



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JUNE 21, 2023
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 21, 2023 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of April 19, 2023 Meeting Minutes..... Tab 1

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

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

(5 minutes/Roussell)

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.

E. Executive Director's 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

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Longpine, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

II. New Business

A. FY 2023-2026 TIP Administrative Modifications Four, Five, and Six Tab 3 (5 minute/Longpine)

Changes have been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. 2023 Public Participation Plan Update Tab 4 (10 minutes/Faucett)

Staff will present the 2023 Public Participation Plan update.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PUBLIC PARTICIPATION PLAN TO THE BOARD OF DIRECTORS**

C. *Destination 2045* Amendment Three Tab 5 (5 minutes/Longpine)

Changes are recommended to the Constrained Project List as well as the Trail Plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
Destination 2045 AMENDMENT THREE TO THE BOARD OF DIRECTORS**

D. OTO Discretionary Funding Approval Tab 6 (10 minutes/Longpine)

Recommendations are included for the award of Bicycle and Pedestrian Infrastructure Projects, as well as Electric Vehicle Charging Projects, utilizing OTO TAP and Carbon Reduction Program funding. There is also one recommendation included for the OTO/MoDOT Sidewalk Cost Share Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE RECOMMENDED TAP
AND CRP FUNDED PROJECTS TO THE BOARD OF DIRECTORS**

E. Draft FY 2024-2028 Statewide Transportation Improvement Program Tab 7 (5 minutes/Miller)

The draft FY 2024-2028 Statewide Transportation Improvement Program (STIP) is available for public comment through July 6, 2023 and will be considered by the Missouri Highways and Transportation Commission on July 12, 2023.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO CONSIDER ENDORSEMENT OF THE
FY 2024-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

F. Draft FY 2024-2027 Transportation Improvement Program Tab 8 (10 minutes/Longpine)

Staff will present the draft FY 2024-2027 Transportation Improvement Program (TIP).

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM TO THE BOARD OF DIRECTORS**

G. 2025-2029 Draft STIP Prioritization Criteria..... Tab 9
(5 minutes/Fields)

The Technical Planning Committee is asked to review the criteria used for prioritizing projects ahead of the 2025-2029 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**

H. FY 2025-2029 Draft STIP Prioritization Project List..... Tab 10
(10 minutes/Fields)

The Technical Planning Committee is asked to review the list of projects proposed for prioritization ahead of the 2025-2029 STIP project prioritization process.

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

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 11

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, August 16, 2023 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 Nicole Stokes 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 Nicole Stokes 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 6/21/2023; ITEM I.C.

April 19, 2023 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the April 19, 2023 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 19, 2023 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 19, 2023**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Roussell began the meeting at approximately 1:32 p.m.

The following members were present:

Garrett Brickner (a), City of Republic	John Matthews, Missouri State University
Paula Brookshire (a), City of Springfield	Frank Miller, MoDOT
Matt Crawford, City Utilities	Jeremy Parsons, City of Ozark
Adam Humphrey, Greene County	Jeff Roussell, City of Nixa (Chair)
Kirk Juranas, City of Springfield	Beth Schaller, MoDOT
Joel Keller (a), Greene County	Jonathan Sheldon, Springfield Public Schools
Mary Kromrey, Ozark Greenways	Randall Whitman (a), City of Springfield
Tristan Losh, City of Battlefield	Todd Wiesehan, Christian County

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

The following members were not present:

Scott Hayes, City of Willard	Aishwarya Shrestha, SMCOG
Ahmad Mokhtee, FTA	Mark Webb, Greene County
David Schaumburg, Springfield-Branson Airport	Jeremy Wegner, BNSF
Mark Schenkelberg, FAA	Daniel Weitkamp, FHWA
Tim Schowe, City of Strafford	

Others present were: Kimberly Ader, MoDOT; Corey Becker, City of Nixa; Neil Brady, Bartlett & West; King Coltrin and Tom Dancey, City of Springfield; Andrew Novinger, Anderson Engineering; Jered Taylor, Congressman Eric Burlison's Office; Gregory Wadley, Visitor; David Faucett, Natasha Longpine, Debbie Parks, Libby Robinson, and Nicole Stokes, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Roussell welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Todd Wiesehan made a motion to approve the Technical Planning Committee Meeting Agenda for April 19, 2023. Adam Humphrey seconded the motion. The motion passed.

C. Approval of February 15, 2023 Meeting Minutes

Jeremy Parsons made a motion to approve the minutes from the February 15, 2023 Technical Planning Committee Meeting. Mary Kromrey seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Roussell advised there were public comments included in the packet. Chair Roussell asked for comments or questions.

E. Staff Report

Natasha Longpine stated OTO staff thanked the member jurisdictions for the Transportation Improvement Program updates.

Staff are updating the OTO Public Participation Plan. A survey has been sent out to all interested parties, posted on social media and the OTO website.

Staff are collecting information for the State of Transportation Report. If any member has photos or projects to highlight for calendar year 2022, please share with the OTO staff.

OTO staff is reviewing the unfunded needs list. OTO staff will be meeting with each member jurisdiction to discuss priorities and projects for the upcoming year.

F. Legislative Report

Jered Taylor with Congressman Burlison's Office shared the Transportation and Infrastructure Committee has been working on pipeline safety and reauthorization. Congress will be discussing the debt ceiling. The Congressman has been working on budget cuts, totaling approximately \$500 billion.

G. MoDOT Report

Frank Miller reported the high priority unfunded needs will be updated by the end of May. There are two unfunded needs projected to be added to the STIP. One is the Ozark Cost Share and the other is to be determined.

H. Committee Reports and Grant Opportunities

Natasha Longpine shared that the Bicycle and Pedestrian Advisory Committee (BPAC) has been meeting and discussing the Bicycle and Pedestrian funding application. This will be covered more later in the agenda. The next meeting has been moved from May 9th to May 16th. It will be an online Q & A session regarding the application.

Debbie Parks stated the Local Coordinating Board for Transit met recently and reissued an application for a call for projects for the 5310 funding. One application was received. The LCBT will be reviewing the application at the next meeting to make a recommendation to the Board of Directors.

Debbie Parks reported that OTO staff have been working on a new Grants page on the OTO website. The goal of this page is to be a resource to the OTO member jurisdictions with information for the IJA Program. A monthly newsletter will be sent out with updated grant information. Debbie Parks reviewed the webpage for the Committee. OTO will be hosting a training for grant paperwork. Once the training date is set, staff will send out the information.

II. New Business

A. FY 2023-2026 TIP Administrative Modifications Two and Three

Natasha Longpine stated there were 2 items included as part of Administrative Modification 2 and 1 item as part of Administrative Modification 3 to the FY 2023-2026 Transportation Improvement

Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification 2

1. ITS Operations and Management (MO2402-23AM2)
Increasing the amount of STBG-U in FY2024 from \$392,000 to \$448,000.
2. TMC Signal Replacements, Various Locations (SP2202-23AM2)
Moving funding from Construction to Preliminary Engineering to coincide with the engineering services contract amount.

Administrative Modification 3

1. Chadwick Flyer US 65 Crossing (OK2304-23AM3)
Moving funding between phases to ensure each funding source is correctly associated with each phase.

This was informational only. No action required.

B. Public Participation Plan Annual Evaluation

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

This was informational only. No action was required.

C. FY 2024 Unified Planning Work Program

Debbie Parks reported that the OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP contains the proposed budget for FY 2024 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 total budget amount for FY 2024 UPWP is \$1,597,423. The UPWP also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,000. City Utilities is providing the local match in the amount of \$42,000. Debbie Parks reviewed the FY 2024 UPWP for the Committee.

Kirk Juranas made a motion to recommend the Board of Directors approve the FY 2024 Unified Planning Work Program. Garrett Brickner seconded the motion. The motion passed.

D. March 31, 2023 Federal Funds Balance Report

Natasha Longpine stated OTO is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2023.

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

Natasha Longpine reviewed the guidelines and the report.

This was informational only. Jurisdictions were asked to review the report for any inaccuracies or changes in project status and advise staff.

E. Bicycle and Pedestrian Funding Guidebook and Application

Natasha Longpine shared the Bicycle and Pedestrian Advisory Committee (BPAC) developed an application and scoring guidelines for the purpose of awarding Bicycle and Pedestrian Infrastructure Funding through the TAP and Carbon Reduction funding programs. There is \$5,930,00 in eligible funding. The application deadline is June, 1, 2023.

Natasha Longpine reviewed the application and eligible projects.

Mary Kromrey made a motion to approve the Bicycle and Pedestrian Funding Guidebook and Application for a funding round to begin April 20, 2023. Kirk Juranas seconded the motion. The motion passed.

F. Electric Vehicle Charger Funding Guidebook and Application

Natasha Longpine reported that OTO developed a funding program with Carbon Reduction Program funds for the installation of AC Level 2 Electric Vehicle Chargers. There is \$750,000 in eligible funding. The maximum project size is \$300,000.

Natasha Longpine reviewed the application and eligible projects.

John Matthews made a motion to approve the EV Charger Funding Guidebook and Application for a funding round to begin April 20, 2023 and available to OTO member jurisdictions as well as Missouri State University. Beth Schaller seconded the motion. The motion passed.

G. FY 2023-2026 TIP Amendment Five

Natasha Longpine stated there was one item included as part of Amendment Number Five to the FY 2023-2026 Transportation Improvement Program.

1. *New* ARPA 5310 Funding (OA2301-23A5)

OATS was previously awarded \$50,792 of Section 5310 funding through the American Rescue Plan for operations. This funding needs to be reflected in the TIP. No match is required.

Kirk Juranas made a motion to recommend the Board of Directors approve Amendment 5 to the FY 2023-2026 Transportation Improvement Program. Jeremy Parsons seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

Jeremy Parsons thanked all of those involved with the Chadwick Flyer DED Grant.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Chair Roussell noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

Adam Humphrey made a motion to adjourn the meeting. Garrett Brickner seconded the motion. The motion passed. The meeting was adjourned at approximately 2:53 p.m.

Jeff Roussell
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; 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 19, 2023 and June 14, 2023.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Potholes

City/County of concern: OTO MPO Area

Date received: 04/19/2023

Received through: Facebook

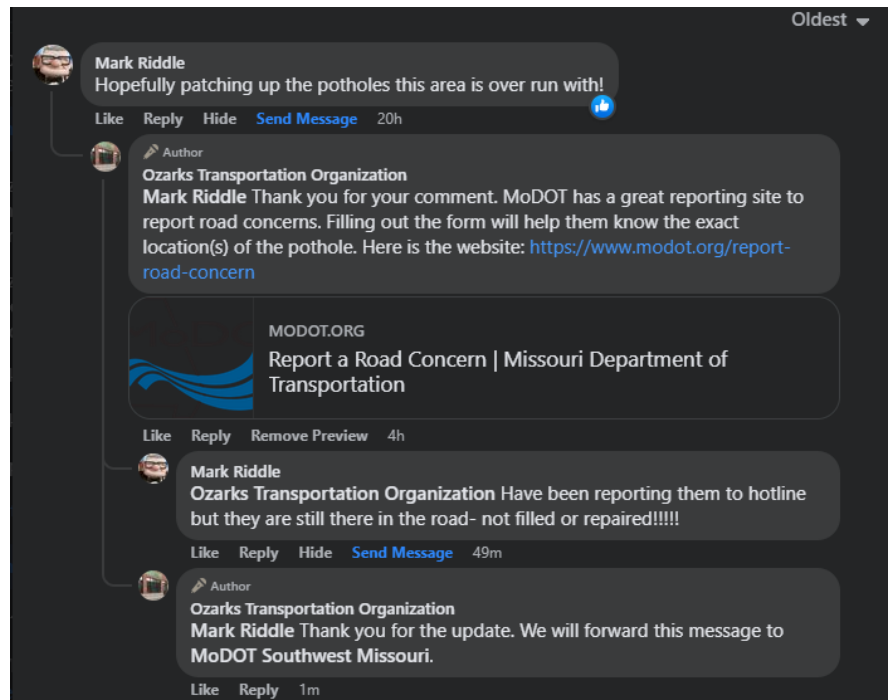
Contact Name: Mark Riddle

Contact Email/Ph #: not available

Original Facebook Post



Facebook Thread





PUBLIC COMMENT



Area of concern: Social Equity Index

City/County of concern: OTO MPO Area

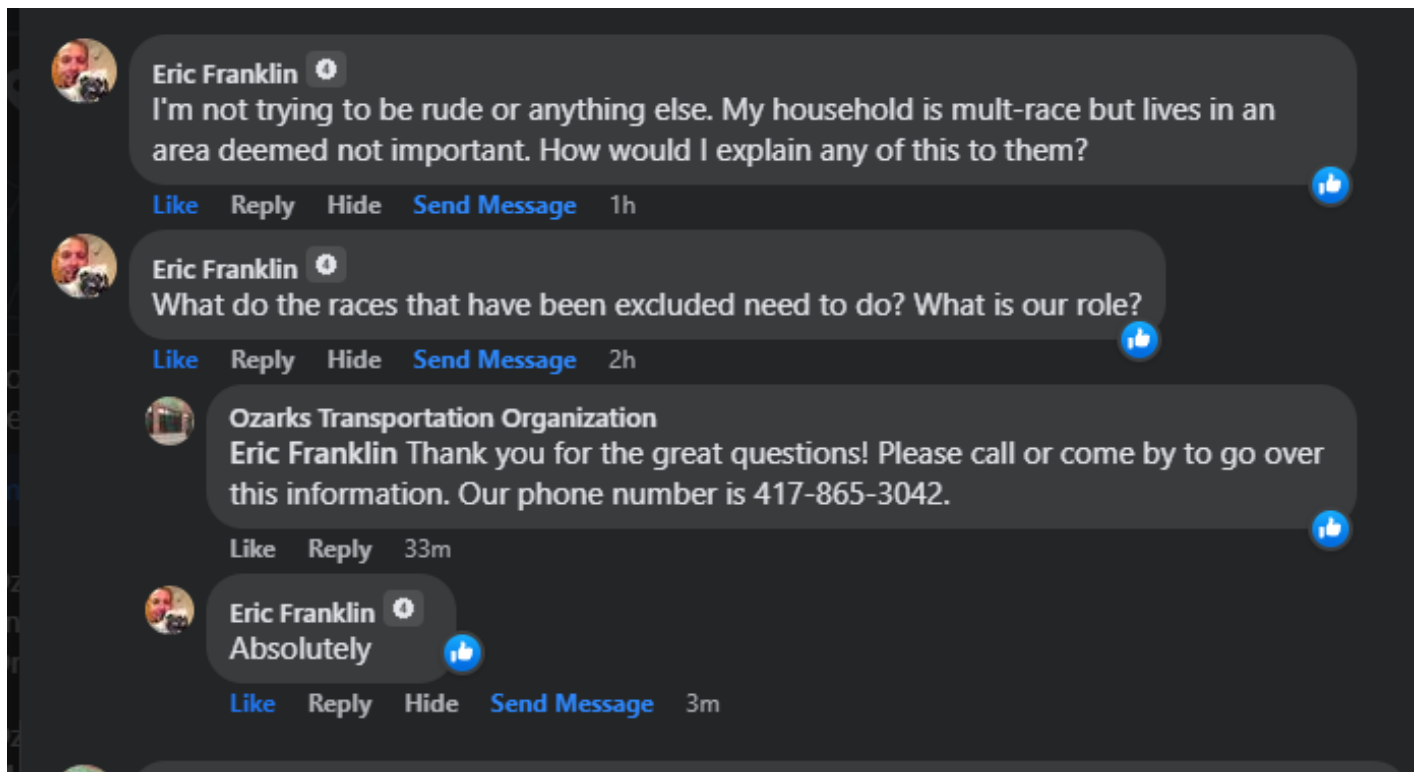
Date received: 04/19/2023

Received through: Facebook

Contact Name: Eric Franklin

Contact Email/Ph #: not available

Facebook Thread during the Facebook Livestream of the Technical Planning Committee





PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail

City/County of concern: OTO MPO Area

Date received: 04/19/2023

Received through: Facebook

Contact Name: Greg Wadley

Contact Email/Ph #: not available

Facebook Thread in regard to April Technical Planning Committee

Greg Wadley
I live on the old right of way of the Frisco Chadwick Railroad and was at the meeting today. Besides all the parliamentary proceedings I enjoyed the information presented. I am excited about the funds provided from the State of Missouri to construct the overpass of 65 highway.

Ozarks Transportation Organization
Greg Wadley We are excited, as well. Thank you so much for attending.



Future Trail Location shown along Springfield Lake at Kissick - Looking Southwest on Railway



PUBLIC COMMENT



Area of concern: April Technical Planning Committee Meeting

City/County of concern: OTO MPO

Date received: 04/20/2023

Received through: Email

Contact Name: Greg Wadley

Contact Email/Ph #: gwadley80@gmail.com

Email comment

I live on the old right of way of the Frisco Chadwick Railroad and was at the meeting. Besides all the parliamentary proceedings I enjoyed the information presented. I am excited about the funds provided from the State of Missouri to construct the overpass of 65 highway. I have put the same on the OTO Facebook page with no reaction. I'm sure someone will see it eventually on the sanguine infused thrilling Facebook page that they talked about in the meeting.

As a safety committeeman for the General Electric side of the Argentine LMIT Terminal in Kansas City I have been in many similar meetings. I have presented the annual training required by the Federal Railroad Administration and OSHA to all Burlington Northern Santa Fe Railroad employees there in the Mechanical Dept.

Committee meetings seem to be the same dry requirements of people going through the motions required by law or management all over with the best having great material and audio visual stimuli. While the material was good, and the presentation of, was above board I of course expected more. At BNSF some of our best included commercial based short films showing great locations and accomplishments of our company and action scenes of trains and equipment in service.

Keeping it interesting by the head of the meeting of course takes time away from all the voting members present who all had titles and I am sure a busy schedule but the highlight for me was the banter back and forth with the Missouri State voting committeeman. Of course the meeting took place close to the Delaware Trail, Old Wire Road to the West, and Wilderness Trail along Campbell Avenue which long before the planning of your committee followed the "Lay of the land" and great fords and springs in our area. I'm excited to see the improvement, planning and construction today that improves upon all the original "Mother Roads" long before route 66 coined that term and seems to be in good hands!

PS: I placed some great photos of places along the Chadwick Branch Railroad and the future Chadwick Flyer Trail on the OTO facebook page that was up long enough for two of my friends to react to them before they were removed and new government transportation related items appeared. Feel free to view and distribute as I love being on all the Greenways and open spaces getting shots of the Ozarks' beauty as they come alive this spring! Have a safe and productive day!

Thank You for letting me know about it!

Gregory Wadley

OTO Response

Good morning, Mr. Wadley!

Thank you so much for attending the meeting. We appreciate your insights as an observer to the meeting. It is exciting to see how the trails in the OTO MPO area are starting to connect. There is still a lot of work to do, but progress is being made.

I moderate our Facebook page and did not see the pictures of places along the Chadwick Branch Railroad and the future Chadwick Flyer Trail on our page. I did see a picture in a comment to the meeting yesterday. We have reviewed our settings in Facebook page and have not been able to find what may have caused them to be taken down. There may be a setting we are missing. I apologize that they did not have an opportunity to be seen.

Public input is vital to our planning process, so we really appreciate your attendance and insights. If you ever have any comments or questions, please feel free to reach out.

Have a wonderful day in this beautiful community of ours.

Nicole Stokes



PUBLIC COMMENT



Area of concern: Growth Rate along Highway MM

City/County of concern: Republic/Greene County

Date received: 05/22/2023

Received through: Email

Contact Name: Troy Dunlap

Contact Email/Ph #: tdunlap@smallarrow.com

Email comment

We are working on a traffic study along Hwy MM at the James River Freeway Interchange for a development on the NE quadrant of the interchange.

MoDOT said a previous study in the area used a 2.2% growth rate along Hwy MM, but suggested I confirm that number with the OTO.

Is this the same rate of growth for James River Freeway?

Thank you.

OTO Response

Hello Troy, I apologize for not getting back to you earlier. I'm not sure if you mean 2.2% annual growth rate?

- The MoDOT 2022 AADT/OTO 2045 Model ADT on MM is 7,692/10,818.
- On James River Freeway from West Bypass/Rte FF to 413 it is 32,032/34,720
- and 19,751/22,243 on MO 360 from 413 to MM.

I can't get the JRF numbers to work. This would be much lower than 2.2%. It's more like 0.5% annually. MM is about right though. The study we have from MoDOT for MM does not mention a 2.2% growth rate. If you ever need any other information, please let me know.

Thank you and have a great day,
Dave Faucett,
GIS Analyst



PUBLIC COMMENT



Area of concern: Mark Twain Neighborhood On Demand Transit for Disabled

City/County of concern: Springfield/Greene County

Date received: 06/05/2023

Received through: Email

Contact Name: James C

Contact Email/Ph #: wheelchairguy1986@gmail.com

Comment:

Hi to whom it may concern I live in the mark Twain neighborhood in Springfield and I live in an apartment complex we are all disabled and some in electric wheelchairs and I think it would benefit everyone if we had an on demand app transportation service like Uber with wheelchair vans so it would be easier to get to and from work/errands outside of access express which is a great service but something that goes until 1 or 2 am but is still public transportation.

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. Have a wonderful day!



PUBLIC COMMENT



Area of concern: Pedestrian Crosswalks

City/County of concern: Springfield/Greene County

Date received: 06/07/2023

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

Original Facebook Post

Ozarks Transportation Organization ...
2h · 🌐

Have you seen an RRFBs (Rectangular Rapid Flashing Beacon) and wondered what to do? SGF Yields has provided an overview of what walkers and drivers should do. See below for more information. We are one great community and want to work together to keep each other safe.

Springfield TRAFFIC Guide
Did you know?
Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated flashing devices that can be easily seen by drivers from longer distances. RRFBs increase driver awareness and provide a safer crossing opportunity for pedestrians like you and me!

What to do at RRFBs
(Rectangular Rapid Flashing Beacon)

WALKERS:	DRIVERS:
1 PRESS THE BUTTON to activate the RRFB lights, so that motorists are more likely to notice that you are trying to cross.	1 WATCH FOR PEDESTRIANS when approaching a mid-block crosswalk or intersection.
2 MAKE EYE CONTACT with drivers and WAIT until traffic is yielding before stepping out.	2 STOP FOR WALKERS trying to cross at crosswalks, even if RRFB lights are not flashing.
3 Make sure each traffic lane is clear before you move on to the next.	3 GIVE PLENTY OF SPACE: Stop at the stop bar or yield triangle pavement markings.
4 Say thanks by flashing a smile to drivers!	4 NEVER PASS another vehicle that has stopped or is slowing down at a crosswalk.

Facebook Thread

Carolyn McGhee
The ones I've seen at least have an audible signal so blind pedestrians know it's on but the fact it's basically a caution light is a concern. They will cut a pedestrian off even at a regular lighted intersection because there's nothing prohibiting them from turning right on red. You don't really have any indication of how much time you've got to get across either.

[Like](#) [Reply](#) [Hide](#) [Send message](#) 2h

Ozarks Transportation Organization
Carolyn McGhee Thank you, Carolyn. We really appreciate knowing the pros/cons from the perspective of a local pedestrian so that we can continue to learn and refine pedestrian safety.

[Like](#) [Reply](#) 6m



PUBLIC COMMENT



Area of concern: Pedestrian Crosswalks

City/County of concern: Springfield/Greene County

Date received: 06/07/2023

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

Original Facebook Post

Ozarks Transportation Organization ...
2h · 🌐

Information on how to use a HAWK (High Intensity Activated Crosswalk) Signal. Thanks SGF Yields for the information! Drivers and pedestrians working together to keep each other safe.

HOW TO USE A HAWK SIGNAL High Intensity Activated CrossWalk

Pedestrians:		Drivers:	
See this:	DO THIS:	See this:	DO THIS:
	PUSH THE BUTTON!		DRIVE WITH CAUTION Always look for people who plan to cross.
	STOP & WAIT for the WALK signal.		SLOW DOWN A person has activated the push button.
	START CROSSING Always watch for cars.		PREPARE TO STOP
	FINISH CROSSING		STOP FOR PEDESTRIAN!
			STOP FIRST Proceed with caution if no pedestrians present.

