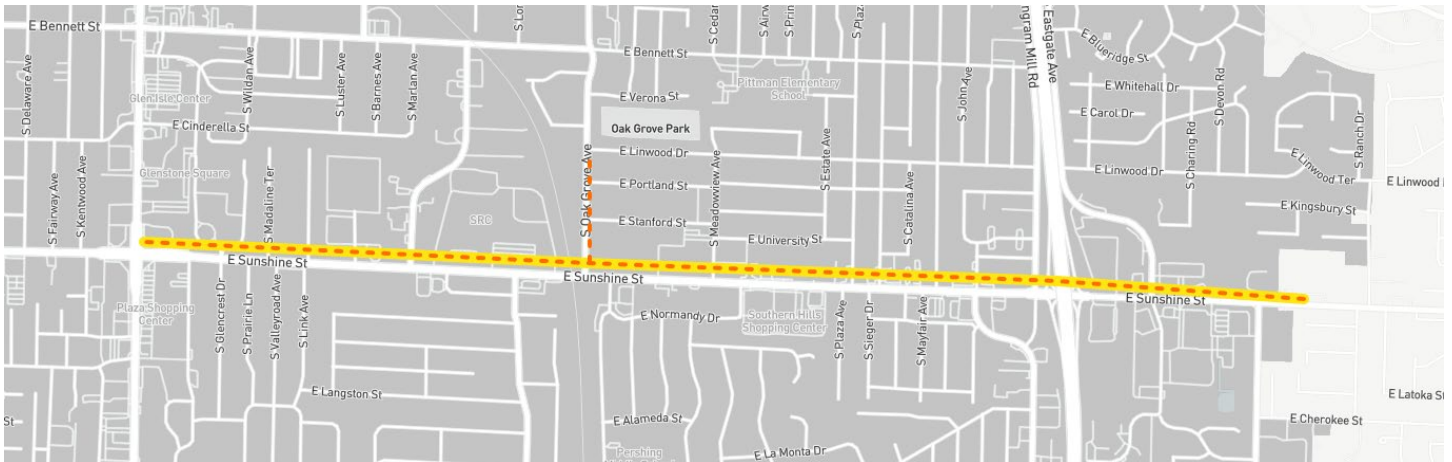
Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: N side of Sunshine lacks any pedestrian infrastructure. This disconnects residents in the Oak Grove Neighborhood from access services along sunshine street.

Map



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



PUBLIC COMMENT



Area of concern: Trail connecting Springfield and Nixa

City/County of concern: Springfield/Greene County & Nixa/Christian County

Date received: 1/07/2022

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

Contact Name: Evan M

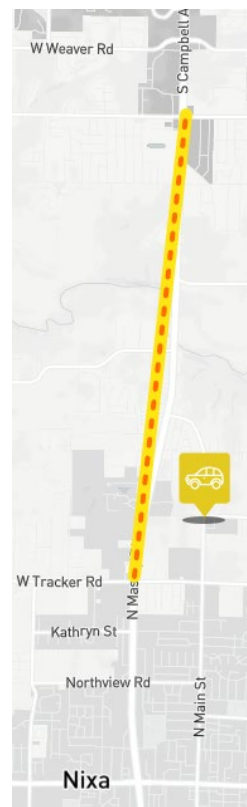
Contact Email/Ph #:

NEW comment made in response to previous comment:

This would be a larger scale project but could be an opportunity for the City of Nixa and City of Springfield to work together to build a multi-use trail to connect the two communities. With increased safety in street crossings to tie into all the commercial resources along S Campbell

ORIGINAL Comment: There is currently no safe/practical route to ride a bicycle from Nixa to Springfield. While it can be done by an experienced strong cyclist taking side/rural roads, it is indirect. It is absolutely unsafe to ride on Hwy 160, which would be the most direct route. Protected bike lanes that would not collect road debris should be a priority as Nixa continues to grow and has a need to facilitate safe travel between Nixa and SGF.

Map



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