For more pedestrian safety tips, visit springfieldmo.gov/SGFYields

SGF YIELDS

Facebook Thread

Carolyn McGhee
These have an audio component but got to be careful the signals don't interfere with blind pedestrians' ability to hear vehicles: cars have been getting quieter for decades.
Like Reply Hide Send message 27m

Ozarks Transportation Organization
Carolyn McGhee Thank you for this information, Carolyn!
Like Reply 8m

Carolyn McGhee
Ozarks Transportation Organization! I'm not sure it's come up here but doing a PSA on the reason for the sound an electric vehicle makes would be a good idea. The sound is there to alert blind pedestrians to the vehicle's presence when at low speeds or stopped (though if the motor turns off this doesn't help or when e-bikes and scooters are on the sidewalk blind pedestrians don't have enough time to react).
Like Reply Hide Send message 3m

Ozarks Transportation Organization
Carolyn McGhee Good idea, Carolyn. Thank you!
Like Reply 1m



PUBLIC COMMENT



Area of concern: Commercial Motor Vehicles

City/County of concern: OTO MPO Area

Date received: 06/12/2023

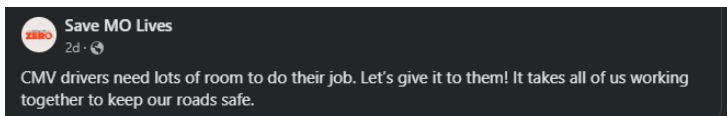
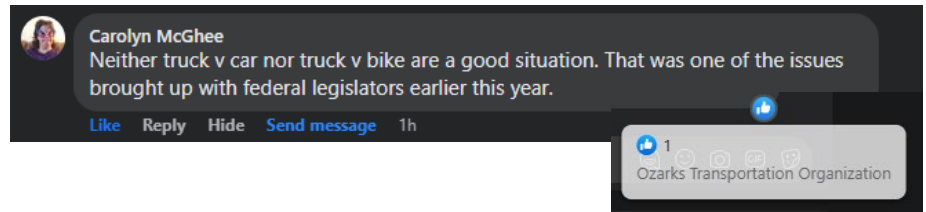
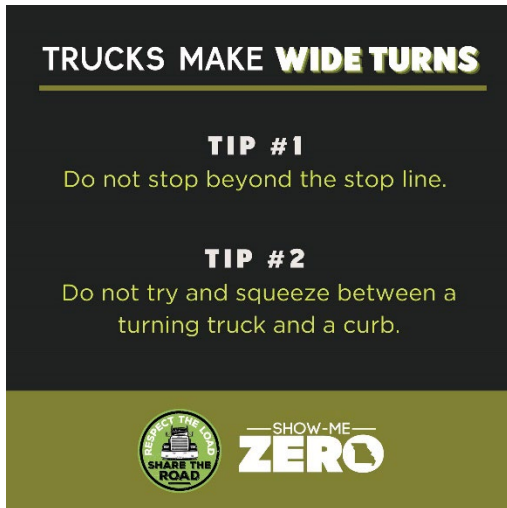
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

Original Facebook Shared Post

Facebook Thread





PUBLIC COMMENT



Area of concern: Thank You

City/County of concern: OTO MPO Area

Date received: 06/09/2023

Received through: Email

Contact Name: Matthew Chaffins

Contact Email/Ph #: chaffins120@gmail.com

Comment:

I just recently moved to the area. And you guys are leaps and bounds above all the places I've lived, in terms of actually seeming to care and trying to do the right thing for our community. I for one really appreciate it, and I bet you all don't hear it enough. But Thank You, I think I'm gonna live out my days as a proud Missouri(an).

OTO Response:

Good morning, Matthew,

Welcome to the beautiful Springfield metropolitan area! Thank you so much for the kind words. There is a great cooperative effort in the OTO MPO area with local elected and appointed officials and OTO staff who work together to plan for transportation, growth, and economic development. If you ever have a comment, question, or concern, please let us know. Your comment will be shared with our Technical Planning Committee and our Board of Directors. Thank you again and have a wonderful day!

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.A.

Administrative Modifications 4, 5, and 6 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are 2 items included as part of Administrative Modification 4, 1 item as part of Administrative Modification 5, and 1 item as part of Administrative Modification 6 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification 4

1. N. Main Street (NX2101-23AM4)
Programming congressionally-designated funding of \$206,000 in place of STBG-U funding already programmed. The total programmed amount of \$2,341,432 does not change.
2. Garrison Springs Trail (OK2303-23AM4)
Changing federal funding source to TAP from CRP to correspond to the Programming Agreement. The total programmed amount of \$550,000 does not change.

Basis for Administrative Modification

Minor changes to funding sources between federal funding categories or between state and local sources.

Administrative Modification 5

1. 5310 Traditional Projects Reserve 2021-2023 (MO1729-23AM5)
The Ozark Senior Center was recommended by the Local Coordinating Board for Transit and the OTO Board of Directors to receive \$56,193.76 in FTA Section 5310 funding to purchase one Ford Transit x2c 25-gallon standard medium roof extension conversion van. This vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. Match is provided by the Ozark Senior Center in the amount of \$14,048.44.

Basis for Administrative Modification

Minor changes to funding sources between federal funding categories or between state and local sources.

Administrative Modification 6

1. Chadwick Flyer US 65 Crossing (OK2304-AM6)
Funding category changes were made based on the MO-ARPA award from DED and to reflect the correct amount of STBG-U provided by Christian County. Funding between phases has been adjusted as well.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*

- *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
- *Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate).*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

11 May 2023

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on May 11, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this or the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 4 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are 2 items included as part of Administrative Modification 4 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. N. Main Street (NX2101-23AM4)
Programming congressionally-designated funding of \$206,000 in place of STBG-U funding already programmed. The total programmed amount of \$2,341,432 does not change.
2. Garrison Springs Trail (OK2303-23AM4)
Changing federal funding source to TAP from CRP to correspond to the Programming Agreement. The total programmed amount of \$550,000 does not change.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*

Project Overview

2 Projects Listed

NX2101-23AM4 - N. MAIN STREET

Plan Revision 23AM4	Section Sponsored by Local Public Agencies	Project Type System Improvement	Lead Agency City of Nixa
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County Christian County	Municipality Nixa	Status Programmed	Total Cost \$2,341,432
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MoDoT ID -	Federal ID 9901831	Project From north of Tracker Road	Project To south of SH-CC
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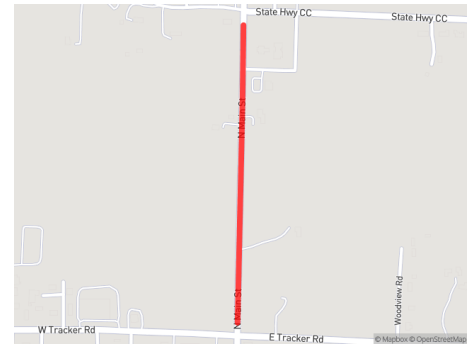
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC.

Funding Source Notes
FYI: Other funding of \$206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023); Non-Federal Funding Source: City of Nixa

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$170,286	-	-	-	-	\$170,286
Engineering	Local	-	\$42,571	-	-	-	-	\$42,571
Total Engineering		-	\$212,857	-	-	-	-	\$212,857
ROW	STBG-U (FHWA)	-	\$113,524	-	-	-	-	\$113,524
ROW	Local	-	\$28,381	-	-	-	-	\$28,381
Total ROW		-	\$141,905	-	-	-	-	\$141,905
Construction	Other	-	\$206,000	-	-	-	-	\$206,000
Construction	STBG-U (FHWA)	-	\$1,383,336	-	-	-	-	\$1,383,336
Construction	Local	-	\$397,334	-	-	-	-	\$397,334
Total Construction		-	\$1,986,670	-	-	-	-	\$1,986,670
Total Programmed		-	\$2,341,432	-	-	-	-	\$2,341,432

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	<p>ID changed from "NX2101-20AM7" to "NX2101-23AM4"</p> <p>Plan Revision Name changed from "23Adopted" to "23AM4"</p> <p>Funding Source Notes changed from "Non-Federal Funding Source: City of Nixa" to "FYI: Other funding of \$206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023); Non-Federal Funding Source: City of Nixa"</p>
FUNDING CHANGES	<p>STBG-U (FHWA)</p> <p>- Decrease funds in FY 2023 in CON from \$1,589,336 to \$1,383,336</p> <p>Other</p> <p>+ Increase funds in FY 2023 in CON from \$0 to \$206,000</p>
FEDERAL PROJECT COST	Decreased from \$1,873,146 to \$1,667,146 (-11.00%)
TOTAL PROJECT COST	Stays the same \$2,341,432



OK2303-23AM4 - GARRISON SPRINGS TRAIL

Plan Revision
23AM4

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$550,000

MoDoT ID

-

Federal ID

-

Project From

-

Project To

-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	Local	-	\$110,000	-	-	-	-	\$110,000
Construction	TAP (FHWA)	-	\$440,000	-	-	-	-	\$440,000
Total Construction		-	\$550,000	-	-	-	-	\$550,000
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources

PROJECT CHANGES

ID changed from "OK2303-23A3" to "OK2303-23AM4"
Plan Revision Name changed from "23A3" to "23AM4"

FUNDING CHANGES

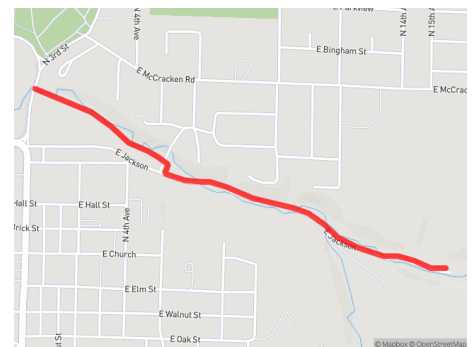
CRP (FHWA)
- Decrease funds in FY 2023 in CON from \$440,000 to \$0
TAP (FHWA)
+ Increase funds in FY 2023 in CON from \$0 to \$440,000

FEDERAL PROJECT COST

Stays the same \$440,000

TOTAL PROJECT COST

Stays the same \$550,000



REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$631,217	\$435,799	\$444,515	\$453,405	\$462,473	\$2,427,410
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,792,629	\$151,073,001	\$106,453,151	\$124,024,758	\$98,774,950	\$518,118,488

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,680,122)	(\$11,189,488)	(\$1,162,170)	(\$1,077,005)	(\$30,108,785)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,251,007	\$54,692,407	\$64,669,752	\$64,704,195	\$233,317,361

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	\$10,034,000	\$10,234,000	\$10,438,000	\$10,647,000	\$41,353,000
Total System Maintenance	\$1,144,000	\$1,166,900	\$1,190,000	\$1,214,000	\$4,714,900
Total Programmed O&M	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$35,122,392)
Additional O&M Costs	\$2,397,402	\$2,620,302	\$2,847,402	\$3,080,402	\$10,945,508

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$440,000	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$45,741,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$14,904,803	\$10,912,350	\$4,596,679	\$268,018
TAP (FHWA)	\$3,250,970	\$161,989	\$374,000	\$0
Federal Subtotal	\$101,392,119	\$40,515,811	\$55,530,679	\$22,929,218
STATE				
MoDOT	\$20,537,221	\$13,096,848	\$15,013,701	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$48,049,540	\$47,462,597	\$51,403,839	\$19,989,454
LOCAL/OTHER				
Local	\$16,680,122	\$11,189,488	\$1,162,170	\$1,077,005
Other	\$10,562,010	\$0	\$0	\$0
Local/Other Subtotal	\$27,242,132	\$11,189,488	\$1,162,170	\$1,077,005
Total	\$176,683,791	\$99,167,896	\$108,096,688	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$27,242,132	\$11,189,488	\$1,162,170	\$1,077,005	\$40,670,795
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$156,221,680	\$94,680,110	\$110,219,941	\$86,110,104	\$483,543,939
Carryover		\$36,312,104	\$15,849,993	\$11,362,206	\$13,485,460	--
Programmed State and Federal Funding		(\$176,683,791)	(\$99,167,896)	(\$108,096,688)	(\$43,995,677)	(\$427,944,052)
TOTAL REMAINING	\$36,312,104	\$15,849,993	\$11,362,206	\$13,485,460	\$55,599,887	\$55,599,887



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

18 May 2023

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on May 18, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this or the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 5 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 5 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. 5310 Traditional Projects Reserve 2021-2023 (MO1729-23AM5)

The Ozark Senior Center was recommended by the Local Coordinating Board for Transit and the OTO Board of Directors to receive \$56,193.76 in FTA Section 5310 funding to purchase one Ford Transit x2c 25-gallon standard medium roof extension conversion van. This vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. Match is provided by the Ozark Senior Center in the amount of \$14,048.44.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*

Project Overview

1 Projects Listed

MO1729-23AM5 - 5310-TRADITIONAL PROJECTS RESERVE 2021-2023

Plan Revision 23AM5	Section Transit	Project Type Transit Capital	Lead Agency MoDOT
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County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$800,841
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MoDoT ID -	Federal ID -	Project From -	Project To -
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Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2021-2023.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Ozark Senior Center - \$14,048.44, Other-Provided Upon Award of Funding; FYI: Administered by MoDOT

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Capital	Local	-	\$160,168	-	-	-	-	\$160,168
Capital	5310-Capital (FTA)	-	\$640,673	-	-	-	-	\$640,673
Total Capital		-	\$800,841	-	-	-	-	\$800,841
Total Programmed		-	\$800,841	-	-	-	-	\$800,841

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources, Reflect vehicle award to Ozark Senior Center and local match of \$14,048.44. due to Ozark Senior Center was awarded \$56,193.76 in 5310 funding by the OTO BOD on 5/18/2023 and the match provided is \$14,048.44.
PROJECT CHANGES	<p>ID changed from "MO1729-19A4" to "MO1729-23AM5"</p> <p>Plan Revision Name changed from "23Adopted" to "23AM5"</p> <p>Funding Source Notes changed from "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT" to "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Ozark Senior Center - \$14,048.44, Other-Provided Upon Award of Funding; FYI: Administered by MoDOT"</p>
FUNDING CHANGES	<p>5310-Capital (FTA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CAP from \$640,673 to \$584,479 + Increase funds in FY 2023 in CAP from \$0 to \$56,194 <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CAP from \$160,168 to \$146,120 + Increase funds in FY 2023 in CAP from \$0 to \$14,048
FEDERAL PROJECT COST	Stays the same \$640,673
TOTAL PROJECT COST	Stays the same \$800,841

Section 5310 Funding Application

APPLICATION CHECK LIST

- ☒ Complete application Parts I, II, and III and Appendices A through R.
- ☒ Copy of Federal or State tax exempt letter.
- ☒ For Vehicles request please include Insurance carrier, amounts of coverage and premium rate.
- ☐ N/A Proof of audits for your three most recent fiscal years or on file with MoDOT.
- ☒ Letter of support from transportation providers and agencies in your service area that serve the same type of needs.
- ☐ In Process New Unique Entity ID provided by SAM.gov.
As of April 4, 2022, the federal government stopped using the DUNS Number to uniquely identify entities. Entities doing business with the federal government use the Unique Entity ID created in SAM.gov.
- ☒ Current Certificate of Good Standing from the Missouri Secretary of State.
Obtained from the Corporate Division (573) 751-4153 or print a copy from the website: <https://www.sos.mo.gov/business/corporations/generalInfo#goodStanding>.

STANDARD ASSURANCES

The following appendices must be signed and included with this application and labeled in the following order:

- ☒ **Appendix A** Letter of Confirmation of Local Match and Operating Expenses
- ☒ **Appendix B** Authorizing Resolution for Nonprofit Corporations
- ☒ **Appendix C** Section 5310 Standard Assurances
- ☒ **Appendix D** Charter Bus
- ☒ **Appendix E** School Bus
- ☒ **Appendix F** Energy Conservation
- ☒ **Appendix G** Clean Water
- ☒ **Appendix H** Lobbying
- ☒ **Appendix I** Federal Changes
- ☒ **Appendix J** Clean Air
- ☒ **Appendix K** No Government Obligation to Third Parties
- ☒ **Appendix L** Program Fraud and False or Fraudulent Statements and Related Acts
- ☒ **Appendix M** Termination
- ☒ **Appendix N** Government-Wide Debarment Suspension
- ☒ **Appendix O** Civil Rights
- ☒ **Appendix P** Breaches and Dispute Resolution
- ☒ **Appendix Q** State and Local Law Disclaimer
- ☒ **Appendix R** Incorporation of Federal Transit Administration (FTA) Terms
- ☒ **Appendix S** Worker Eligibility Verification Affidavit

PART I: APPLICANT INFORMATION

Applicant Information: Please provide the following information, do not leave any part blank.

1. ORGANIZATION CONTACT

Organization	Ozark Senior Center
List all DBA Names	
Contact Person	Marcia Temple

2. MAIN ADDRESS

Street Address	727 N 9 th Street				
Suite Address					
P.O. Box					
City:	Ozark	State:	MO	Zip Code + 4:	65721
County	Christian				

3. PHONE NUMBER AND FAX NUMBER

417-581-2538	417-581-0409
Phone	Fax

4. E-MAIL ADDRESS

ozark.senior.center727@outlook.com

5. WEBSITE ADDRESS

www.ozarkseniorcenter.com

6. FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) INFO

Unique Entity Identifier	In Progress
Federal Employer Identification Number (FEIN)	Redacted
US Congressional District	7

7. EXECUTIVE COMPENSATION QUESTION FOR FFATA

Does sub-recipient/applicant agency annual gross revenue exceed 80 percent or more in federal awards? **Enter YES/NO**

NO

Does sub-recipient/applicant agency annual revenue equal or exceed \$25,000,000? **Enter YES/NO**

NO

Note: If you answer yes to both questions, then please provide the names and annual income of the top five (5) compensated individuals in the organization.

PART II: PROJECT TYPE AND BUDGET

Please provide

Title of Project: Vehicle Procurement

PROJECT TYPE:

☒ **Vehicle Purchase** (See MoDOT General Service Division web page for possible vehicle floor plan(s) and associated cost)

Requested Model and Floor Plan:

Ford Transit x2c 25 gal standard medium roof ext
conversion van ada accessible w/catalytic converter
deterrent

Quantity Requested:

1

Requested vehicle(s) is:

☒ Additional New Vehicle(s)

☐ Replaces Existing Vehicle(s) (Please Provide Information Below)

Number of Years Existing Vehicle has been in Revenue Service:

Current Mileage of Existing Vehicle:

☐ **Capital and Operating Project**

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable daily transit for senior citizens, veterans, and individuals with disabilities. These projects may achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*).

- ☐ General public transportation projects that exceed ADA requirements, such as improved access, increase complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation
- ☐ Public transportation projects that exceed the requirements of ADA
- ☐ Public transportation projects that improve accessibility
- ☐ Public transportation alternatives that assist seniors and individuals with disabilities with transportation
- ☐ Support facilities and equipment
- ☐ Support for Mobility Management and Coordination Programs
- ☐ Feeder service

PROJECT BUDGET:

Price of Individual Vehicle Requested: \$70,242.20

Quantity Requested: 1

Total Funding Requested For This Project: 70,242.20

Requested Federal Funding (Max 80%): 56,193.76

Local Match (Min. 20%): 14,048.44

PART III: PROJECT DESCRIPTION

Project Description: Please provide a project description by answering the following questions. Include as much information as necessary to clearly explain the project's eligibility. Each application will be given a score as indicated by the Project Evaluation Criteria on page 8.

- A. Describe the project request. A description of planned services, locations to be served, and overall need is required.**

This vehicle would service Eastern Christian County, allowing for more flexibility in the way we service the senior and senior disabled community. Our service area covers approximately 400 square miles. Currently, we can only haul 1 wheelchair and 3 fully mobile individuals at a time. With the added wheelchair accessible van, we could transport more handicapped individuals at any given time as well as others that are fully mobile, making us more flexible and economical with our transportation. Currently, we can only transport 1 wheelchair at a time, so we have to turn down some who have needs, or have them reschedule at a time when the van is not being used.

- B. Describe the mobility service provided and how the proposed vehicle would be used if this project replaces an existing unreliable or high mileage vehicles to maintain existing service.**

Initially the new vehicle would be an addition to our current fleet. However, our current wheelchair van is aging and has quite a few miles on it, so ultimately, this new addition could become a replacement for the aging van in the future.

- C. Describe how this project would support services of established agencies.**

Ozark Senior Center offers cost-free rides to the seniors of Christian County to visit the center for meals and socialization, medical appointments in Ozark and neighboring towns, trips to the grocery store, and the occasional social trip. We have multiple seniors that are wheelchair bound in our area, so it is difficult to manage the schedule to accommodate their specific needs. This added van, with the capability of carrying more than 1 wheelchair as well as multiple other passengers would help improve our services.

- D. Discuss how this project would maintain or increase ADA amenities offered by your agency.**

As our other wheelchair van ages and acquires more miles, its usefulness may diminish. The new van would be an "addition" to our current wheelchair van initially and would allow us to transport 3x the number of handicapped individuals at any given time.

- E. Describe how this project would provide service to an area not previously serviced.**

N/A

- F. Describe how this project would provide for an increased number of passengers served per week and discuss increased service in terms of frequency. *Note: Increased service is not required.***

The addition of this van to our fleet would allow us to transport 3 wheelchair bound seniors at any given time, as well as allowing for more mobile individuals to travel with the wheelchair bound.

- G. Describe how this project creates new intercity connections and allows people to travel throughout the region.**

The addition of this multi-wheelchair van would allow us to service more seniors with disabilities daily to the surrounding towns.

- H. Describe how this project allows individuals to travel outside of normal business hours, including nights and weekends.**

N/A

- I. Describe how this project expands ADA accessibility to public transportation.**

OSC transportation services parts of the county that other transportation companies, such as OATS, do not. Therefore, it is important that we meet handicapped seniors needs when others can't.

- J. Describe if the applicant has been awarded a vehicle in the past two years.**

N/A

- K. Describe how this project would be in alignment with the Transit Coordination Plan strategies of (1) Education, (2) Improve Mobility Services and Infrastructure, (3) Expand Mobility Services and Infrastructure, and (4) Regionalize Available Services.**

Our center's attendance is growing rapidly as the senior population expands in our county due to move-ins and aging-in seniors. With this expansion, the need for handicapped transportation is increasing and will continue to do so as our current clientele also ages and loses mobility.

- L. Describe how this project would provide a person flexibility in travel, including same day trips and/or flexible scheduling options.**

Currently we can only transport 1 wheelchair per trip.... We have a wheelchair bound dialysis patient who lives about 25 minutes east of our center who has dialysis 3x per week in Nixa. His transportation utilizes a good chunk of the day, as he takes precedence over other rides due to his health. If we had an additional wheelchair van, we could accommodate others who need the use of the wheelchair van, making trips

easier for them to schedule with us.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

2 June 2023

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Six to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on June 2, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this or the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 6 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 6 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. Chadwick Flyer US 65 Crossing (OK2304-AM6)

Funding category changes were made based on the MO-ARPA award from DED and to reflect the correct amount of STBG-U provided by Christian County. Funding between phases has been adjusted as well.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*
- *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
- *Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate).*

Project Overview

1 Projects Listed

OK2304-23AM6 - CHADWICK FLYER US 65 CROSSING

Plan Revision
23AM6

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
No Status Available

Total Cost
\$3,750,000

MoDoT ID
-

Federal ID
9901849

Project From
-

Project To
-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description

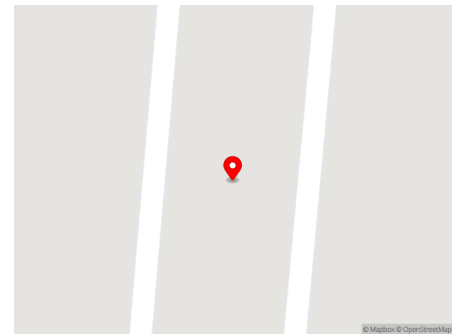
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes

Non-Federal Funding Source: City of Ozark; FYI: \$375,000 Christian County STBG-U

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	Local	-	\$111,129	-	-	-	-	\$111,129
Engineering	STBG-U (FHWA)	-	\$300,000	-	-	-	-	\$300,000
Engineering	TAP (FHWA)	-	\$144,515	-	-	-	-	\$144,515
Total Engineering		-	\$555,644	-	-	-	-	\$555,644
ROW	Local	-	\$34,750	-	-	-	-	\$34,750
ROW	STBG-U (FHWA)	-	\$19,600	-	-	-	-	\$19,600
ROW	Other	-	\$201,550	-	-	-	-	\$201,550
ROW	TAP (FHWA)	-	\$19,600	-	-	-	-	\$19,600
Total ROW		-	\$275,500	-	-	-	-	\$275,500
Construction	TAP (FHWA)	-	-	\$1,335,885	-	-	-	\$1,335,885
Construction	MO-ARPA	-	-	\$1,179,750	-	-	-	\$1,179,750
Construction	Other	-	-	\$43,700	-	-	-	\$43,700
Construction	Local	-	-	\$304,121	-	-	-	\$304,121
Construction	STBG-U (FHWA)	-	-	\$55,400	-	-	-	\$55,400
Total Construction		-	-	\$2,918,856	-	-	-	\$2,918,856
Total Programmed		-	\$831,144	\$2,918,856	-	-	-	\$3,750,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to \$2,000,000) - Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Minor changes to funding sources between federal funding categories or between state and local sources - Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate)
PROJECT CHANGES	<p>ID changed from "OK2304-23AM3" to "OK2304-23AM6"</p> <p>Plan Revision Name changed from "23AM3" to "23AM6"</p> <p>Funding Source Notes changed from "Non-Federal Funding Source: Christian County (\$75,000) and City of Ozark (\$375,000); FYI: \$300,000 Christian County STBG-U" to "Non-Federal Funding Source: City of Ozark; FYI: \$375,000 Christian County STBG-U"</p>
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ENG from \$100,015 to \$111,129 - Decrease funds in FY 2023 in ROW from \$56,000 to \$34,750 - Decrease funds in FY 2023 in CON from \$293,985 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$304,121 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ROW from \$0 to \$19,600 + Increase funds in FY 2024 in CON from \$0 to \$55,400 <p>TAP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ENG from \$100,059 to \$144,515 - Decrease funds in FY 2023 in ROW from \$224,000 to \$19,600 - Decrease funds in FY 2023 in CON from \$1,175,941 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$1,335,885 <p>Other</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ROW from \$0 to \$201,550 + Increase funds in FY 2024 in CON from \$0 to \$43,700 <p>MO-ARPA</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$1,500,000 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$1,179,750
FEDERAL PROJECT COST	Increased from \$1,800,000 to \$1,875,000 (4.17%)
TOTAL PROJECT COST	Stays the same \$3,750,000



REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$631,217	\$435,799	\$444,515	\$453,405	\$462,473	\$2,427,410
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,792,629	\$151,073,001	\$106,453,151	\$124,024,758	\$98,774,950	\$518,118,488

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,478,001)	(\$11,493,609)	(\$1,162,170)	(\$1,077,005)	(\$30,210,785)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,453,128	\$54,388,286	\$64,669,752	\$64,704,195	\$233,215,361

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	\$10,034,000	\$10,234,000	\$10,438,000	\$10,647,000	\$41,353,000
Total System Maintenance	\$1,144,000	\$1,166,900	\$1,190,000	\$1,214,000	\$4,714,900
Total Programmed O&M	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$35,122,392)
Additional O&M Costs	\$2,397,402	\$2,620,302	\$2,847,402	\$3,080,402	\$10,945,508

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$440,000	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$45,741,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$15,332,403	\$10,967,750	\$4,596,679	\$268,018
TAP (FHWA)	\$1,915,085	\$1,497,874	\$374,000	\$0
Federal Subtotal	\$100,483,834	\$41,907,096	\$55,530,679	\$22,929,218
STATE				
MoDOT	\$20,537,221	\$13,096,848	\$15,013,701	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$48,049,540	\$47,462,597	\$51,403,839	\$19,989,454
LOCAL/OTHER				
Local	\$16,478,001	\$11,493,609	\$1,162,170	\$1,077,005
Other	\$9,263,560	\$1,223,450	\$0	\$0
Local/Other Subtotal	\$25,741,561	\$12,717,059	\$1,162,170	\$1,077,005
Total	\$174,274,935	\$102,086,752	\$108,096,688	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$25,741,561	\$12,717,059	\$1,162,170	\$1,077,005	\$40,697,795
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$154,721,109	\$96,207,681	\$110,219,941	\$86,110,104	\$483,570,939
Carryover		\$36,312,104	\$16,758,278	\$10,879,206	\$13,002,460	--
Programmed State and Federal Funding		(\$174,274,935)	(\$102,086,752)	(\$108,096,688)	(\$43,995,677)	(\$428,454,052)
TOTAL REMAINING	\$36,312,104	\$16,758,278	\$10,879,206	\$13,002,460	\$55,116,887	\$55,116,887

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.B.

OTO 2023 Public Participation Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The OTO updates its PPP every three years, ensuring the latest techniques and use of the most up-to-date resources, keeping the public involved with and informed of OTO's planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on August 20, 2020. Updates include:

- A section describing Virtual Public Engagement has been added to Methods of Engagement;
- Policy objectives have been reformatted and included in a new section with the same title;
- Content throughout the plan was updated in consultation with [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#), U.S. Department of Transportation, 2022 and Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 710: [Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making](#), 2012;
- The OTO has developed a supporting tool: the [Social Equity Index](#) was developed using GIS software and U.S. Census Bureau data as a first step in involving traditionally underserved populations by identifying equity areas for targeted engagement.
- Results from the 2023 Interested Parties Public Participation Survey have been added as Appendix A.

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 proposed Public Participation Plan."

OR

"Move to recommend that the Board of Directors approve the proposed Public Participation Plan, with these changes..."

PUBLIC PARTICIPATION PLAN 2023



The Ozarks Transportation Organization

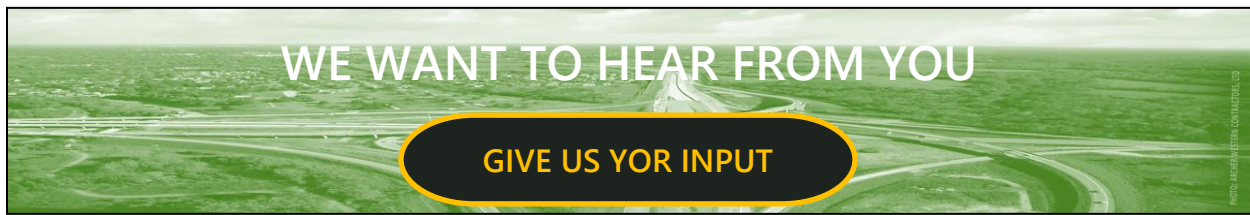
A Metropolitan Planning Organization

Pending Approval by the Board of Directors

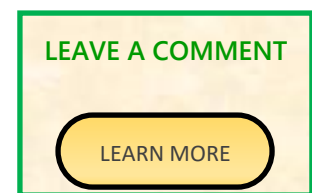
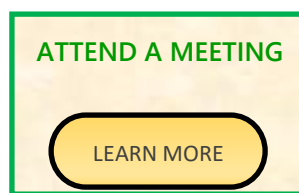
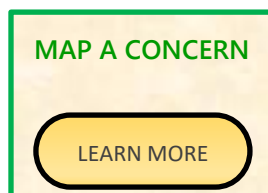
This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission,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

Draft

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Our goal at the Ozarks Transportation Organization is to have meaningful involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. Your comments are reviewed by staff and included in agendas for consideration by our Board of Directors and appropriate committees. Here is how you can join the conversation via the linked buttons to the OTO website:



WHAT WE DO WITH YOUR INPUT

The OTO solicits public comments for updates and major amendments to all the requisite plans and key decision points in the planning process. Public comments for major plans are summarized with an explanation of how they were integrated into the final version. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. In addition, public concerns are shared with MoDOT and local governments as appropriate. Meaningful public involvement is key to developing a sound and efficient transportation system that works for the people it serves.

Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



Executive Summary

The OTO 2023 Public Participation Plan (PPP) is an update of the 2020 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved with and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on August 20, 2020. Updates include:

- A section describing Virtual Public Engagement has been added to the Methods of Engagement section of the plan;
- Policy objectives have been reformatted and included in a new section with the same title;
- Content throughout the plan was updated in consultation with [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#), U.S. Department of Transportation, 2022 and Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 710: [Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making](#), 2012;
- The OTO has developed a supporting tool, a [Social Equity Index](#) was developed using GIS software and U.S. Census Bureau data as a first step in involving traditionally underserved populations by identifying equity areas for targeted engagement.
- Results from the 2023 Interested Parties Public Participation Survey have been added as Appendix A.

Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002

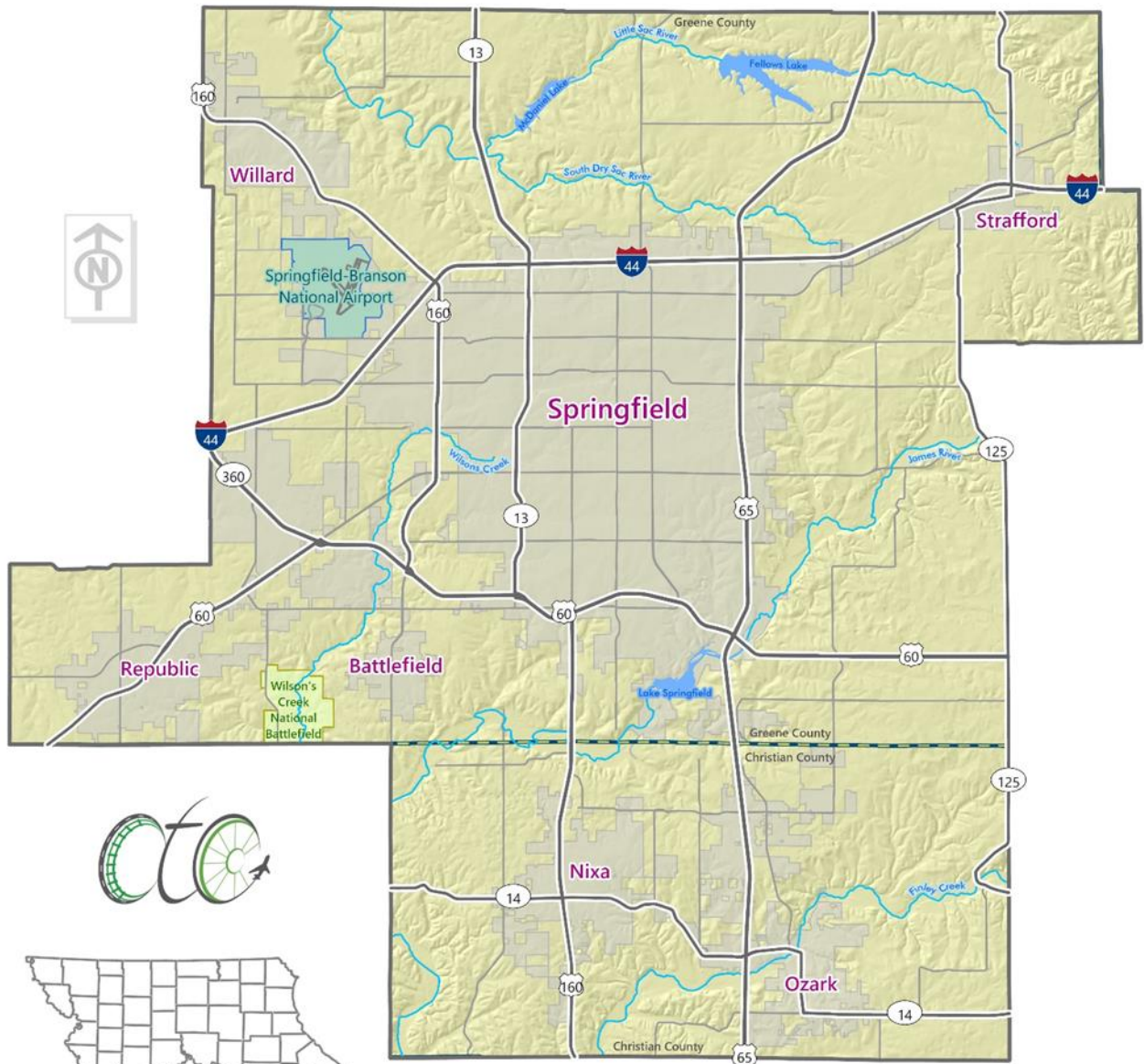


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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The mission of the OTO is: *To provide a forum for cooperative decision-making in support of an excellent regional transportation system.* The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive**, **cooperative**, and **continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a path for meaningful involvement of individuals, public agencies, and other interested parties in OTO's transportation planning processes.

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs, "*Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs.*" (23 CFR §450.316)

To achieve full public access, the OTO adheres to [other regulations](#) that require MPOs be proactive in involving underserved populations in the planning process. Traditionally underserved can be defined as low-income and minority populations including Hispanics/Latinos, African Americans/Blacks, Asian Americans, Native American/ Alaskan Natives and Native Hawaiians, and Pacific Islanders. Populations recognized in Title VI and other civil rights legislation, executive orders, and transportation legislation are those with limited English proficiency, low-literacy populations, seniors, persons with disabilities, and transit-dependent populations are considered underserved groups in the transportation decision-making process.

- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Title VI applies to all organizations that receive federal funding;
- Section 504 of the Rehabilitation Act of 1973 and The Americans with Disabilities Act of 1991 prohibit discrimination based on a disability by public and private sector parties;
- In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations;
- In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP).


We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.

Public involvement is an ongoing effort at the OTO. Whether it is a component of a major plan update, posting agendas for committee meetings, reviewing roadway concerns received from the citizens, or sending press releases to local media to notify the press and citizens of studies and proposed projects. As such, all staff members must have the capacity to effectively communicate with individuals and stakeholders and reduce barriers to meaningful public engagement. This plan document is intended to be a useful guide to all OTO staff members no matter their role in the planning process.

The remainder of the plan includes goals and policy objectives to ensure effective public involvement for the planning activities at the OTO are in place and to hold ourselves accountable. Additional sections of the plan include methods for communicating with and gathering input from the public, public participation requirements for specific plans and activities required of MPOs, and finally, the processes and workflows the OTO employs are illustrated to provide structure and continuity for public engagement in the various activities of our transportation planning efforts.

Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.



	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.

The progressive spectrum of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.

Policy Objectives

The U.S. Department of Transportation defines meaningful public involvement as, "...a process that proactively seeks full representation from the community, considers public comments and feedback, and acts on that feedback to incorporate into a project, program, or plan." To ensure that individuals and communities have an equitable voice in transportation decision-making processes, practitioners should address barriers to meaningful public involvement, especially in historically underserved communities. To remove barriers to meaningful public participation, the OTO will adhere to the following set of public participation policy objectives:

- The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.
- The OTO will demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.
- The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.
- The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

- The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.
- Making public information (technical information and meeting notices) available in electronically accessible formats and means on the OTO website.
- The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered, they are connected to transit and meet Americans with Disabilities Act requirements.
- The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.
- The OTO will maintain an up-to-date database of contacts to ensure that all interested parties have reasonable opportunities to comment on the transportation planning process and products.
- The OTO will seek out input from and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, limited English-speaking persons, and persons with disabilities who may face challenges accessing employment and other services.

Methods of Community Engagement

The Resources listed here are the methods the OTO uses to engage and communicate with the individuals and stakeholders we serve.

Virtual Public Involvement

The OTO employs virtual public involvement tools that make public participation more convenient and affordable than in-person public meetings. In-person meetings may conflict with work and school schedules or are less accessible to individuals that rely on transit or have disabilities. In 2020, the OTO began utilizing Facebook to live broadcast Technical Planning Committee and Board of Director meetings moderating and communicating comments in real-time due to COVID-19 stay-at-home orders. The broadcasts remain available on the OTO's Facebook page. This example illustrates how virtual public involvement has emerged to provide increased transparency and access to transportation planning activities at the OTO. While there are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties, OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.

[The OTO Website](#)

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an "About Us" page which contains information regarding "What is an MPO?" The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO's planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending

press releases, news, announcements, and agendas to the press, interested parties, and committees.

["Give Us Your Input"](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

[News & Updates](#)

This is another component of the "Give Us Your Input" page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

[Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metro area. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

[The OTO Logo](#)

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

Social Media

[Facebook](#) and [Twitter](#) are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A [base map](#) consisting of layers for the transportation network, including sidewalks, trails, transit routes, and roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map. Other applications include the OTO Equity Index. [The Equity Index app](#) includes American Community Survey data for 13 classes of traditionally underrepresented, transportation disadvantaged, and vulnerable populations.

OTO Contacts Database

The OTO maintains a comprehensive database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantaged Business Enterprises (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield News-Leader* and the *Christian County Headliner*. Additionally, the OTO reviews and considers publications in circulation at the time an ad is needed.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials;
- Local government staff;
- Transportation agencies (airport, transit, etc.);
- Local media (TV, radio, print, etc.);
- Civic groups;
- Special interest groups;
- Libraries (for public display);
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues;
- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area;
- Private freight shippers;
- Representatives of public transportation employees;
- Providers of freight transportation services;

- Private providers of transportation, including intercity bus operators and employer-based commuting programs;
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of people with disabilities;
- Members of minority populations;
- Representatives of Limited English Proficiency (LEP) populations;
- Public school district representatives within the OTO planning area;
- Representatives of colleges and universities; and
- Representatives of large employers.

Long-Range Transportation Plan

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air

quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 25 percent (or any amount greater than \$2,000,000);
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. Administrative modification is a revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project's cost estimate less than 25 percent (up to \$2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;

- Adding a project to the unconstrained list;
- Technical corrections.

Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated annually. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required. When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

City Utilities of Springfield - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted

public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs;
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs;
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process;
- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO;
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP;
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements;
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP;
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

[Missouri State University](#) - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice;
- Input from an advisory group; and
- The Southwest Missouri Office on Aging.

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The TIP Public Involvement Process

Ahead of the TIP update process and upon completion of the annual STIP prioritization process, the OTO provides notice to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice

shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

TIP Amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is announced by press release, Board & TPC agendas, and on the OTO website.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund source(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. More than one administrative modification can be made to a project if meeting the described allowances. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period. The OTO staff ensures fiscal constraint is maintained.

Revisions Allowed as Administrative Modifications:

1. Changes in a project's total programmed amount less than 25% (up to \$2,000,000);

2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
6. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
7. Minor changes to funding sources between federal funding categories or between state and local sources;
8. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
9. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;
10. Changing a project's lead agency when agreed upon by the two agencies affected;
11. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project;
12. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 25% or \$2,000,000);
13. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change (an additional administrative modification may be made to the split project, as allowed elsewhere in this list);

14. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
15. Technical corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by March for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's policy

objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involve an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader*. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 1 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include, but are not limited to, the [OTO Title VI/ADA program](#), the Annual Listing of Obligated Projects, the

[Limited English Proficiency Plan](#), the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

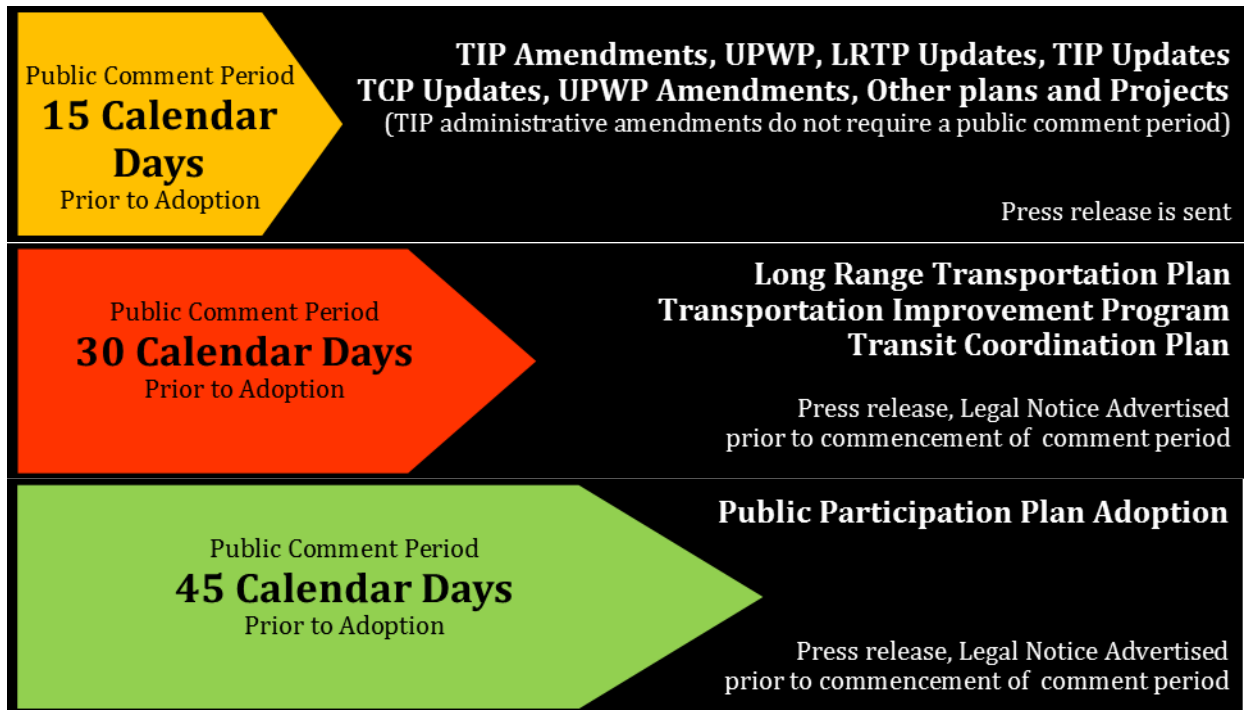


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

The [OTO Board of Directors](#) and [Technical Planning Committee](#) meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the Executive Committee meetings are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to the News & Updates section of the OTO website where the public can comment on the content. The URL for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies, the OTO adheres to [Missouri Sunshine Law](#) guidance that provides means for public bodies to conduct public meetings in alternative ways, such as


online meetings or video conferencing. In these instances, the OTO may conduct an “E-meeting” via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.

If the OTO chooses to have an online (E-meeting) meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, “§ 610.020.1, RSMo, requires that the body **‘post a notice of the meeting on its website in addition to its principal office.’** Section [610.020.1, RSMo](#), further requires that the body **‘shall notify the public how to access that meeting.’**” Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

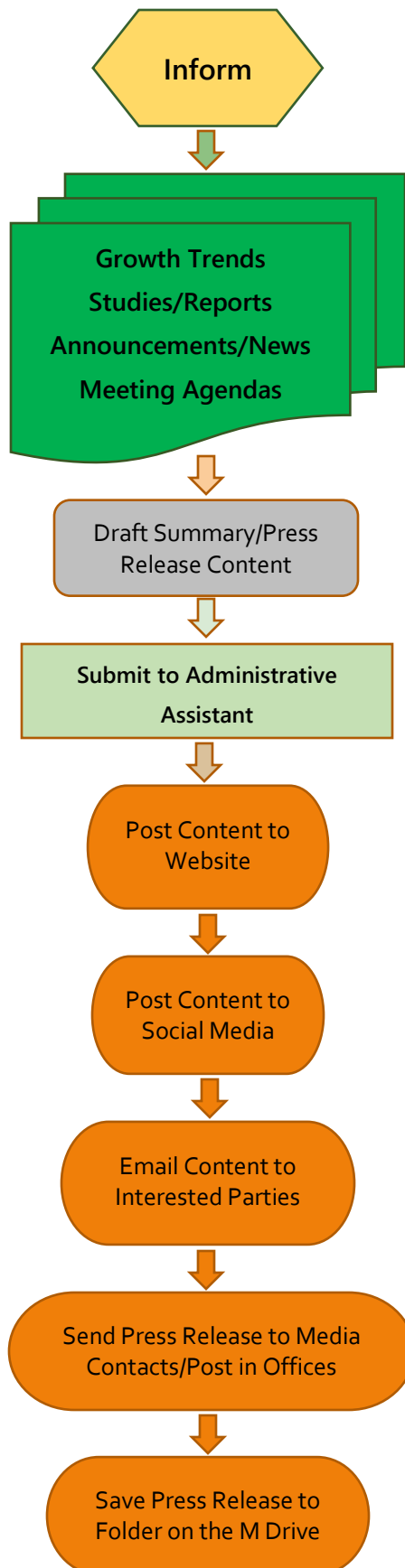
The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under [§610.015, RSMo](#), an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline of the public participation process to be followed for each level of participation on the spectrum.

Spectrum of Public Impact 			
	Inform	Consult	Collaborate
Type of Plan, Study or Activity	Meeting agendas, Announcements/News, Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP, LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.



The **inform** level can be a standalone process for **public awareness** and **capacity building**.

The inform process, however, is also a component of higher levels on the participation spectrum.

This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.

The lead OTO staff person responsible for the project or task will **prepare a summary or draft press release** with key information for public consumption. The press release/summary will submit information to the communications clerk.

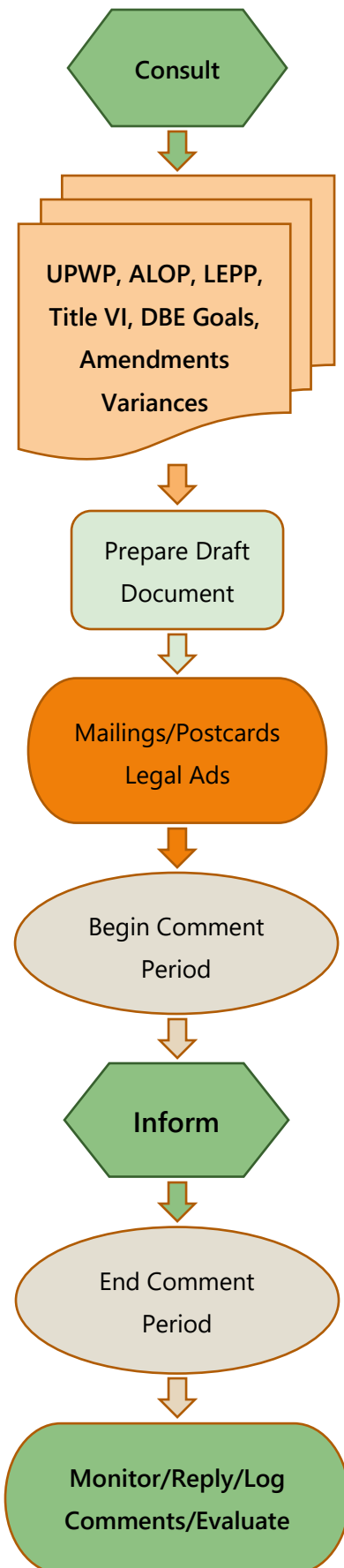
The **administrative assistant** is the position at the OTO that will be responsible for the execution of the process.

All announcements and/or reports will be **posted to the OTO website**, in the OTO office, or other public venues (Library, MoDOT office, etc.).

Summary content will be posted on **Facebook and Twitter** accounts with **links to the content at the OTO website**.

An **email** announcing completion of reports or meeting agendas will be sent to **Interested Parties** if applicable.

The **press release** will be emailed to **media contacts** and posted in the OTO offices when applicable.



The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

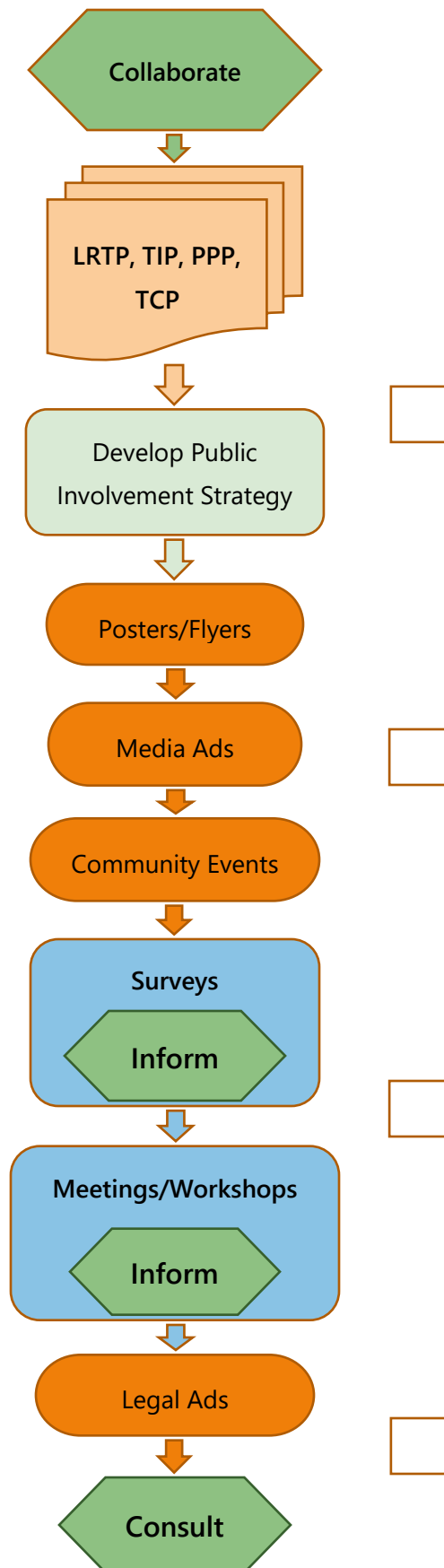
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

Draft content containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **administrative assistant** for **dissemination**.

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



Collaboration is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of a **strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **“get the word out”** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

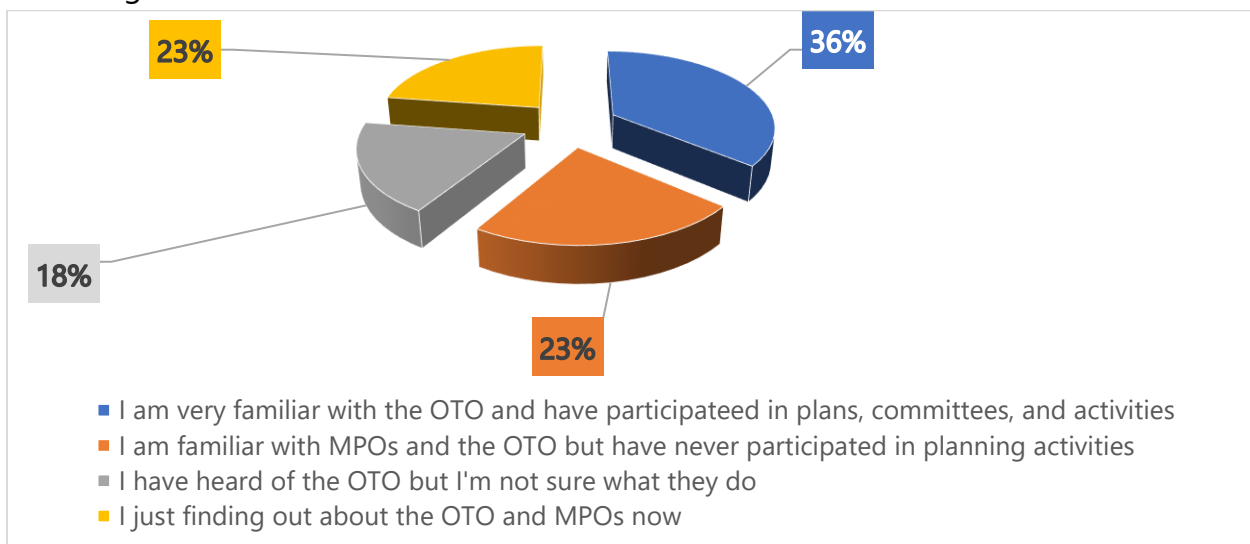
The **inform** process should be initiated for each **meeting, workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **“get the word out”** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

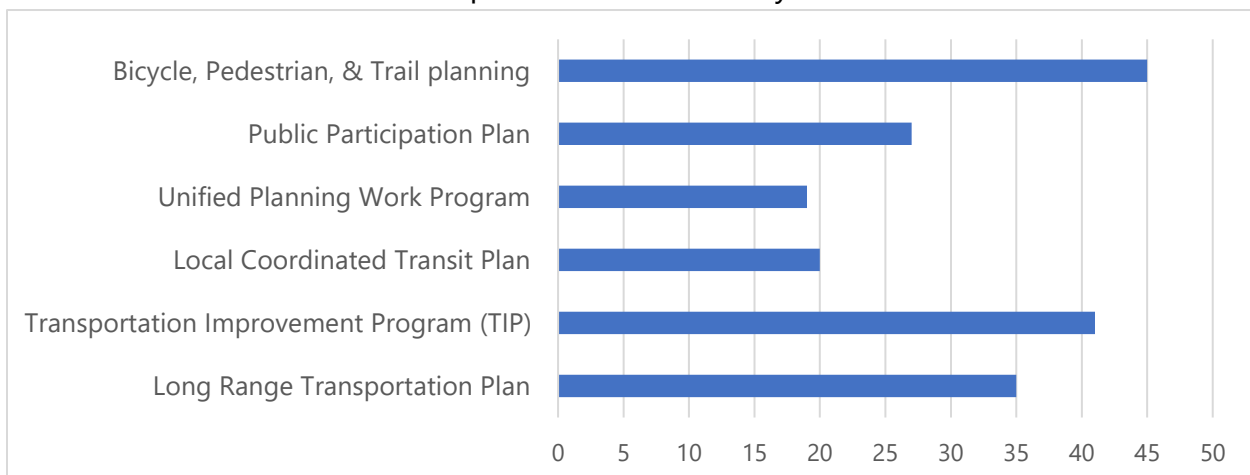
Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2023 Public Participation Plan update via an electronic survey. A link to the survey was sent to 305 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 8 – April 28, 2023 and resulted in 80 completed surveys.

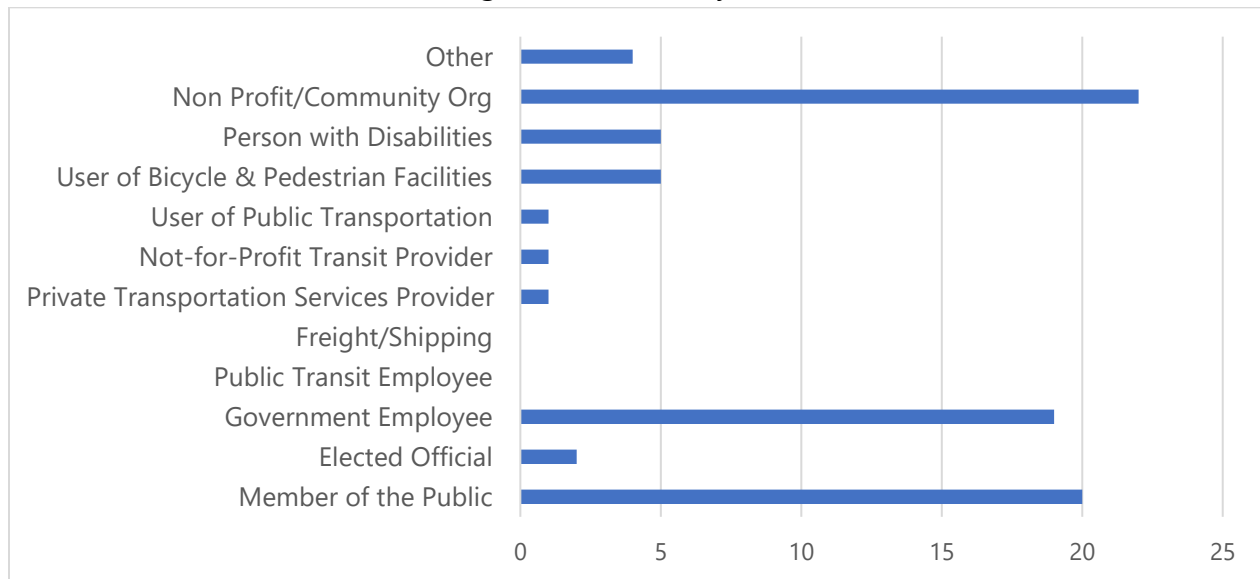
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



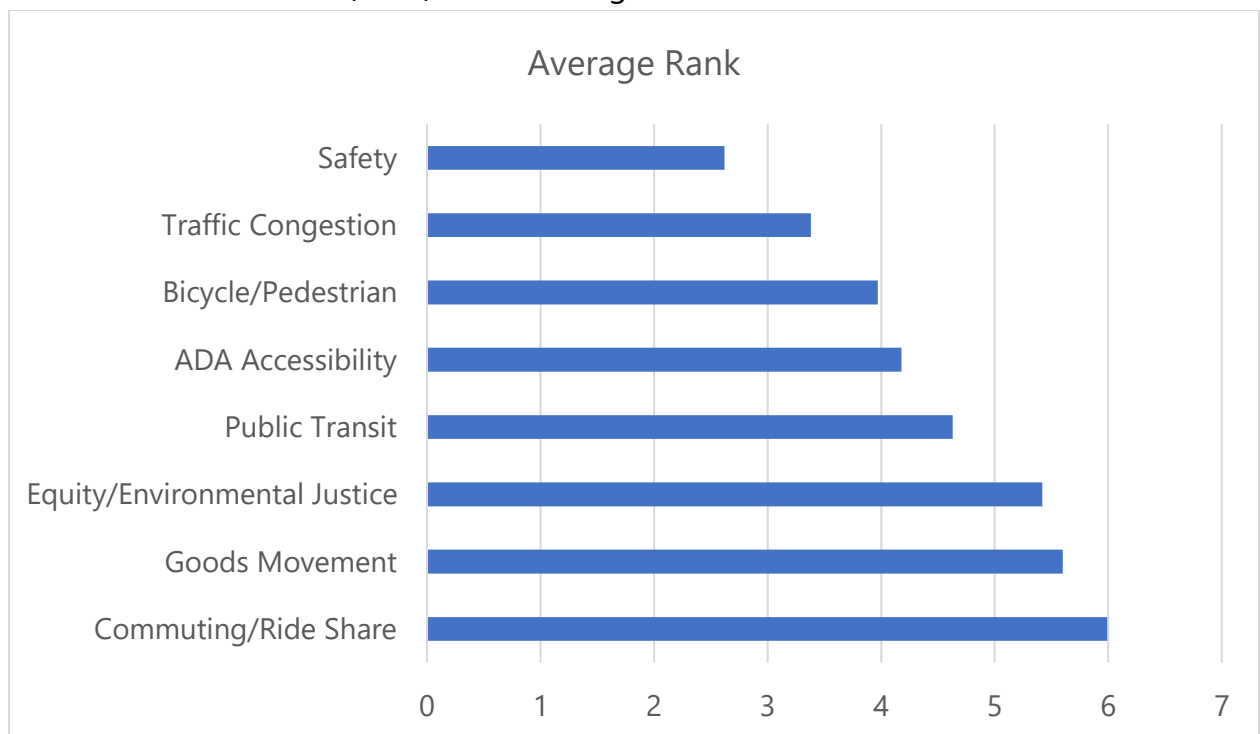
Question 2: Which of these OTO plans or activities are you familiar?



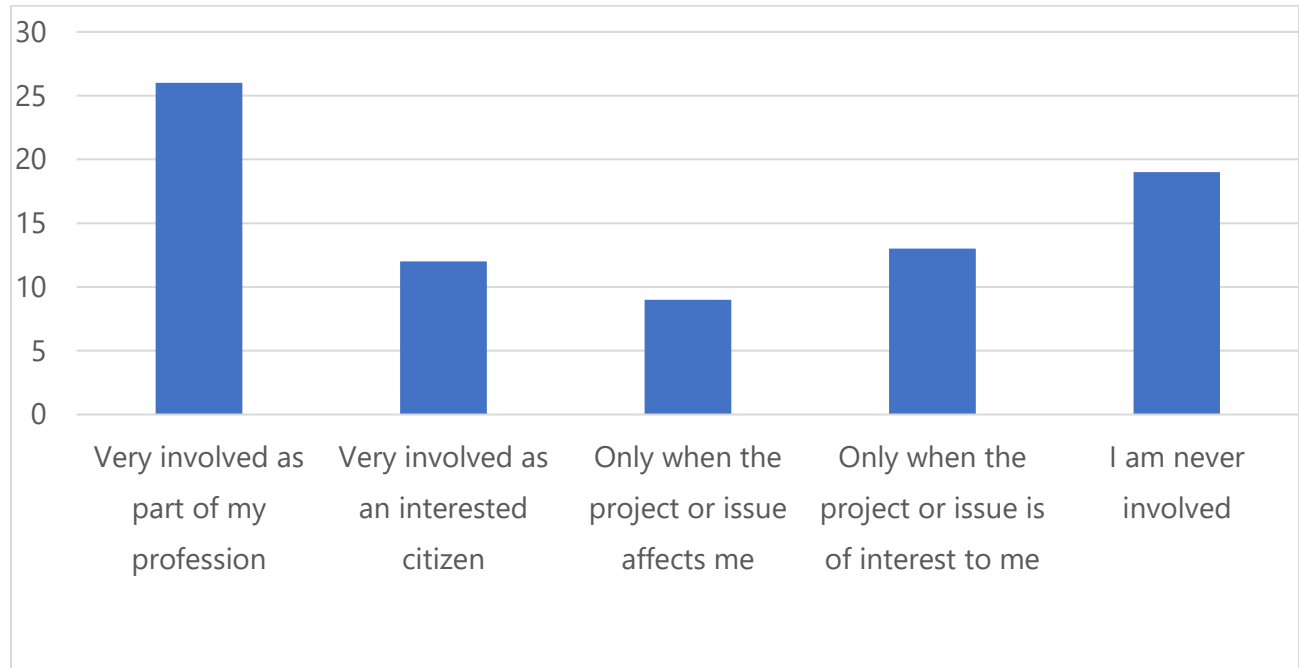
Question 3: Which of the following best describes you?



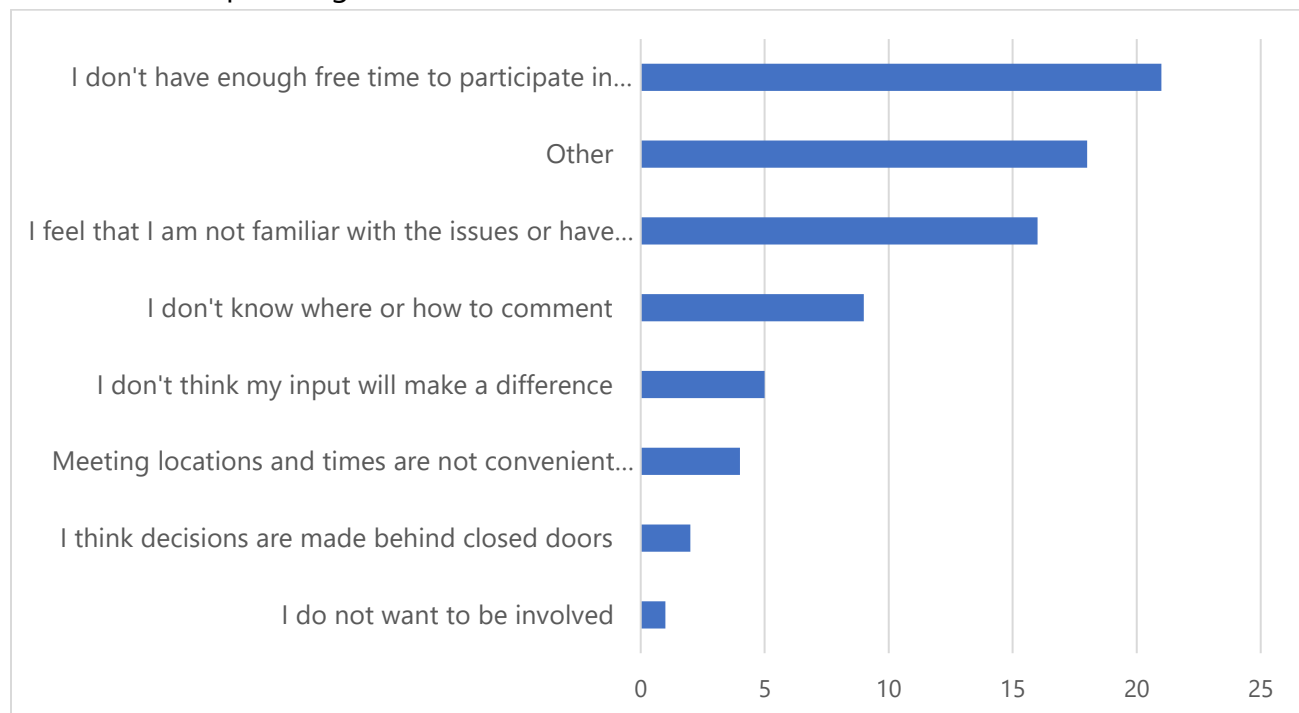
Question 4: Please rank (1 – 7) the following in order of interest



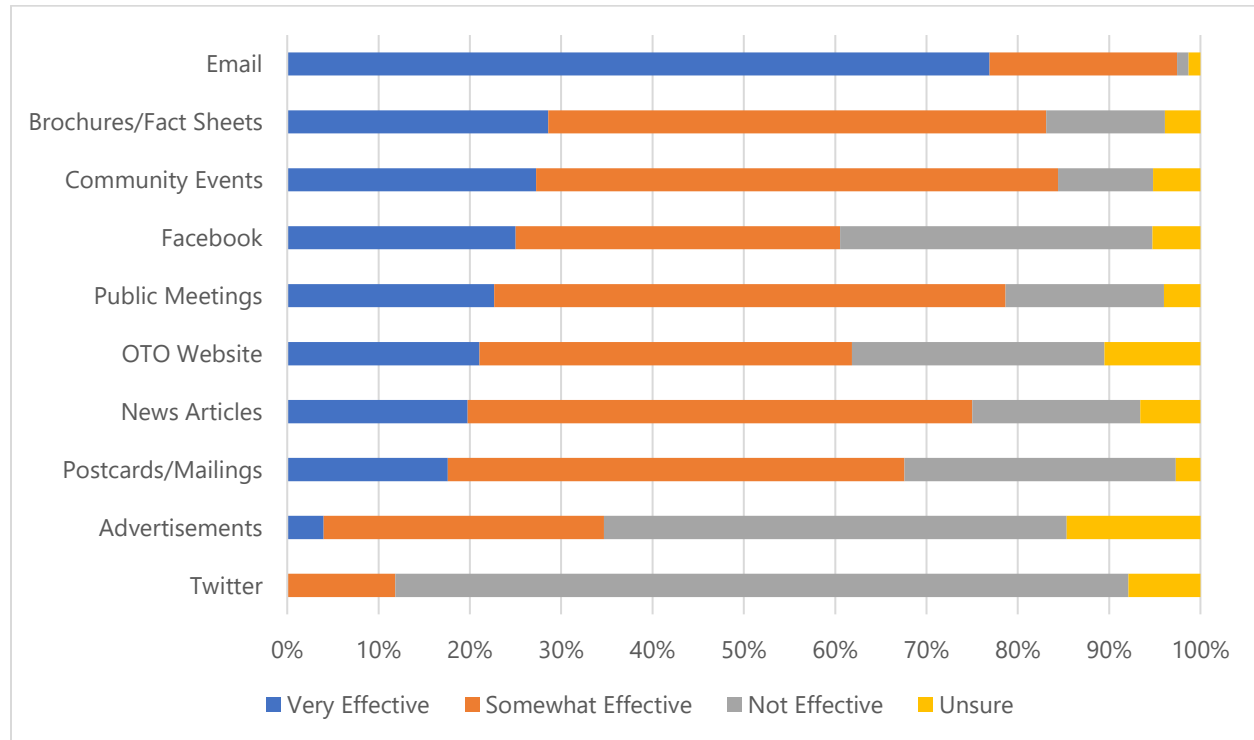
Question 5: How best would you describe your current involvement with the transportation planning process?



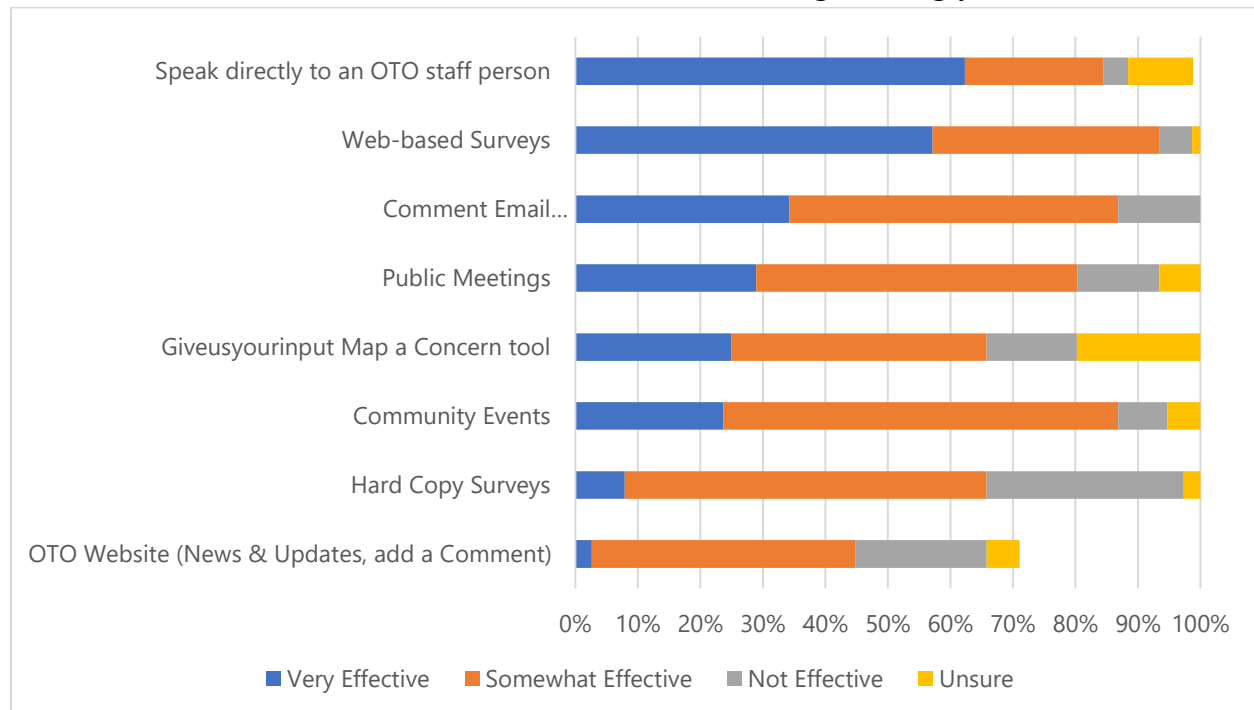
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.C.

Destination 2045 Amendment Number 3

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Added Projects

Three projects in the draft FY 2024-2027 Transportation Improvement Program are not on the Constrained Project List in *Destination 2045*:

- Main Avenue Bridge over Jordan Creek – estimated project cost of \$7,500,000
- Green Bridge in Christian County – estimated project cost of \$3,560,000
- EV Charger Program - \$973,500 program for about 60 chargers

Funding Update

The Fiscal Constraint section of *Destination 2045* does not include the Carbon Reduction Program suballocated funding. This has been added in the funding description and alongside the STBG-U Set-Aside in the funding tables. The annual TAP funding allocation has also been updated to reflect new funding levels.

Official Trail Map

OTO was in the midst of additional trail planning during the development of *Destination 2045*. A revised trail map has been developed in consultation with the Bicycle and Pedestrian Advisory Committee and as a result of the *Towards a Regional Trail System* planning document. This has been incorporated as the Official OTO Trail Map into Chapter 8: Implementation Plan.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

At its meeting on June 13, 2023, BPAC recommended the Technical Planning Committee and the Board of Directors approve the presented trail map as the OTO Official Trail Map in *Destination 2045*.

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 Board of Directors approve Amendment Three to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Three to *Destination 2045* with the following changes...”

7 Investment Plan

Currently, the FAST Act has been extended via continuing resolution through September 2021. The bill to reauthorize surface transportation funding and programs is still a work in progress and could introduce changes to the existing programs and policies presently in effect. That said, each transportation reauthorization introduces and eliminates programs, adjusting funding along the way. MoDOT, City Utilities Transit, and the OTO have continued to receive funding that can implement local, regional, and statewide priorities. While there is uncertainty in the contents of a future funding bill, OTO is confident that funding will continue to be available. MoDOT regularly updates its [Citizen's Guide to Transportation](#) and partners with OTO to provide revenue and spending estimates each year.

Revenue Sources

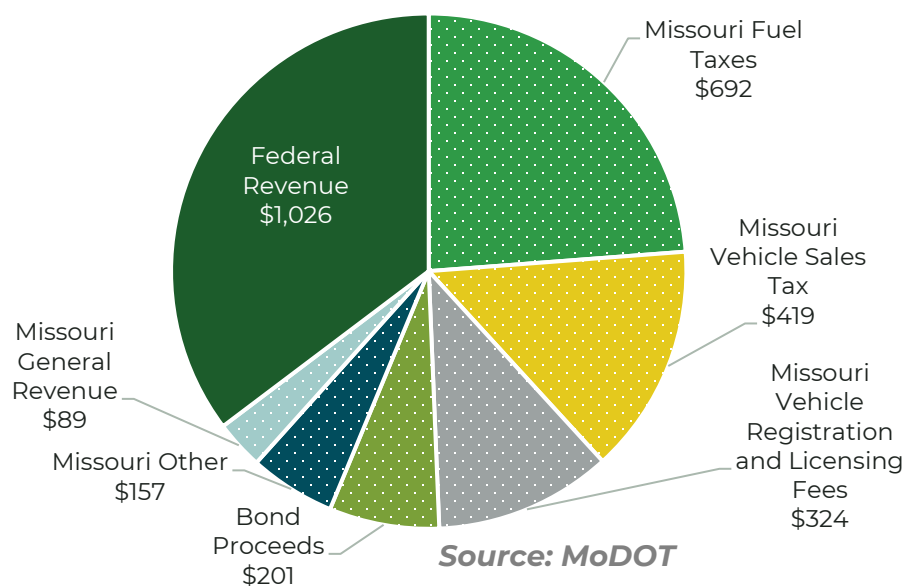
State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds derived from the sale of bonds. The largest single source of transportation revenue for MoDOT is the federal 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire,

truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature

92: MoDOT Statewide Revenue
(in millions)



eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies. In 2021, the state legislature passed a bill to incrementally increase the fuel tax to 29.5-cents per gallon, also increasing alternative fuel vehicle fees. The bill goes into effect in October of 2021 and potential revenue from this increase is included in the *Destination 2045* revenue projections.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. Periodic reissuing of these bonds has continued to generate additional revenue. MoDOT intends to borrow another \$500 million in each 2023 and 2026 with Amendment 3 revenues used for debt repayment.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The State General Revenue Fund provides approximately 1 to 2 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation provides financial support to both public and private sponsors of eligible transportation projects and can assist financing any stage of the project's development. There are no federal share restrictions on the cost of the projects eligible to receive MTFC assistance. Any highway projects eligible for federal assistance under Title 23 of US Code and any transit capital project eligible for federal assistance under Title 49 if the US Code is eligible for MTFC assistance.

Statewide Transportation Assistance Revolving (STAR) Fund

Authorized by the Missouri General Assembly in 1997, the STAR fund provides loans to local entities for non-highway projects such as rail, waterway and air travel infrastructure. The STAR fund can also provide loans to fund rolling stock for transit and the purchase of vehicles for elderly or handicapped persons. The STAR fund can assist in the planning, acquisition, development and construction of facilities for

transportation by air, water, rail or mass transit; however, STAR fund monies cannot fund operating expenses.

Federal-Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses a variety of factors, depending on the purpose of funding, distributes this funding around the state. This funding distribution is detailed in the [Planning Framework for Transportation Decision-Making](#), which was developed through a collaborative process between MoDOT and Missouri's metropolitan planning organizations and regional planning commissions.

Funding to Support the National Highway System

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

Flexible Transportation Funding

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

Safety

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

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

HSIP projects will be selected from needs identified through MoDOT's Southwest District Safety Plan. That plan incorporates needs derived through a crash analysis of the region with proposed countermeasures prioritized with a cost/benefit ratio. Additional safety features may be determined and incorporated into projects

identified as needs in system improvement projects selected by OTO and its constituent members, if eligible for HSIP funds.

Federal - Special Programs

A number of unique funding programs appear with each transportation authorization bill. This includes funding that may be directly allocated to MoDOT through a formula, as well as funding that is discretionary and available to a variety of project sponsors. Described here are two of those discretionary programs as they currently exist.

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Federal - Regional Suballocated

The Ozarks Transportation Organization is responsible for selecting projects within two federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STBG-Urban and Transportation Alternative Program (STBG Set-Aside) funding categories.

STBG-Urban

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the

funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

STBG-Set Aside (formerly TAP)

The STBG-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Throughout OTO planning documents, this funding is still referred to as TAP funding.

Carbon Reduction Program

This program funds projects that reduce transportation emissions. Eligible projects include the establishment and operation of traffic monitoring, management and control facilities or programs, advanced transportation and congestion management technologies, deployment of infrastructure-based intelligent transportation systems capital improvements.

Local

OTO's member jurisdictions receive revenue from a number of sources, including those dedicated to transportation. CART (County Aid Road Trust) funding is available to all OTO member jurisdictions, as it allows cities and counties to share in the state motor fuel tax revenues. This currently generates about \$14 million a year for the region. All municipal members, excepting Strafford, have a transportation and/or capital improvements sales tax. Christian and Greene Counties also have property taxes that can be used for transportation, though only Greene County's is dedicated.

Additional local and/or private sources of funding include transportation development districts, transportation corporations, community improvement districts, transportation increment financing, and other examples of private-public partnerships.

Transit - Federal, State, and Local

Section 5307 Urbanized Area Formula Program

The Urbanized Area Formula Grants (Section 5307) program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances, areas which operate a maximum of 100 buses in fixed-route service during peak hours.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent

populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

The Bus and Bus Facilities Grants (Section 5339) program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

MO HealthNet

City Utilities Transit contracts with the Missouri Department of Social Services each fiscal year for 50 percent of the per trip cost to provide Missouri HealthNet (Medicaid) transportation trips to eligible paratransit passengers.

State Operating Funding

Each year, transit agencies around the state receive a distribution of Missouri General Revenue for operating assistance. This amount of funding has decreased substantially from the original application to the present day. This funding varies from year to year depending upon the State of Missouri budget.

Farebox

Each year, City Utilities receives bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

Advertising

Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

Programmed Projects

The OTO has already identified funding and programmed projects for the FY 2022-2025 Transportation Improvement Program. These are listed in Appendix 5, and all previously appeared in *Transportation Plan 2040*. The total cost of these projects is included in the constrained projects table and the FY 2022-2025 TIP projects are hereby incorporated via this reference.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2045. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

Several inflationary rates were used to develop estimates. MoDOT funding is inflated at 1 percent per year, consistent with their own projections and slow growth in fuel tax revenue. STBG suballocated funding has been inflated at 2 percent, consistent with past revenue growth in this specific program. Suballocated TAP funding has been periodically inflated by 2 percent every five years, based on the more limited growth seen within prior transportation bills. All transit funding is inflated at 2 percent, while CU Local Share is inflated at 1 percent. While conservative, the revenue projected for this plan is in-line with the overall projections found in *Transportation Plan 2040*. Initial year estimates were derived from MoDOT, City Utilities Transit, and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Funding projections are time banded in accordance with federal transportation law and guidance. The first four years are in alignment with the FY 2022-2025 TIP, while also accounting for the additional anticipated funding from Missouri's newly passed fuel tax increase, and planned revenue produced by reissuing Amendment 3 bonds. The first ten years are required to be individually fiscally constrained, while the outer years can be time banded. OTO has split the outer years into two bands – 2032 to 2037 and 2038 to 2045. These various splits are color coded into the revenue estimates shown below.

Revenue Estimates through 2045

Revenue Directed to Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance Projects

93: Non-Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
MoDOT Directed Revenue	\$59,027,891	\$76,779,044	\$66,592,385	\$54,751,931	\$58,312,000
Cost Share Projected Revenue	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$6,902,309	\$7,040,356	\$7,181,163	\$7,324,786	\$7,471,282
Suballocated TAP/CRP	\$2,339,041	\$2,440,168	\$2,456,149	\$2,473,759	\$2,491,952
Local/Other	\$25,795,423	\$8,708,407	\$2,409,328	\$2,449,636	\$2,490,808
TOTAL	\$100,064,664	\$96,467,974	\$80,139,025	\$68,500,112	\$72,266,042

	2027	2028	2029	2030	2031
MoDOT Directed Revenue	\$55,390,100	\$55,944,001	\$56,503,441	\$57,068,475	\$57,639,160
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$7,620,707	\$7,773,121	\$7,928,584	\$8,087,156	\$8,248,899
Suballocated TAP/CRP	\$2,491,952	\$2,491,952	\$2,491,952	\$2,491,952	\$2,491,952
Local	\$2,528,165	\$2,566,268	\$2,605,134	\$2,644,777	\$2,685,213
TOTAL	\$69,530,924	\$70,275,343	\$71,029,111	\$71,792,360	\$72,565,224

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	\$58,215,552	\$58,797,707	\$59,385,684	\$59,979,541	\$60,579,337
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$8,413,877	\$8,582,154	\$8,753,797	\$8,928,873	\$9,107,451
Suballocated TAP/CRP	\$2,541,791	\$2,541,791	\$2,541,791	\$2,541,791	\$2,541,791
Local	\$2,738,917	\$2,780,986	\$2,823,897	\$2,867,666	\$2,912,310
TOTAL	\$73,410,136	\$74,202,639	\$75,005,170	\$75,817,872	\$76,640,889

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	\$61,185,130	\$61,796,981	\$62,414,951	\$63,039,101	\$63,669,492
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$9,289,600	\$9,475,392	\$9,664,900	\$9,858,198	\$10,055,361
Suballocated TAP/CRP	\$2,592,627	\$2,592,627	\$2,592,627	\$2,592,627	\$2,592,627
Local	\$2,970,557	\$3,017,005	\$3,064,382	\$3,112,706	\$3,161,997
TOTAL	\$77,537,913	\$78,382,004	\$79,236,859	\$80,102,631	\$80,979,477

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	\$64,306,187	\$64,949,248	\$65,598,741	\$66,254,728	\$1,468,180,809
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$40,500,000
Suballocated STBG	\$10,256,469	\$10,461,598	\$10,670,830	\$10,884,247	\$209,981,107
Suballocated TAP/CRP	\$2,644,479	\$2,644,479	\$2,644,479	\$2,644,479	\$60,910,835
Local	\$3,225,237	\$3,276,519	\$3,328,827	\$3,382,182	\$97,546,347
TOTAL	\$81,932,372	\$82,831,845	\$83,742,878	\$84,665,636	\$1,877,119,099

Revenue Directed to Transit Projects

94: Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
FTA 5307	\$2,755,075	\$2,872,825	\$2,866,486	\$2,923,816	\$2,982,292
FTA 5310	\$307,843	\$314,000	\$320,280	\$326,686	\$333,220
FTA 5339	\$292,904	\$298,762	\$3,304,738	\$310,832	\$317,049
City Utilities Local Share	\$6,800,000	\$7,000,000	\$7,000,000	\$9,500,000	\$9,595,000
State of Missouri/Medicaid	\$146,500	\$146,500	\$146,500	\$146,500	\$149,430
Other local agencies	\$42,328	\$43,175	\$44,039	\$44,919	\$45,818
TOTAL	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753	\$13,422,808

	2027	2028	2029	2030	2031
FTA 5307	\$3,041,938	\$3,102,777	\$3,164,832	\$3,228,129	\$3,292,692
FTA 5310	\$339,884	\$346,682	\$353,615	\$360,688	\$367,901
FTA 5339	\$323,390	\$329,857	\$336,455	\$343,184	\$350,047
City Utilities Local Share	\$9,690,950	\$9,787,860	\$9,885,738	\$9,984,595	\$10,084,441
State of Missouri/Medicaid	\$149,430	\$149,430	\$149,430	\$149,430	\$152,419
Other local agencies	\$46,734	\$47,669	\$48,622	\$49,595	\$50,586
TOTAL	\$13,592,326	\$13,764,274	\$13,938,693	\$14,115,621	\$14,298,087

	2032	2033	2034	2035	2036
FTA 5307	\$3,358,546	\$3,425,716	\$3,494,231	\$3,564,115	\$3,635,398
FTA 5310	\$375,260	\$382,765	\$390,420	\$398,228	\$406,193
FTA 5339	\$357,048	\$364,189	\$371,473	\$378,902	\$386,481
City Utilities Local Share	\$10,185,286	\$10,287,139	\$10,390,010	\$10,493,910	\$10,598,849
State of Missouri/Medicaid	\$152,419	\$152,419	\$152,419	\$152,419	\$155,467
Other local agencies	\$51,598	\$52,630	\$53,683	\$54,756	\$55,852
TOTAL	\$14,480,156	\$14,664,858	\$14,852,235	\$15,042,331	\$15,238,239

	2037	2038	2039	2040	2041
FTA 5307	\$3,708,106	\$3,782,268	\$3,857,913	\$3,935,071	\$4,013,773
FTA 5310	\$414,317	\$422,603	\$431,055	\$439,676	\$448,470
FTA 5339	\$394,210	\$402,094	\$410,136	\$418,339	\$426,706
City Utilities Local Share	\$10,704,838	\$10,811,886	\$10,920,005	\$11,029,205	\$11,139,497
State of Missouri/Medicaid	\$155,467	\$155,467	\$155,467	\$155,467	\$158,576
Other local agencies	\$56,969	\$58,108	\$59,270	\$60,455	\$61,665
TOTAL	\$15,433,906	\$15,632,426	\$15,833,847	\$16,038,214	\$16,248,686

	2042	2043	2044	2045	TOTAL
FTA 5307	\$4,094,048	\$4,175,929	\$4,259,448	\$4,344,637	\$83,880,061
FTA 5310	\$457,439	\$466,588	\$475,920	\$485,438	\$9,365,172
FTA 5339	\$435,240	\$443,945	\$452,824	\$461,880	\$11,910,684
City Utilities Local Share	\$11,250,892	\$11,363,401	\$11,477,035	\$11,591,805	\$241,572,343
State of Missouri/Medicaid	\$158,576	\$158,576	\$158,576	\$158,576	\$3,665,459
Other local agencies	\$62,898	\$64,156	\$65,439	\$66,748	\$1,287,711
TOTAL	\$16,459,094	\$16,672,595	\$16,889,241	\$17,109,084	\$351,681,431

Range of Alternatives

Funding through 2045 will be limited. For this reason, OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions and through the public input process. These projects are then subjected to a prioritization process. The list of prioritized projects is compared to the available funding amounts through 2045 and a constrained list of priority projects is selected.

Project Prioritization Process

To prioritize projects, the *Destination 2045* subcommittee developed a set of prioritization factors based on the plan goals. A glossary defining the criteria for points is included in Appendix 2.

95: Prioritization Points

Factor	Max Points
High Volume Corridors	8
Safety	40
Bike/Ped Safety	20
At-Grade RR Crossing	4
Multi-Modal	6
Environmental Justice	8
Current Congestion	15
Future Congestion	7
SW Freight Plan	2
Freight Traffic	4
Bridge Condition	6
Extending Life Cycle	4
Local Priority	15
TOTAL Points	140

2045 Goals

Safe for all users on all modes
Asset management and fiscal responsibility
Connected, integrated, multi-modal system
Resilient and prepared for the future
Quality projects implementing best practices

Constrained Project Lists

The long range transportation plan is required to contain a financial plan demonstrating how the adopted transportation plan can be implemented. OTO has identified funding for operations, maintenance, and plan implementation of federal-aid highways and public transportation. As these funds are limited, the list below has been constrained to available funding. The financial plan presented in *Destination 2045* is required to be fiscally constrained by year for the first ten years and the outer years may reflect aggregate cost ranges.

Foremost, OTO has accounted for the FY 2022-2025 Transportation Improvement Program. The FY 2022-2025 TIP contains projects constrained in *Transportation Plan 2040* and has been fiscally constrained itself. The projects contained in the TIP can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>. A small amount of funding is available beyond what has been programmed in the TIP and that has been made available for projects that have yet to be programmed in this timeframe.

Next, OTO has considered those needs that require an annual investment through regular evaluation. The first few years of these programs have already been included in the FY 2022-2025 TIP, then an annual cost/investment plan has been estimated through 2045.

- ADA/Bike/Ped/Trail
- Signal Replacement
- Bridge Asset Management
- Safety Improvement
- Interstate and Major Routes Pavement Improvement
- Minor Routes Pavement

- Intersection Operational Improvement
- ITS Operations and Management
- Operations and Maintenance – State and Local Systems
- Scoping
- Rail

Finally, identified projects have been prioritized as outlined above and assigned a year for construction, with estimated costs inflated to the relevant time frame. The following list has been organized by Route for ease of use. Public transportation projects have been identified in a separate table.

Fiscal Constraint for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

96: Non-Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	\$58,933,279	\$11,842,409	\$17,963,103	\$35,779,494
Projected Funding	\$100,064,664	\$96,467,974	\$80,139,025	\$68,500,112
Inflated Constrained Project Costs	(\$147,155,534)	(\$90,347,280)	(\$62,322,634)	(\$103,499,870)
Remaining Funding	\$11,842,409	\$17,963,103	\$35,779,494	\$779,736

	2026	2027	2028	2029
Prior Year Funding	\$779,736	\$909,861	\$3,734,457	\$5,754,827
Projected Funding	\$72,266,042	\$69,530,924	\$70,275,343	\$71,029,111
Inflated Constrained Project Costs	(\$72,135,917)	(\$66,706,329)	(\$68,254,973)	(\$68,823,084)
Remaining Funding	\$909,861	\$3,734,457	\$5,754,827	\$7,960,854

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$7,960,854	\$10,788,395	\$13,117,071	\$51,344,045
Projected Funding	\$71,792,360	\$72,565,224	\$452,614,618	\$651,873,702
Inflated Constrained Project Costs	(\$68,964,819)	(\$70,236,547)	(\$414,387,645)	(\$625,531,072)
Remaining Funding	\$10,788,395	\$13,117,071	\$51,344,045	\$77,686,674

Constrained Project List for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

97: Non-Transit Constrained Project List

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2022	\$147,155,534
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2023	\$78,619,210

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2024	\$52,907,261
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2025	\$38,395,001
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2023	\$430,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2024	\$800,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2025	\$1,500,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2026	\$2,100,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2027	\$2,163,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2028	\$2,227,890
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2029	\$2,294,727
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2030	\$2,363,569
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2031	\$2,434,476
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2032-2037	\$16,219,601
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2038-2045	\$26,624,524
10	N/A	MoDOT Signal Replacement Program	Annual Program	2026	\$4,502,035
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2025	\$2,458,636
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2026	\$2,532,395
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2027	\$2,608,367
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2028	\$2,686,618
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2029	\$2,767,216
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2030	\$2,850,233
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2031	\$2,935,740
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2032-2037	\$19,730,208
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2038-2045	\$32,947,211
12	N/A	MoDOT Safety Improvement Program	Annual Program	2025	\$1,966,909

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
12	N/A	MoDOT Safety Improvement Program	Annual Program	2026	\$2,025,916
12	N/A	MoDOT Safety Improvement Program	Annual Program	2027	\$2,086,693
12	N/A	MoDOT Safety Improvement Program	Annual Program	2028	\$2,149,294
12	N/A	MoDOT Safety Improvement Program	Annual Program	2029	\$2,213,773
12	N/A	MoDOT Safety Improvement Program	Annual Program	2030	\$2,280,186
12	N/A	MoDOT Safety Improvement Program	Annual Program	2031	\$2,348,592
12	N/A	MoDOT Safety Improvement Program	Annual Program	2032-2037	\$15,647,404
12	N/A	MoDOT Safety Improvement Program	Annual Program	2038-2045	\$25,685,260
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2025	\$8,741,816
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2026	\$9,004,070
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2027	\$9,274,193
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2028	\$9,552,418
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2029	\$9,838,991
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	\$10,134,161
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	\$10,438,185
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2032-2037	\$72,005,677
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2038-2045	\$126,566,059
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2025	\$811,896
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2026	\$836,253
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2027	\$861,341

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2028	\$887,181
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2029	\$913,796
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2030	\$941,210
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2031	\$969,446
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2032-2037	\$6,572,273
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2038-2045	\$11,164,411
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2025	\$546,364
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2026	\$562,754
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2027	\$579,637
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2028	\$597,026
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2029	\$614,937
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2030	\$633,385
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2031	\$652,387
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2032-2037	\$4,346,501
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2038-2045	\$7,134,794
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2025	\$1,803,000
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2026	\$2,082,600
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2027	\$1,912,802

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2028	\$1,970,186
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2029	\$2,029,292
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2030	\$2,090,171
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2031	\$2,152,876
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2032-2037	\$14,343,453
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2038-2045	\$23,544,822
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2026	\$9,860,043
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2027	\$10,155,844
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2028	\$10,460,520
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2029	\$10,774,335
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2030	\$11,097,565
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2031	\$11,430,492
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2032-2037	\$76,155,222
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	\$125,009,026
48	N/A	MoDOT Scoping	Annual Program	2025	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2026	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2027	\$51,500
48	N/A	MoDOT Scoping	Annual Program	2028	\$53,045
48	N/A	MoDOT Scoping	Annual Program	2029	\$54,636
48	N/A	MoDOT Scoping	Annual Program	2030	\$56,275

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
48	N/A	MoDOT Scoping	Annual Program	2031	\$57,964
48	N/A	MoDOT Scoping	Annual Program	2032-2037	\$399,851
48	N/A	MoDOT Scoping	Annual Program	2038-2045	\$702,827
49	N/A	MoDOT Rail	Annual Program	2026	\$200,000
49	N/A	MoDOT Rail	Annual Program	2027	\$206,000
49	N/A	MoDOT Rail	Annual Program	2028	\$212,180
49	N/A	MoDOT Rail	Annual Program	2029	\$218,545
49	N/A	MoDOT Rail	Annual Program	2030	\$225,102
49	N/A	MoDOT Rail	Annual Program	2031	\$231,855
49	N/A	MoDOT Rail	Annual Program	2032-2037	\$1,544,724
49	N/A	MoDOT Rail	Annual Program	2038-2045	\$2,535,669
A31	N/A	Various EV Chargers	EV Charger Program for about 60 Charging Ports	2024	\$937,500
57	3rd/Oak	Ozark 3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	\$2,604,581
247	Azalea	Battlefield Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	\$875,500
1	Chestnut	MoDOT Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	\$5,064,462
212	Chestnut	MoDOT Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	\$3,559,229
2	Division	MoDOT Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	\$16,016,529
99	Division	Springfield Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	\$15,844,532
45	EW Arterial	Greene East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	\$26,249,311
114	Glenstone	MoDOT Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	\$950,078
183	I-244	MoDOT Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	\$1,229,874
4	I-44	MoDOT I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2032-2037	\$17,871,764

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2028	\$32,958,231
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2027	\$22,316,026
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
TOTAL COST					(\$1,858,365,703)
Prior Year Funding*					\$58,933,279
Projected Funding					\$1,877,119,099
Remaining Funding					\$77,686,674
*Prior year funding identified in FY 2022-2025 TIP					

Fiscal Constraint for Transit

98: Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Inflated Constrained Project Costs	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

	2026	2027	2028	2029
Prior Year Funding	\$6,999,273	\$6,714,986	\$6,583,705	\$6,607,532
Projected Funding	\$13,422,808	\$13,592,326	\$13,764,274	\$13,938,693
Inflated Constrained Project Costs	(\$13,707,096)	(\$13,723,606)	(\$13,740,447)	(\$13,757,624)
Remaining Funding	\$6,714,986	\$6,583,705	\$6,607,532	\$6,788,601

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Inflated Constrained Project Costs	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

Constrained Project List for Transit

99: Transit Constrained Project List

<i>Expected Sponsor</i> Expenses	2022	2023	2024	2025
<i>CU Transit</i> Operating Expenses	\$0	\$0	\$0	\$0
<i>CU Transit</i> Preventative Maintenance	\$0	\$0	\$0	\$0
<i>CU Transit</i> Planning	\$0	\$0	\$0	\$0
<i>CU Transit</i> Security	\$0	\$0	\$0	\$0
<i>CU Transit</i> ADA Enhancements	\$0	\$0	\$0	\$0
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$2,000,000
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$560,000	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$0	\$0	\$0	\$0
<i>CU Transit</i> ITS	\$0	\$0	\$0	\$0
<i>Various</i> Other Agency Vehicles	\$0	\$0	\$0	\$0
<i>Various</i> FY 2022-2025 TIP	\$12,041,900	\$10,956,718	\$9,968,154	\$9,446,454
Total	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

Expected Sponsor Expenses	2026	2027	2028	2029
<i>CU Transit</i> Operating Expenses	\$11,257,740	\$11,257,740	\$11,257,740	\$11,257,740
<i>CU Transit</i> Preventative Maintenance	\$1,623,840	\$1,623,840	\$1,623,840	\$1,623,840
<i>CU Transit</i> Planning	\$227,312	\$231,858	\$236,495	\$241,225
<i>CU Transit</i> Security	\$37,279	\$38,024	\$38,785	\$39,560
<i>CU Transit</i> ADA Enhancements	\$160,362	\$163,569	\$166,841	\$170,177
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$50,192	\$51,196	\$52,220	\$53,264
<i>CU Transit</i> ITS	\$102,956	\$105,015	\$107,115	\$109,258
<i>Various</i> Other Agency Vehicles	\$247,416	\$252,364	\$257,411	\$262,559
<i>Various</i> FY 2022-2025 TIP	\$0	\$0	\$0	\$0
Total	(\$13,707,096)	(\$13,723,606)	(\$13,740,447)	(\$13,757,624)
Prior Year Funding	\$6,999,273	\$6,714,986	\$6,583,705	\$6,607,532
Projected Funding	\$13,422,808	\$13,592,326	\$13,764,274	\$13,938,693
Remaining Funding	\$6,714,986	\$6,583,705	\$6,607,532	\$6,788,601

Expected Sponsor Expenses	2030	2031	2032-2037	2038-2045
<i>CU Transit</i> Operating Expenses	\$11,257,740	\$11,257,740	\$72,435,489	\$110,991,562
<i>CU Transit</i> Preventative Maintenance	\$1,623,840	\$1,623,840	\$10,448,247	\$16,009,655
<i>CU Transit</i> Planning	\$246,050	\$250,971	\$1,614,816	\$2,474,353
<i>CU Transit</i> Security	\$40,352	\$41,159	\$264,826	\$405,789
<i>CU Transit</i> ADA Enhancements	\$173,581	\$177,053	\$1,139,207	\$1,745,585
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$54,329	\$55,416	\$356,562	\$546,354
<i>CU Transit</i> ITS	\$111,443	\$113,672	\$731,396	\$1,120,705
<i>Various</i> Other Agency Vehicles	\$267,811	\$273,167	\$1,826,933	\$2,693,189
<i>Various</i> FY 2022-2025 TIP	\$0	\$0	\$0	\$0
Total	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

unconstrained Projects

The following tables include those projects not prioritized for funding.

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
74	10th	<i>Ozark</i> 10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	<i>Battlefield</i> New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	<i>Springfield</i> Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	<i>Springfield</i> Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000
46	EW Arterial	<i>Greene</i> East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	<i>Greene</i> East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	<i>Greene</i> East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	<i>Greene</i> E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	<i>Greene</i> Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	<i>Greene</i> Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	<i>Greene</i> Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	<i>Greene</i> Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	<i>MoDOT</i> Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	<i>Ozark</i> Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
73	Fremont	<i>Ozark</i> Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	<i>MoDOT</i> Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	<i>Republic</i> Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	<i>Willard</i> Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
121	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - US 65 to Rte 125	\$4,080,000
116	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000
117	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	<i>MoDOT</i> I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	<i>MoDOT</i> Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	<i>MoDOT</i> Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	<i>MoDOT</i> Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	<i>Greene</i> Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	<i>Ozark</i> McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	<i>Ozark</i> Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	\$2,000,000
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	\$5,800,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
210	Route P	MoDOT Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000
79	Route W	MoDOT Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	Greene Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$649,127,070

Transit unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Trolley service as a supplement to the existing fixed-route service has been discussed for key locations in and around downtown Springfield. The costs for purchasing three trolleys, as well as operating them, has been included. Also listed are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include in Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

101: Unconstrained Transit List – Unfunded Needs

Expected Sponsor Expenses	2022-2026	2027-2031	2032-2037	2038-2045	Total
<i>CU Transit</i> 6 Paratransit Buses		\$726,000			\$726,000
<i>CU Transit</i> 10 Fixed Route Electric Buses		\$10,000,000			\$10,000,000
<i>CU Transit</i> 10 Fixed Route Electric Buses			\$10,000,000		\$10,000,000
<i>CU Transit</i> 6 Paratransit Buses			\$726,000		\$726,000
<i>CU Transit</i> 4 Fixed Route Electric Buses				\$4,000,000	\$4,000,000
<i>CU Transit</i> Trolley Service (3 Trolleys)		\$1,500,000			\$1,500,000
<i>CU Transit</i> Trolley Service (Operating)		\$500,000	\$5,000,000	\$5,000,000	\$10,500,000
<i>CU Transit</i> Electric Infrastructure	\$1,800,000	\$3,000,000	\$2,400,000	\$1,200,000	\$8,400,000
<i>CU Transit</i> Placemaking Shelters	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
<i>CU Transit</i> Route Study Level I Additional Costs	\$6,426,105	\$6,383,085	\$10,359,429	\$16,907,203	\$40,075,822
<i>CU Transit</i> Route Study Level II Additional Costs	\$13,135,181	\$11,517,597	\$21,643,197	\$30,507,247	\$76,803,222
<i>CU Transit</i> Route Study Level III Additional Costs	\$17,339,590	\$17,411,821	\$28,248,027	\$47,419,979	\$110,419,417
<i>CU Transit</i> Route Study Level IV Additional Costs	\$19,385,976	\$16,909,144	\$31,946,087	\$44,788,111	\$113,029,317
<i>CU Transit</i> Route Study Level V Additional Costs	\$49,579,852	\$47,097,901	\$82,218,339	\$127,784,880	\$306,680,972
<i>CU Transit</i> Limited Stop Circulator	\$626,281	\$674,683	\$878,796	\$1,474,536	\$3,654,297
Total	\$108,342,985	\$115,770,231	\$193,469,876	\$279,131,956	\$696,715,048

Model Results

As the *Destination 2045* planning process commenced, the OTO travel demand model was utilized to determine current and future needs should no investment be made to the transportation network by 2045. The following results highlight the results of the OTO investment plan.



Part III

Are we there yet?

Implementation Plan

Major Thoroughfare Plan

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

The MTP classifies roadways based on their intended function and shows both existing and future roadways. These future major transportation corridors should serve as a general guide for securing street rights-of-way, though the locations are general in nature and final alignments will depend upon a detailed location study. The classifications shown on the MTP map direct the application of the OTO design standards, found in Appendix 3. Additional considerations should be made regarding the application of the MTP roadway classifications besides potential function, including alignment and corridor preservation, as well as land use and development.

Network Updates

With the adoption of *Transportation Plan 2040*, over 300 changes were made to the major thoroughfare plan. Since then, it has been amended six more times. *Transportation Plan 2040* introduced the concept of rural collectors and also amended the OTO design standards. With *Destination 2045*, OTO is recommending minor changes to address the realignment of MM across US 60 and that associated roadway network. OTO has also added the extension of 4th Street in Battlefield to correspond to projects submitted for consideration on the constrained project list. Two collectors south of west Sunshine have also been removed. These changes can be found in Appendix 6.

Street Typologies

Most modifications and variances to the Major Thoroughfare Plan are the result of incongruencies between proposed functional classifications, and associated design standards, and the physical limitations of the surrounding land use. It has become clear that one-size does not fit all.

Functional street classifications take into account both the design characteristics of the roadway network and the character those roadways are meant to provide. The OTO Major Thoroughfare Plan implements functional class as a hierarchy of roadways that range from high travel mobility (arterials) to high access (local or residential). Street typologies supplement the traditional functional classification

system to better emphasize a more balanced street function, considering land use and all users – pedestrians, cyclists, transit users, and motorists. Where sufficient public right-of-way exists, all design elements may be accommodated. Within constrained public-right-of-way, trade-offs must be balanced and should encourage healthy and active transportation options.

Incorporating into MTP

OTO worked with the *Destination 2045* planning committee to determine how street typologies could be integrated into the OTO Major Thoroughfare Plan.

First, the committee was asked to consider how generalized flexibility should be incorporated. There was a definite preference for implementing a street typology system, compared to adjusting specific corridors or limiting the design standards.

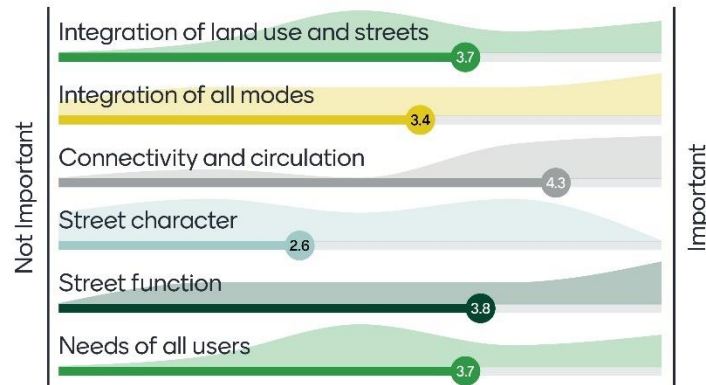
105: Flexibility in the OTO Design Standards

How should flexibility be addressed in the OTO Design Standards?



Next, the committee was asked which principles should guide the OTO design approach. Connectivity and circulation were identified as most important, followed by street function, and then a tie between integration of land use and streets and needs of all users. Street character ranked lowest, but was still slightly weighted toward important.

What principles should guide the OTO design approach?



10

OTO also separately asked how each community implements the OTO Major Thoroughfare Plan and Design Standards. Just over 60 percent responded that they serve as guidance for how to functionally classify streets, but the community uses their own design standards. A quarter stated that the MTP serves as the Major Street Plan and is directly implemented through code. Just over 10 percent stated that they are useful to enforce some things but not everything. No one said they do not use them at all.

Next Steps

Implementation of street typologies is a recommendation in the City of Springfield *Forward SGF* Comprehensive Plan, which will be finalized in later 2021. Coupled with place types, these concepts will introduce another tool for assessing the transportation and land use connection.

Destination 2045 will carry forward the functional classification and proposed road system of the OTO Major Thoroughfare Plan with some amendments as described. It is recommended that OTO work with the region to apply the street typology recommendations to the OTO Major Thoroughfare Plan, providing flexibility and limiting the need for future variances and amendments. It is recognized that multiple OTO members use the OTO Major Thoroughfare Plan as their Major Street Plan. It will be important to maintain this use of the MTP as well.

Bicycle/Pedestrian/Trail Facilities

The Bicycle and Pedestrian map shows those facilities which currently exist, and facilities proposed in prior planning efforts. The map is comprehensive, but it is not meant to be the sole source of the region's priorities. Instead, it is meant to be a current representation of the projects and policies in the Plan. Also, while the map shows existing trails, a separate map has been provided showing the trails considered through the Regional Bicycle Pedestrian Trail Investment Study.

This map was first produced with the Comprehensive OTO Area Bicycle-Pedestrian Plan. That version of the map illustrated the trails from Vision 20/20, the on-street connections between communities and trails, connections to the interior city systems, and can be characterized as primarily a bicycle-oriented map. *Journey 2035* incorporated the bicycle-pedestrian plan and its map included both bicycle and pedestrian improvements, emphasizing the connection between modes. Introduced in *Journey 2035* was the Priority Sidewalk Corridor. This concept highlights corridors in need of continuous sidewalk along both sides of the street. The Link was also new to the prior plan. The Link is an enhanced corridor that connects trails across town. *Transportation Plan 2040* further refined alignments and proposed routes.

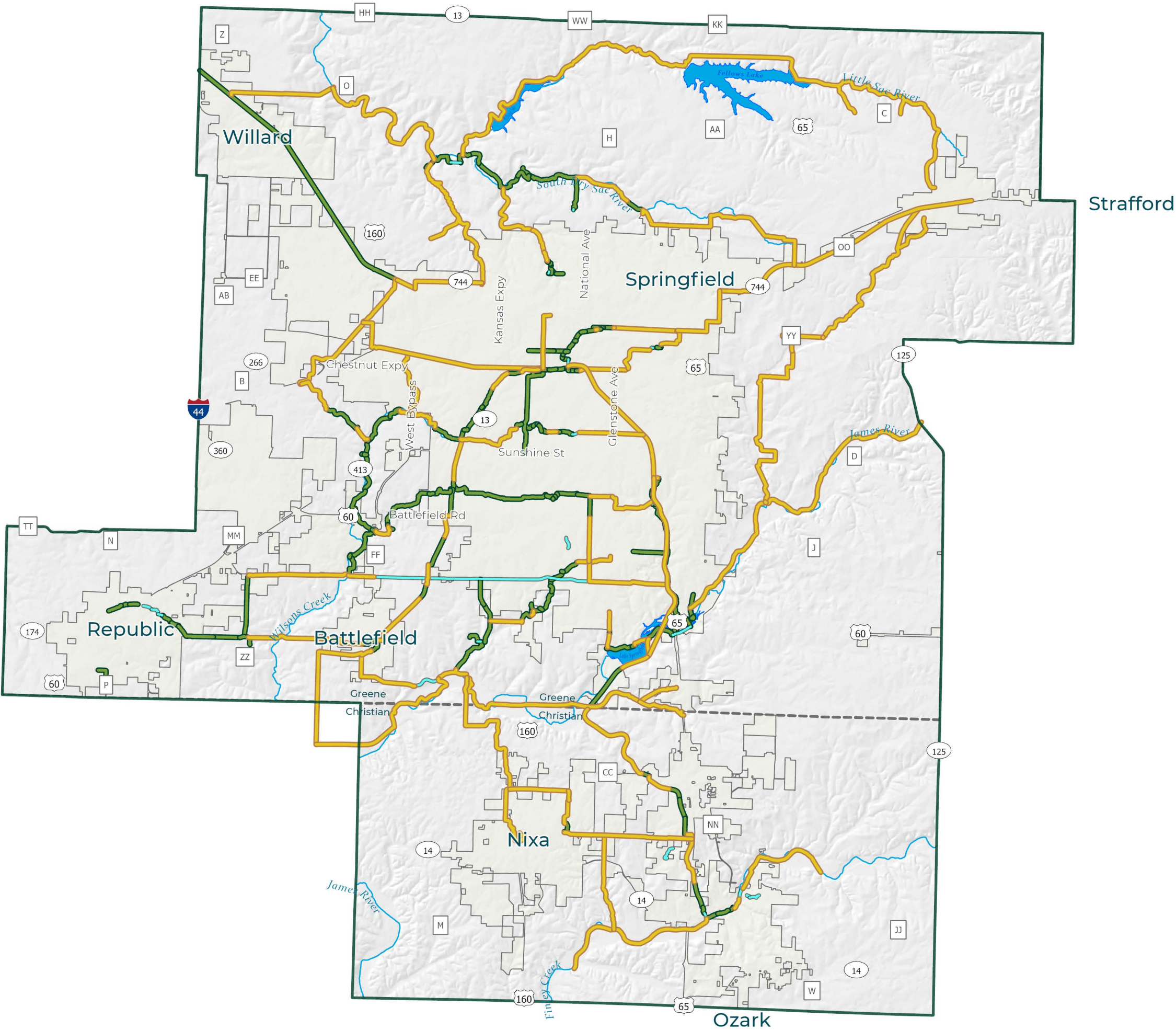
It is OTO's goal that through implementation of complete streets, OTO's design standards, and the trail implementation plan, *Towards a Regional Trail System*, construction of future facilities will rely less on a map and more on the needs of the system and users. Bicycle and pedestrian needs should be considered along all corridors and with every project. The OTO should continue to focus on connecting communities with trail and completing trail gaps, so they can support transportation-related usage.

OTO Official Trail Map

Through the planning process for the implementation plan, *Towards a Regional Trail System*, OTO identified priority trails and gaps throughout the system. This has led to the creation of the OTO Official Trail Map. See Figure 110 for the Official Trail Map. This map should serve as a guide to acquire right-of-way, construct new trail and connectors, and bring existing connectors up to the current trail standard.

Figure 110
OTO Trail Plan

- Trail Status
- Connector
 - Existing Trails & Greenways
 - Trail Gaps



TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.D.

OTO Discretionary Funding

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO has recently solicited several types of projects for funding:

- OTO/MoDOT Sidewalk Cost Share (Open Application Process)
- Electric Vehicle Chargers (Deadline June 1, 2023)
- Bicycle and Pedestrian Infrastructure (Deadline June 1, 2023)

OTO/MoDOT Sidewalk Cost Share

At its meeting on June 13, 2023, the Bicycle and Pedestrian Advisory Committee recommended the Technical Planning Committee and the Board of Directors approve a sidewalk cost share between MoDOT and the City of Strafford. This would provide sidewalks along Route OO from Washington to Route 125 as part of MoDOT's intersection improvements in that same location.

MoDOT Share:	\$300,400
OTO (TAP) Share:	\$240,320
Strafford Share:	<u>\$ 60,080</u>
Total Project Cost:	\$600,800

Electric Vehicle Chargers

OTO made \$750,000 in Carbon Reduction Program funding available to its members for electric vehicle chargers and associated improvements. In total, 5 agencies applied, requesting \$514,721 in federal funds to provide 42 ports throughout the region.

Christian County – 4 ports at 1 location

Greene County – 4 ports at 1 location

Missouri State University – 6 ports each at 2 locations

City of Nixa – 4 ports each at 3 locations

Springfield-Branson National Airport – 6 ports at 1 location and 4 ports at another

Bicycle and Pedestrian Infrastructure

Fifteen applications were received and fell within the amount of available funding. Five applications received a full award, five were awarded PE with construction contingent upon reasonable progress compliance, and five others were awarded with various conditions as outlined in the attached summary. All projects have been incorporated into the draft FY 2024-2027 Transportation Improvement Program, with conditional awards outlined as relevant.

ACTION TAKEN:

At its meeting on June 13, 2023, BPAC reviewed and recommended the Cost Share and Bike/Ped Infrastructure applications as described in this agenda item.

Staff reviewed the Electric Vehicle Charger Applications, and upon discussion with the Executive Committee at its meeting on June 14, 2023, recommends approval of the applications as submitted, with the understanding that each scope is subject to further eligibility guidance as provided for the Carbon Reduction 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 Board of Directors approve the OTO discretionary funding applications as presented.”

OR

“Move to recommend the Board of Directors approve the OTO discretionary funding applications with these changes...”

Informational	Jurisdiction		Strafford 2	
	Project Title	Route OO, Washington to 125		
	Eligible Project Type	Lettered State Routes		
	Eligible Road	Yes		
	Roadway	Rout OO		
	From	Washington		
	To	Route 125		
	Description	1,450 feet of sidewalk on north side of OO		
	Existing MoDOT Project	8S3238, 2024		
	Total Cost	\$600,800		
	TAP/CRP Share	\$240,320		
	MoDOT Share	\$300,400		
	Local Share	\$60,080		
	Scoring	TAP/CRP Match Percentage	20.00	
Match Points		0		
Budget Source		Other		
Budget Points		0		
Fits within Existing MoDOT ROW		No		
ROW Points		0		
Buffer between Curb and Sidewalk		Yes		
Curb Points		1		
Alignment Source		Engineer's Estimate		
Alignment Points		1		
Sidewalk Network		Fills Existing Gap		
Network Points		2		
Meets Need		Other		
Need Points		0		
School Route		Within 1/2 mile		
School Points		1		
Community Support		Other		
Support Points		0		
Community Facilities		Connects Vulnerable Population Facilities		
Facilities Points		2		
Shopping and Essential Services		Connections to Pedestrian Major Generators		
Services Points		2		
TOTAL POINTS		9		

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Strafford](#)

Point of Contact: [Martha Smartt, City Administrator](#)

Phone: [417-736-2154](#)

Email: ca@straffordmo.net

State System and Project Information

Which MoDOT Road will this project occur along? [Route OO](#)

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

- ☐ MO 125: Intersection improvements at various locations from 0.2 mile north of Evergreen Street to 0.1 mile west of Washington Avenue in Strafford (853238, 2024)

Funding Request

Expected Total Project Cost: \$ [600,800](#)

Expected OTO Cost Share Funding Request: [\\$540,720](#)

Expected Local Match Percentage: %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	<input type="text" value="\$19,220"/>	<input type="text" value="\$76,880"/>	<input type="text" value="\$96,100"/>	<input type="text"/>	<input type="text" value="\$192,200"/>
ROW	<input type="text" value="\$7,000"/>	<input type="text" value="\$28,000"/>	<input type="text" value="\$35,000"/>	<input type="text"/>	<input type="text" value="\$70,000"/>
Construction	<input type="text" value="\$33,860"/>	<input type="text" value="\$135,440"/>	<input type="text" value="\$169,300"/>	<input type="text"/>	<input type="text" value="\$338,600"/>
Totals	<input type="text" value="\$60,080"/>	<input type="text" value="\$240,320"/>	<input type="text" value="\$300,400"/>	<input type="text"/>	<input type="text" value="\$600,800"/>

Please list other funding sources included in project budget: Click or tap here to enter text.

Source of Budget Information: ☒ Program Estimate ☐ Engineer's Estimate (w/quantities)

Please include copies of estimates used in this application

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Sidewalk(s):

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	<input type="text" value="1,450"/>	<input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="text" value="6"/>	<input type="text" value="4"/>
Segment #2	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #3	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #4	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #5	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>

*Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.

Source of Alignment Information: ☐ Program Estimate ☒ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

The City of Strafford is requesting funds to cost share the construct of approximately 1,450 lineal feet of ADA compliant sidewalks along the north side of Hwy 00, from Hwy 125 to Washington Avenue in conjunction with the MODOT Hwy 125 and 00 Improvement Project. Currently, approximately 1,000 feet of the project does not have sidewalks. The portion that does have existing sidewalks along Hwy 00 are in very poor condition and do not meet ADA requirements. This project is part of the City's long-term goal to provide sidewalks throughout the City to encourage walking and safety. This project will provide a much needed ADA compliant pedestrian facility for the many residents in this area. Specifically,

this project will connect sidewalks to the downtown district where new sidewalks have already been constructed by the city. In addition, this project will directly connect to the new sidewalks to be installed as part of MoDOT's "Missouri Route 125 Intersection Improvements," scheduled for construction in 2024. See attached MoDOT Fact Sheet and Project Map.

Please describe how this project meets a known community need, especially a safety need.

Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

The goal of this project is to not only encourage walking and safety between numerous activity centers, neighborhoods, and businesses in the area, but also to provide safe passage for numerous pedestrians, senior citizens, and school age children specifically, which can be seen walking daily along Route OO. This future sidewalk improvement will provide safer access for citizens who live in the midtown and Strafford's south side and who cross the railroad corridor along Highway OO/Route 66 to walk to the grocery store and Dollar General located on E. Old Route 66.

Please discuss if this project will create safer routes to school. Include distance to nearest school.

This project may create a safer route for school children walking to school. Strafford Elementary, Middle, and High School are located a couple of blocks to the north of the proposed project.

Please describe the level of community support for this project.

Feel free to attach relevant public comments or community plans/surveys.

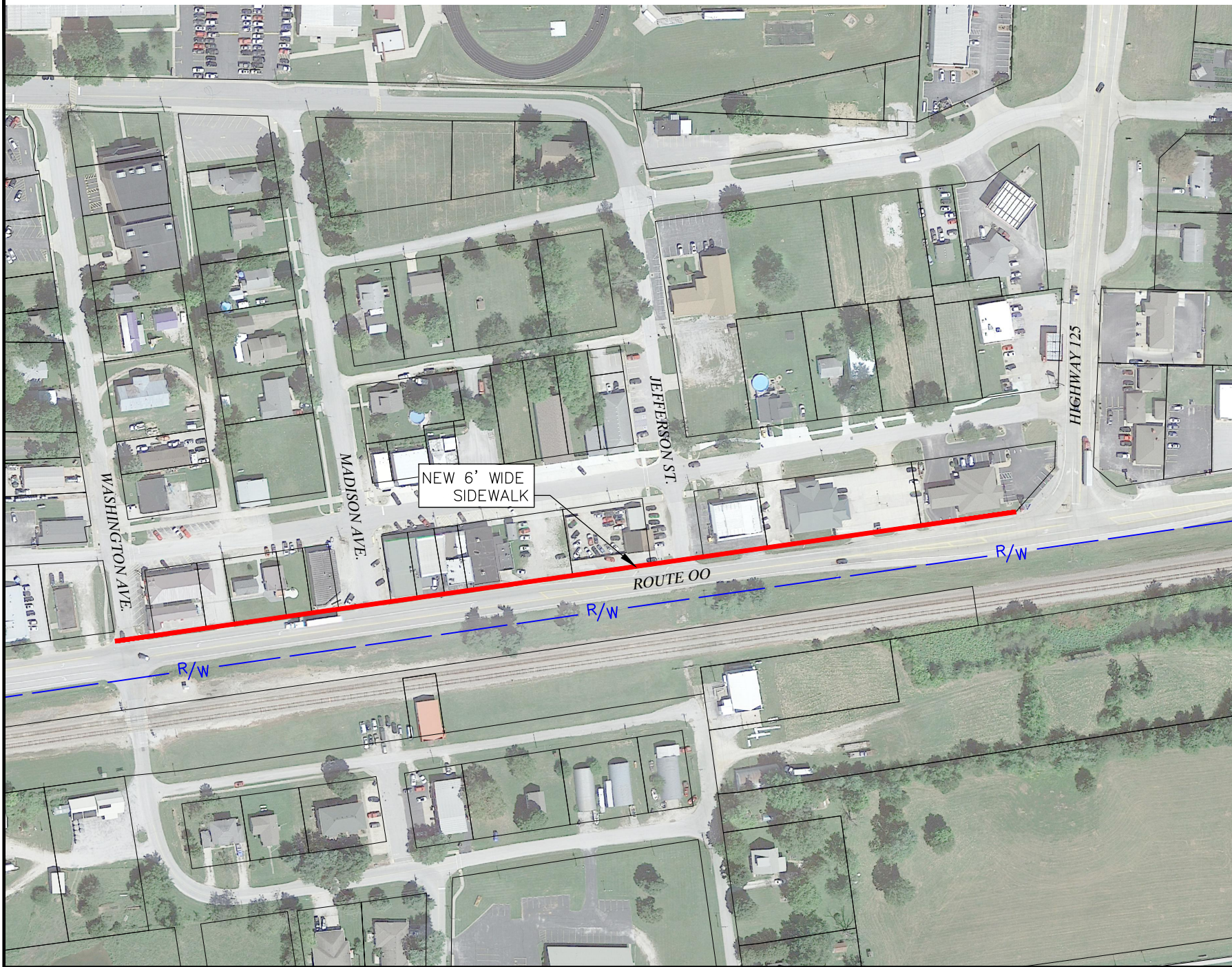
There is significant community support for this project as there are local citizens who do not drive an automobile and must to obtain some of their daily needs by navigating on foot. Local businesses also support the project to increase pedestrian traffic in this area.

Please describe how this project will create connections to community facilities or social service agencies.

The proposed sidewalk will provide additional routes to the Strafford School District, City Hall, and the U.S. Post Office.

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

Numerous businesses in the downtown district will have better connections for the sidewalk system throughout the city. Citizens who do not drive and must navigate on foot for daily needs will benefit from a safe connection throughout the business district, specifically to various business centers and retail establishments, including the two local banks, the grocery store, and Dollar General store.



CONCEPTUAL PLAN

WASHINGTON AVE. - HWY 125
ROUTE 00
STRAFFORD, MISSOURI

EX. 1

Three working days prior to the start of any excavation on this site, contractor shall call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of construction required by these plans shall be strictly followed (i.e. Trenching, Blasting, etc.)

COCHRAN
2804 North Biologic Street
Ozark, Missouri 65721
417-595-4108 (tel.)
417-595-4109 (fax)
mailto:mail@cochranning.com

- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

EV Award Summary

Recommending all for Award

Final scope to be determined through MoDOT LPA process to ensure eligibilities

\$514,721 Federal Request

\$150,072 match

\$664,793 All Project Costs

Christian County

Install two 2-port charging stations, including construction of parking area and access to the greater road network. Also includes accommodation for stormwater impact, site lighting, landscaping, and connectivity to sidewalks.

Federal Share: \$33,780

Local Share: \$25,803

Total Project Cost: \$59,583

Greene County

Install 4 ports in the parking lot directly west of the Greene County Courthouse.

Federal Share: \$51,840

Local Share: \$12,960

Total Project Cost: \$64,800

Missouri State University

Install 6 chargers for a total of 12 ports at the following locations:

- Bear Park North – 4 ports via two stations
- Bear Park South – 4 ports via two stations
- Welcome Center – 4 ports via two stations

Federal Share: \$84,008

Local Share: \$25,036

Total Project Cost: \$109,044

City of Nixa

Install 6 chargers for a total of 12 ports at the following locations:

- Nixa City Hall – 4 ports via two stations
- Nixa Community Center – 4 ports via two stations
- Downtown Nixa – 4 ports via two stations

Federal Share: \$105,093

Local Share: \$26,273

Total Project Cost: \$131,366

Springfield-Branson National Airport

Installation of 10 stations with 6 ports in short-term parking and 4 ports in the General Aviation Terminal parking lot. Will install additional chargers if under budget.

Federal Share: \$240,000

Local Share: \$60,000

Total Project Cost: \$300,000

BPAC Award Summary

- 5 full project awards
- 5 PE-Only awards with construction contingent upon reasonable progress compliance
- 5 additional awards with varying contingencies, including reasonable progress compliance and eligibility confirmation
- Once all awarded - \$4,052,118 Awarded in TAP and \$2,031,129 Awarded in CRP

Full Awards

EN2402 – Lost Hill Greenway Bridge

- Construction of new bridge to replace low-water crossing for the Fulbright Greenway in Lost Hill Park
- Full Award of TAP for PE of \$10,400 and Construction of \$107,000
- Total Project Cost of \$150,000

EN2404 – Chadwick Flyer Trailhead

- Restroom facilities at OC Chadwick Flyer Trailhead
- Full Award of TAP for PE of \$8,257 and Construction of \$88,000
- Total Project Cost of \$120,321

EN2405 – Chadwick Flyer Phase V

- Construct trail along N. 20th Street in Ozark from Biagio to Biagio
- Full Award of CRP for PE of \$44,540 and Construction of \$534,260
- Total Project Cost of \$723,500

EN2410 – Jordan Creek Trail Through Smith Park

- Construct multi-use path through Smith Park to Division Street and crosswalk improvements at Division and Weller
- Full Construction Award of TAP with PE of \$15,032 and Construction of \$100,210
- Total Project Cost of \$144,053

RP1704 – Route MM Road Relocation, Railroad Grade Separation, and Corridor Scoping

- Add MM pedestrian underpass to project managed by MoDOT
- Full Award of \$241,488 in CRP funding for Construction

PE-Only Awards

EN2401 – Trail of Tears Connector

- Trail through Trail of Tears Park to Cloverdale and sidewalk on 4th/Elm from Cloverdale to Farm Road 131
- PE-Only Award of \$38,133 in TAP
- Construction Award of \$284,718 in TAP conditional upon PE meeting Reasonable Progress
- Total Project Cost of \$403,564

EN2403 – Cheyenne Road Multi-Use Path

- Construction of multi-use path along Cheyenne from Summit Elementary to North and along North from Cheyenne to Cheyenne Valley Road
- PE-Only Award of \$102,057 in TAP
- Construction Award of \$150,533 in TAP conditional upon PE meeting Reasonable Progress
- Total Project Cost of \$880,238

EN2411 – Sherman Parkway Link

- Construct the Link as pedestrian and bike path along Sherman Parkway from Jordan Valley Park to Chestnut Expressway
- PE-Only Award of \$61,295 in CRP
- Construction Award of \$408,635 in CRP conditional upon Reasonable Progress Compliance
- Total Project Cost of \$587,413

EN2412 – Mount Vernon and Miller Sidewalks

- Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield
- PE-Only Award of \$130,385 in TAP
- Construction Award of \$869,236 in TAP conditional upon Reasonable Progress Compliance
- Total Project Cost of \$1,249,526

EN2413 – South Creek Greenway from Fremont to Glenstone

- Construct pedestrian pathway along Sunset from Fremont to Glenstone
- PE-Only Award of \$96,641 in CRP
- Construction Award of \$644,270 in CRP conditional upon Reasonable Progress compliance
- Total Project Cost of \$926,139

Other Considerations

EN2010 – Shuyler Creek Trail

- \$1,078,749 in TAP Awarded for Construction
- Conditional upon ROW acquired by 8/1/2023 and ready to advertise for bid by 9/1/2023
- Total Project Cost of \$2,654,771

EN2406 – Ozark Downtown Pedestrian Improvements

- Construct and rehabilitate sidewalks in downtown Ozark along 2nd and Robertson
- Construction-Only Award of TAP for \$266,165 pending reasonable progress compliance
- Total Project Cost of \$362,412

Finley River Trail Extension

- Construct trail under Jackson, from the Finley River to 9th Street and from Jackson to Finley Farms
- Construction-Only Award of CRP for \$193,684 conditional upon Reasonable Progress Compliance
- Total Project Cost of \$242,105

EN2408 – Garrison Springs Trailhead

- Trailhead with parking for the Garrison Springs Trail
- Construction-Only Award estimated at \$48,000 (pending budget revision) in TAP conditional upon Reasonable Progress compliance
- Total Project Cost estimated at \$70,321

EN2409 – Kali Springs Trail

- Construct trail through Kali Springs
- Confirming eligibility
- PE-Only Award of TAP for \$14,963
- Construction Award of \$113,290 in TAP
- Total Project Cost of \$160,316

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.E.

Draft FY 2024-2028 Statewide Transportation Improvement Program

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 2024-2028 STIP will be adopted at the July 12, 2023 Missouri Highways and Transportation Commission meeting. Included for member information is the 2024-2028 Scoping and Design Projects and the 2024-2028 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.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the draft OTO 2024-2027 Transportation Improvement Program.

The entire draft STIP can be viewed on MoDOT's website, which includes a link to provide comments:
<https://www.modot.org/DRAFTSTIP>

In addition to resurfacing and bridge repair and maintenance activities, the following projects resulting from the OTO STIP Prioritization Process are included:

- MO14 widening from 6th to 14th
- CC Widening from US65 to Fremont in Ozark
- CC/22nd Intersection Improvements in Ozark
- Roundabout at Main and CC in Nixa
- 65/CC/J Ramp Improvements
- 125 Roundabout/Intersection Improvements in Strafford
- 13/44 interchange Improvements- Phase I
- 13 (Kansas) widening from Grand to Sunshine
- Roundabouts at 266/AB and 266/B
- I-44- Six lanes and pavement rebuild from US65 to 13
- ITS on Chestnut
- US60 Improvements from 65 to NN/J
- US 60 Improvements from James River Freeway to CR 103
- J turn at 65/Bluegrass Road
- MM- Relocation and RR Bridge
- MM- Add lanes from I-44 to James River Freeway
- I-44/MM Signals at Ramps
- ADA/Safety Improvements to Glenstone, Sunshine, Kearney, and Chestnut
- Various Signal Replacements

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make a motion considering endorsement of the FY 2024-2028 Statewide Transportation Improvement Program.

DRAFT

Section 3 – Scoping and Design Projects

DRAFT

Projects in Section 3 shaded in gray represent probable removal with the repeal of SB262, subject to further review during the STIP process with planning partners.

2024 - 2028 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2023	7/2024
						Prog	6/2024	6/2028
County:	CHRISTIAN	Scoping for roadway improvements on South Street from 14th Avenue to Rte. W in Ozark.						
Route:	MO 14	Adv. CN	200	State :	50	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	24	State :	6	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	24	State :	6	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	24	State :	6	Local :	0	
Job No.:	8S0736	Anticipated Federal Funds : STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for capital improvements from Rte. 160 to Main Street in Nixa.						
Route:	RT CC	Adv. CN	24	State :	6	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	360	State :	40	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	9	State :	1	Local :	0	
Job No.:	8I3134	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for bridge improvement over I-44 in Strafford. Project involves bridge A5400.						
Route:	MO 125	Federal	24	State :	6	Local :	0	
Job No.:	SU0174	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		

2024 - 2028 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2023	7/2024
						Prog	6/2024	6/2028
County:	GREENE	Scoping for capital improvements on Kansas Expressway from Grand 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 Grand Street.						
Route:	MO 13	Federal	200	State :	50	Local :	0	
Job No.:	8S3253	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44.						
Route:	MO 13	Federal	200	State :	50	Local :	0	
Job No.:	8P3252	Anticipated Federal Funds : NHPP				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for safety improvements from 0.3 mile north of Richland Road to Radio Lane in Springfield.						
Route:	MO 13	Federal	99	State :	11	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. P (Main Street) in Republic.						
Route:	MO 413	Federal	120	State :	30	Local :	0	
Job No.:	8S3159	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000		
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	24	State :	6	Local :	0	
Job No.:	8S3250	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.						
Route:	RT D	Federal	120	State :	30	Local :	0	
Job No.:	SU0167	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.						
Route:	RT FF	Adv. CN	200	State :	50	Local :	0	
Job No.:	SU0004	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000		

2024 - 2028 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2023	7/2024
						Prog	6/2024	6/2028
County:	GREENE	Scoping for intersection improvements at Weaver Road in Battlefield.						
Route:	RT FF	Federal	120	State :	30	Local :	0	
Job No.:	SU0189	Anticipated Federal Funds : STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.						
Route:	RT MM	Adv. CN	480	State :	120	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	320	State :	80	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	80	State :	20	Local :	0	
Job No.:	SU0043	Anticipated Federal Funds : STBG				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.						
Route:	RT ZZ	Adv. CN	80	State :	20	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	8	State :	2	Local :	0	
Job No.:	8P3033	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for capital improvements from Highland Springs Boulevard to Rte. 125.						
Route:	US 60	Federal	200	State :	50	Local :	0	
Job No.:	8P0683F	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000		
County:	GREENE	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.						
Route:	US 60	Federal	12	State :	3	Local :	0	
Job No.:	8P0865	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		

2024 - 2028 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2023	7/2024
						Prog	6/2024	6/2028
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	200	State :	50	Local :	0	
Job No.:	8P3032	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000		
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	12	State :	3	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	72	State :	18	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	10	State :	2	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	48	State :	12	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	104	State :	26	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 :	60	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	16	State :	4	Local :	0	
Job No.:	8P3065	Anticipated Federal Funds : STBG				Future Cost : 1,001 - 2,000		

2024 - 2028 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2023	7/2024
						Prog	6/2024	6/2028
County:	VARIOUS	Scoping for bridge improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	200	State :	50	Local :	0	
Job No.:	8P3067	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	10	State :	2	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	270	State :	30	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	200	State :	50	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	200	State :	50	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	200	State :	50	Local :	0	
Job No.:	SU0009	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	120	State :	30	Local :	0	
Job No.:	SU0188	Anticipated Federal Funds : STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for sign truss inspections on various routes in the urban Southwest District.						
Route:	VARIOUS	Federal	200	State :	50	Local :	0	
Job No.:	SU0191	Anticipated Federal Funds : NHPP				Future Cost : 0		

2024 - 2028 Scoping and Design Projects

STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
Prior	7/2023	7/2024
Prog	6/2024	6/2028

County:	VARIOUS	Scoping for retaining wall inspections on various routes in the urban Southwest District.				
Route:	VARIOUS	Federal	200	State :	50	Local : 0
Job No.:	SU0192	Anticipated Federal Funds : NHPP			Future Cost : 0	

DRAFT

2024 - 2028 Scoping and Design Projects

SOUTHWEST

Project Count : 41

	2024	2025	2026	2027	2028
State:	337	309	307	222	185
AC State:	324	324	324	136	136
Local:	0	0	0	0	0
Sub total:	661	633	631	358	321

Federal

Sub-total Federal:	1,070	968	960	735	637
Grand Total:	1,731	1,601	1,591	1,093	958

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2024 - 2028 Scoping and Design Projects

SOUTHWEST

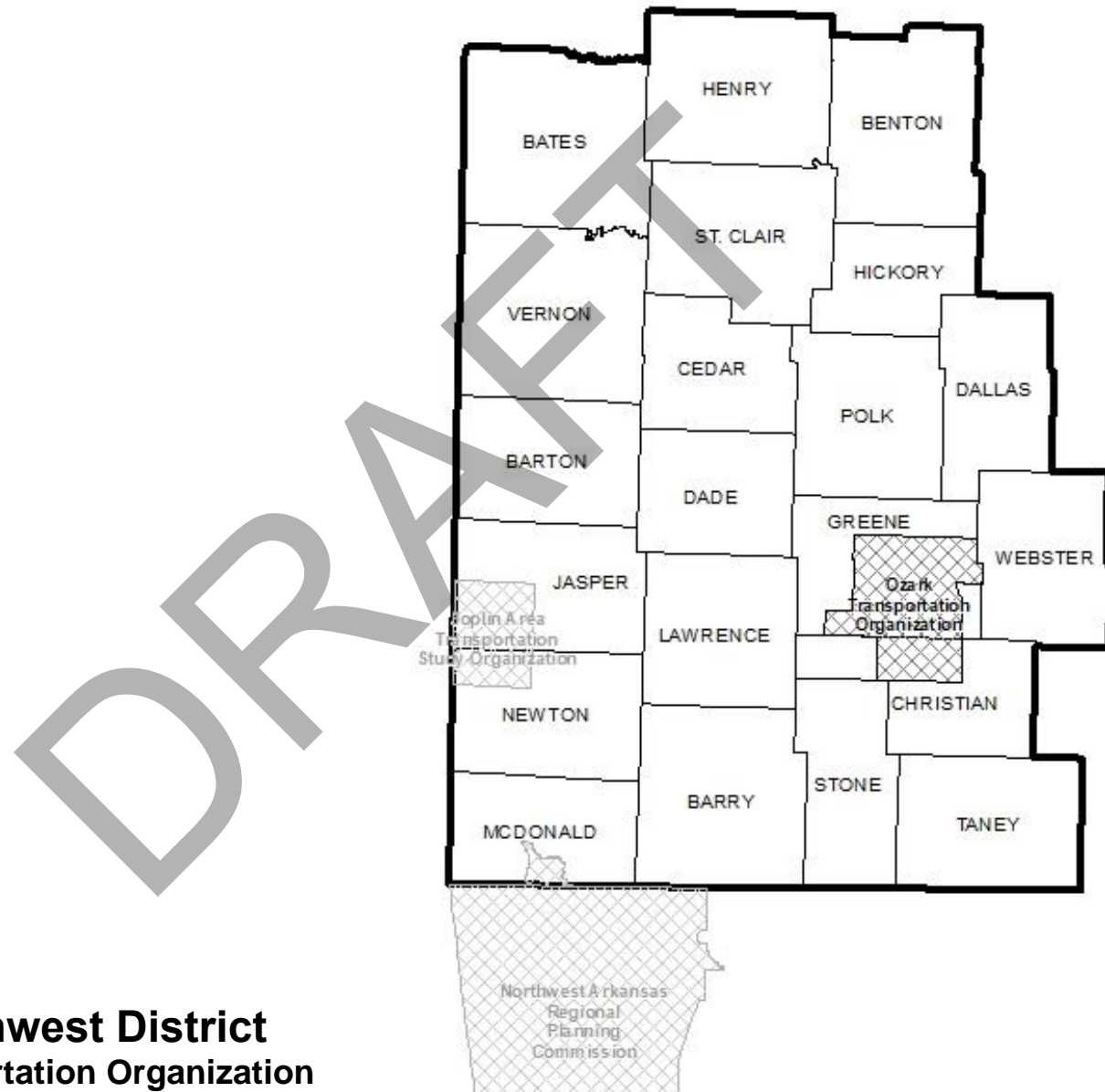
Project Count : 114

	2024	2025	2026	2027	2028
State:	742	815	530	350	243
AC State:	729	562	524	224	224
Local:	0	0	0	0	0
Sub total:	1,471	1,377	1,054	574	467

Federal

Sub-total Federal:	2,378	2,706	1,619	1,111	794
Grand Total:	3,849	4,083	2,673	1,685	1,261

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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

2024-2028 Highway and Bridge Construction Schedule						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior	7/2023	7/2024	7/2025	7/2026	7/2027	
						Prog.	6/2024	6/2025	6/2026	6/2027	6/2028	
County:	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX					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	99	0	0	
MPO:	TIP No.:					Payback:	0	99	0	0	0	

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Projects in Section 4 shaded in gray represent probable removal with the repeal of SB262, subject to further review during the STIP process with planning partners.

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule							STATE FISCAL YEAR PROJECT BUDGETING									
							Prior	7/2023	7/2024	7/2025	7/2026	7/2027				
							Prog	6/2024	6/2025	6/2026	6/2027	6/2028				
County:	CHRISTIAN	Add safety signage 0.1 mile north of Lindenlure Drive.					Engineering:	1	8	11	0	0	0			
Route:	MO 125	Federal:	40	State :	4	Local :	0	Estimated Total:	45	R/W:	0	0	0	0	0	
Project No.:	SU0103	Anticipated Federal Funds : SAFETY					Award Date :	2025	Construction:	0	0	25	0	0	0	
Length:	0.13	Let With : SR0097 SR0099					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :					Payback:	0	0	0	0	0	0	0	0	
County:	CHRISTIAN	Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.					Engineering:	50	50	100	139	403	0			
Route:	MO 14	Adv. CN:	5,409	State :	1,352	Local :	0	Estimated Total:	6,811	R/W:	0	0	0	1,947	0	0
Project No.:	8P0583B	Anticipated Federal Funds : AC-STBG					Award Date :	2027	Construction:	0	0	0	0	4,122	0	
Length:	0.51	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. : OK2201					Payback:	0	0	0	0	0	0	0	0	
County:	CHRISTIAN	Capital improvements from Fremont Road to 22nd Street in Ozark. Design, right of way acquisition and utility relocation by Ozark. \$2,021,449 Cost Share, \$2,128,397 STBG-Urban and \$532,099 Ozark funds.					Engineering:	110	20	484	0	0	0	0		
Route:	RT CC	Adv. CN:	4,411	State :	571	Local :	532	Estimated Total:	5,624	R/W:	0	0	0	0	0	0
Project No.:	8S0736D	Anticipated Federal Funds : AC-STBG					Award Date :	2025	Construction:	0	0	5,010	0	0	0	0
Length:	0.80	Let With :					Future Cost :	0	FFOS:	0	0	2,660	0	0	0	0
MPO:	Y	Tip No. : OK2102-20A					Payback:	0	0	0	0	0	0	0	0	0
County:	CHRISTIAN	Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.					Engineering:	150	495	608	0	0	0	0		
Route:	RT CC	Adv. CN:	3,258	State :	815	Local :	0	Estimated Total:	4,223	R/W:	0	368	0	0	0	0
Project No.:	8S0736E	Anticipated Federal Funds : AC-STBG					Award Date :	2024	Construction:	0	0	2,602	0	0	0	0
Length:	0.18	Let With : 8S3245					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : OK2202-22					Payback:	0	0	0	0	0	0	0	0	0
County:	CHRISTIAN	Add roundabout at Main Street in Nixa.					Engineering:	255	527	0	0	0	0	0		
Route:	RT CC	Adv. CN:	3,175	State :	794	Local :	0	Estimated Total:	4,224	R/W:	0	100	0	0	0	0
Project No.:	8S0736F	Anticipated Federal Funds : AC-STBG					Award Date :	6/2024	Construction:	0	3,342	0	0	0	0	0
Length:	0.22	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : NX2202-22					Payback:	0	0	0	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2023	7/2024	7/2025	7/2026	7/2027
							Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	CHRISTIAN	Payment to Ozark for design, right-of-way and utility relocations for capital improvements from Fremont Road to 22nd Street. \$825,768 Cost Share funds.				Engineering:	10	5	5	0	0	0
Route:	RT CC	Adv. CN: 668	State : 167	Local : 0	Estimated Total: 845	R/W:	0	0	0	0	0	0
Project No.:	8S0736H	Anticipated Federal Funds : AC-STBG			Award Date : 2025	Construction:	0	418	407	0	0	0
Length:	0.80	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y Tip No. :					Payback:	0	0	0	0	0	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:	4	62	117	0	0	0
Route:	RT J	Federal: 731	State : 183	Local : 0	Estimated Total: 918	R/W:	0	0	0	0	0	0
Project No.:	8S3245	Anticipated Federal Funds : NHPP			Award Date : 2024	Construction:	0	0	735	0	0	0
Length:	0.06	Let With : 8S0736E			Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y Tip No. : OK2203-22					Payback:	0	0	0	0	0	0
County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.				Engineering:	2	2	4	15	0	0
Route:	RT W	Adv. CN: 120	State : 30	Local : 0	Estimated Total: 152	R/W:	0	0	0	0	0	0
Project No.:	SU0012	Anticipated Federal Funds : AC-STBG			Award Date : 2025	Construction:	0	0	0	129	0	0
Length:	1.01	Let With : SR0038 SR0039 SR0041			Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y Tip No. :					Payback:	0	0	0	0	0	0
County:	GREENE	Add roundabouts at I-44 ramps and at Chestnut Street, add signal at Rte. OO and add turn lane from Washington Ave. to Rte. OO in Strafford.				Engineering:	650	310	602	0	0	0
Route:	MO 125	Adv. CN: 6,515	State : 1,629	Local : 0	Estimated Total: 8,794	R/W:	0	190	0	0	0	0
Project No.:	8S3238	Anticipated Federal Funds : AC-STBG			Award Date : 2025	Construction:	0	0	7,042	0	0	0
Length:	1.10	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y Tip No. : ST2201-22					Payback:	0	0	0	0	0	0
County:	GREENE	Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.				Engineering:	264	489	873	0	0	0
Route:	CRD 127	Federal: 4,045	State : 1,011	Local : 0	Estimated Total: 5,320	R/W:	0	25	0	0	0	0
Project No.:	8S3156	Anticipated Federal Funds : NHPP			Award Date : 2025	Construction:	0	0	3,669	0	0	0
Length:	0.07	Let With : 8I3044C 8I3225			Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y Tip No. : SP1911-19A					Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule							STATE FISCAL YEAR PROJECT BUDGETING							
							Prior	7/2023	7/2024	7/2025	7/2026	7/2027		
							Prog	6/2024	6/2025	6/2026	6/2027	6/2028		
County:	GREENE	Interchange improvements at I-44 in Springfield.					Engineering:	500	500	500	584	3,720	0	
Route:	MO 13	Federal:	29,714	State :	7,428	Local : 0	Estimated Total: 37,642	R/W:	0	0	0	5,381	0	0
Project No.:	SU0079	Anticipated Federal Funds : NHPP					Award Date : 2027	Construction:	0	0	0	0	26,457	0
Length:	0.20	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	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield. Project involves bridge A3259.					Engineering:	40	40	300	300	310	1,178	
Route:	MO 13	Federal:	9,394	State :	2,348	Local : 0	Estimated Total: 11,782	R/W:	0	0	0	0	31	0
Project No.:	SU0093	Anticipated Federal Funds : NHPP					Award Date : 2028	Construction:	0	0	0	0	0	9,583
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	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:	10	24	50	275	0	0	
Route:	US 160	Federal:	1,737	State :	434	Local : 0	Estimated Total: 2,181	R/W:	0	0	0	0	0	0
Project No.:	SU0051	Anticipated Federal Funds : NHPP					Award Date : 2026	Construction:	0	0	0	1,822	0	0
Length:	0.25	Let With :					Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2304-23					Payback:	0	0	0	0	0	0	0
County:	GREENE	Add roundabout at Rte. AB and at Rte. B west of Springfield.					Engineering:	300	35	477	0	0	0	
Route:	MO 266	Adv. CN:	2,922	State :	731	Local : 0	Estimated Total: 3,953	R/W:	0	68	0	0	0	0
Project No.:	SU0080	Anticipated Federal Funds : AC-STBG					Award Date : 2025	Construction:	0	0	3,073	0	0	0
Length:	0.10	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	Pavement resurfacing from I-44 to Rte. 60 in Springfield. Project involves bridge A5843.					Engineering:	9	2	2	2	154	0	
Route:	MO 360	Federal:	603	State :	151	Local : 0	Estimated Total: 763	R/W:	0	0	0	0	0	0
Project No.:	SU0014	Anticipated Federal Funds : NHPP					Award Date : 2027	Construction:	0	0	0	0	594	0
Length:	3.68	Let With :					Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :					Payback:	0	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2023	7/2024	7/2025	7/2026	7/2027
						Prog	6/2024	6/2025	6/2026	6/2027	6/2028
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:	892	705	0	0	0
Route:	MO 413	Federal:	4,511	State :	1,128	Local :	0	Estimated Total:	6,869		
Project No.:	8S3157	Anticipated Federal Funds : NHPP				R/W:	338	0	0	0	0
Length:	0.61	Let With :				Construction:	0	4,934	0	0	0
MPO:	Y Tip No. : SP1908-19A	Future Cost : 0				FFOS:	0	0	0	0	0
						Payback:	0	0	0	0	0
County:	GREENE	Add lanes from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.				Engineering:	504	1,825	2,599	0	0
Route:	IS 44	Federal:	17,672	State :	1,964	Local :	0	Estimated Total:	20,140		
Project No.:	8I3044C	Anticipated Federal Funds : NHPP				R/W:	0	0	0	0	0
Length:	2.08	Let With : 8I3225 8S3156				Construction:	0	0	15,212	0	0
MPO:	Y Tip No. : SP2203	Future Cost : 0				FFOS:	0	0	0	0	0
						Payback:	0	0	0	0	0
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 and add high friction surface treatment on the westbound lanes in Strafford.				Engineering:	123	331	1,393	0	0
Route:	IS 44	Federal:	11,102	State :	1,233	Local :	0	Estimated Total:	12,458		
Project No.:	8I3225	Anticipated Federal Funds : NHPP				R/W:	0	0	0	0	0
Length:	15.52	Let With : 8I3044C 8S3156				Construction:	0	0	10,611	0	0
MPO:	Y Tip No. : GR2201	Future Cost : 0				FFOS:	0	0	0	0	0
						Payback:	0	0	0	0	0
County:	GREENE	Job Order Contracting for pavement repair in the urban Southwest District.				Engineering:	0	90	0	0	0
Route:	IS 44	Adv. CN:	441	State :	49	Local :	0	Estimated Total:	490		
Project No.:	8I3232	Anticipated Federal Funds : AC-NHPP				R/W:	0	0	0	0	0
Length:	37.26	Let With :				Construction:	0	400	0	0	0
MPO:	Y Tip No. : MO2401	Future Cost : 0				FFOS:	0	0	0	0	0
						Payback:	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:	2	8	51	0	0
Route:	IS 44	Federal:	457	State :	51	Local :	0	Estimated Total:	510		
Project No.:	SU0013	Anticipated Federal Funds : NHPP				R/W:	0	0	0	0	0
Length:	1.54	Let With :				Construction:	0	0	449	0	0
MPO:	Y Tip No. : ST2301-23	Future Cost : 0				FFOS:	0	0	0	0	0
						Payback:	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING							
								Prior	7/2023	7/2024	7/2025	7/2026	7/2027		
								Prog	6/2024	6/2025	6/2026	6/2027	6/2028		
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:	800	1,779	2,000	6,930	0	0		
Route:	IS 44	Federal:	17,484	State :	28,000	Local :	0	Estimated Total:	46,284	R/W:	0	0	0	0	0
Project No.:	SU0076	Anticipated Federal Funds : NHPP					Award Date :	2026	Construction:	0	0	0	34,775	0	0
Length:	2.65	Let With :					Future Cost :	0	FFOS:	0	0	0	28,000	0	0
MPO:	Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Sound abatement at various locations from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.					Engineering:	150	50	50	115	557	0		
Route:	IS 44	Federal:	4,220	State :	469	Local :	0	Estimated Total:	4,839	R/W:	0	0	0	57	0
Project No.:	SU0114	Anticipated Federal Funds : NHPP					Award Date :	2027	Construction:	0	0	0	0	3,860	0
Length:	4.74	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Striping upgrades from 0.1 mile east of Rte. 360 to 2 miles east of Rte. 125 in Strafford, on Rte. 65 from I-44 to Rte. 60 and on Rte. 13 from Rte. WW to I-44.					Engineering:	0	72	0	0	0	0		
Route:	IS 44	Federal:	400	State :	44	Local :	0	Estimated Total:	444	R/W:	0	0	0	0	0
Project No.:	SU0203	Anticipated Federal Funds : SAFETY					Award Date :	1/2024	Construction:	0	372	0	0	0	0
Length:	37.22	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.					Engineering:	140	180	0	0	0	0		
Route:	IS 44	Federal:	4,111	State :	457	Local :	0	Estimated Total:	4,708	R/W:	0	0	0	0	0
Project No.:	SU0146	Anticipated Federal Funds : NHPP					Award Date :	11/2023	Construction:	0	4,388	0	0	0	0
Length:	1.37	Let With : 7I3010					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue, Boonville Avenue and Eastgate Avenue and intersection and signal upgrades at U.S. 65 in Springfield.					Engineering:	413	211	0	0	0	0		
Route:	LP 44	Federal:	1,302	State :	145	Local :	0	Estimated Total:	1,860	R/W:	0	150	0	0	0
Project No.:	8P3144	Anticipated Federal Funds : SAFETY					Award Date :	5/2024	Construction:	0	1,086	0	0	0	0
Length:	9.21	Let With : 8P3192 8S3166 8S3167 8S3171 8S3224					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1812-22A							Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule										STATE FISCAL YEAR PROJECT BUDGETING						
										Prior	7/2023	7/2024	7/2025	7/2026	7/2027	
										Prog	6/2024	6/2025	6/2026	6/2027	6/2028	
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, Rte. M in Nixa and Rte. OO in Strafford.					Engineering:	397	1,273	0	0	0	0			
Route:	LP 44	Adv. CN:	3,088	State :	772	Local :	0	Estimated Total:	4,272	R/W:	15	0	0	0	0	0
Project No.:	8P3192	Anticipated Federal Funds : AC-STBG					Construction:	0	2,587	0	0	0	0	0		
Length:	50.91	Let With : 8P3144 8S3166 8S3167 8S3171 8S3224					FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : EN2002-20A	Future Cost : 0					Payback:	0	0	0	0	0	0		
County:	GREENE	Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Rte. 13 (Kansas Expressway).					Engineering:	11	75	0	0	0	0			
Route:	LP 44	Federal:	532	State :	133	Local :	0	Estimated Total:	676	R/W:	0	0	0	0	0	
Project No.:	8S3166	Anticipated Federal Funds : NHPP					Construction:	0	590	0	0	0	0			
Length:	1.10	Let With : 8P3144 8P3192 8S3167 8S3171 8S3224					FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP2013-20	Future Cost : 0					Payback:	0	0	0	0	0			
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:	31	154	0	0	0	0			
Route:	LP 44	Federal:	1,145	State :	286	Local :	0	Estimated Total:	1,462	R/W:	0	0	0	0	0	
Project No.:	8S3167	Anticipated Federal Funds : NHPP					Construction:	0	1,277	0	0	0	0			
Length:	3.42	Let With : 8P3144 8P3192 8S3166 8S3171 8S3224					FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP2002-20	Future Cost : 0					Payback:	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:	51	312	0	0	0	0			
Route:	LP 44	Federal:	2,238	State :	559	Local :	0	Estimated Total:	2,848	R/W:	0	0	0	0	0	
Project No.:	8S3224	Anticipated Federal Funds : NHPP					Construction:	0	2,485	0	0	0	0			
Length:	5.16	Let With : 8P3144 8P3192 8S3166 8S3167 8S3171					FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP2206-22	Future Cost : 0					Payback:	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:	15	123	0	0	0	0			
Route:	LP 44	Federal:	430	State :	108	Local :	0	Estimated Total:	553	R/W:	0	0	0	0	0	
Project No.:	SU0088	Anticipated Federal Funds : NHPP					Construction:	0	415	0	0	0	0			
Length:	2.08	Let With :					FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. :	Future Cost : 0					Payback:	0	0	0	0	0			

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2023	7/2024	7/2025	7/2026	7/2027
										Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	Capital improvements from Rte. 65 to Rtes. NN and J.					Engineering:	451	500	500	200	272	3,185		
Route:	US 60	Federal:	22,974	State :	5,743	Local :	0	Estimated Total:	29,168	R/W:	0	0	0	626	0
Project No.:	8P0683G	Anticipated Federal Funds : NHPP					Award Date :	2028	Construction:	0	0	0	0	0	23,434
Length:	1.43	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	GR140318A1					Payback:	0	0	0	0	0	0	0
County:	GREENE	Add high friction surface treatment on Rte. 60, Rte. 13 and Rte. 65 in Springfield, on Rte. NN and Rte. 125 in Christian County and pavement resurfacing on Rte. 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.					Engineering:	66	385	0	0	0	0	0	0
Route:	US 60	Federal:	2,415	State :	268	Local :	0	Estimated Total:	2,749	R/W:	0	0	0	0	0
Project No.:	SU0058	Anticipated Federal Funds : SAFETY					Award Date :	1/2024	Construction:	0	2,298	0	0	0	0
Length:	1.75	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	MO2309-23					Payback:	0	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:	50	500	800	800	947	0		
Route:	US 60	Federal:	14,278	State :	3,570	Local :	0	Estimated Total:	17,898	R/W:	0	0	0	2,623	0
Project No.:	SU0078	Anticipated Federal Funds : NHPP					Award Date :	2026	Construction:	0	0	0	0	12,178	0
Length:	1.06	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	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.					Engineering:	236	661	0	0	0	0	0	0
Route:	BU 65	Federal:	1,546	State :	386	Local :	0	Estimated Total:	2,168	R/W:	0	10	0	0	0
Project No.:	8S3171	Anticipated Federal Funds : STBG					Award Date :	5/2024	Construction:	0	1,261	0	0	0	0
Length:	1.66	Let With : 8P3144 8P3192 8S3166 8S3167 8S3224					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	EN2007-20					Payback:	0	0	0	0	0	0	0
County:	GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.					Engineering:	977	5	5	5	100	382		
Route:	BU 65	Federal:	1,776	State :	444	Local :	0	Estimated Total:	3,197	R/W:	0	0	0	0	5
Project No.:	SU0003	Anticipated Federal Funds : NHPP					Award Date :	2028	Construction:	0	0	0	0	0	1,718
Length:	8.10	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP2218-22A					Payback:	0	0	0	0	0	0	0

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							Prior	7/2023	7/2024	7/2025	7/2026	7/2027			
							Prog	6/2024	6/2025	6/2026	6/2027	6/2028			
County:	GREENE	Bridge replacement on Eastgate Avenue over BNSF Railway in Springfield. Project involves bridge W0574.					Engineering:	276	107	459	0	0	0		
Route:	E OR 65	Federal:	2,844	State :	711	Local :	0	Estimated Total:	3,831	R/W:	0	271	0	0	0
Project No.:	8S3158	Anticipated Federal Funds : NHPP					Award Date :	2025	Construction:	0	0	2,718	0	0	0
Length:	0.02	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP1910-19A					Payback:	0	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitations 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:	23	152	0	0	0	0	0	
Route:	US 65	Federal:	1,215	State :	304	Local :	0	Estimated Total:	1,542	R/W:	0	0	0	0	0
Project No.:	8I3246	Anticipated Federal Funds : NHPP					Award Date :	2/2024	Construction:	0	1,367	0	0	0	0
Length:	0.22	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	MO2206					Payback:	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:	32	257	0	0	0	0	0	
Route:	US 65	Federal:	1,777	State :	444	Local :	0	Estimated Total:	2,253	R/W:	0	0	0	0	0
Project No.:	8P3164	Anticipated Federal Funds : NHPP					Award Date :	10/2023	Construction:	0	1,964	0	0	0	0
Length:	6.59	Let With : 7P3393					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	GR2003-20					Payback:	0	0	0	0	0	0	0
County:	GREENE	Bridge deck sealing over County Rd. 197, James River and Rte. 60 (James River Freeway), Bus. 65 (Glenstone Ave.) and National Ave. over James River Freeway in Springfield and Rte. MM over Rte. 360 in Republic. Involves bridges A3360, A7550, A2072, A4175, A4177 and A5907.					Engineering:	60	502	0	0	0	0	0	
Route:	US 65	Federal:	2,803	State :	701	Local :	0	Estimated Total:	3,564	R/W:	0	0	0	0	0
Project No.:	SU0046	Anticipated Federal Funds : NHPP					Award Date :	1/2024	Construction:	0	3,002	0	0	0	0
Length:	0.29	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	MO2306-23					Payback:	0	0	0	0	0	0	0
County:	GREENE	Add J-turn at Bluegrass Road (County Road 94). \$840,000 Open Container funds.					Engineering:	100	670	0	0	0	0	0	
Route:	US 65	Federal:	2,953	State :	328	Local :	0	Estimated Total:	3,381	R/W:	0	28	0	0	0
Project No.:	SU0101	Anticipated Federal Funds : SAFETY					Award Date :	4/2024	Construction:	0	2,583	0	0	0	0
Length:	0.19	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :						Payback:	0	0	0	0	0	0	0

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						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2023	7/2024	7/2025	7/2026	7/2027
						Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).				Engineering:	19	71	0	0	0
Route:	MO 744	Federal:	621	State :	155	Local :	0	Estimated Total:	795	R/W:	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 SU0085				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : SP1708				Payback:	0	0	0	0	0
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 in Springfield and on Rte. 60 at Rte. MM in Republic.				Engineering:	653	15	591	0	0
Route:	MO 744	Adv. CN:	2,560	State :	640	Local :	0	Estimated Total:	3,853	R/W:	0
Project No.:	8P3236	Anticipated Federal Funds : AC-STBG				Construction:	0	0	2,582	0	0
Length:	0.18	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2209-22				Payback:	0	0	0	0	0
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. MM in Battlefield and on Rte. CC at Cheyenne Rd in Christian County.				Engineering:	20	10	150	170	556
Route:	MO 744	Adv. CN:	2,764	State :	691	Local :	0	Estimated Total:	3,475	R/W:	0
Project No.:	8P3237	Anticipated Federal Funds : AC-STBG				Construction:	0	0	0	0	2,555
Length:	0.14	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2210-22				Payback:	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:	580	377	0	0	0
Route:	MO 744	Adv. CN:	1,756	State :	439	Local :	0	Estimated Total:	2,879	R/W:	104
Project No.:	8S3149	Anticipated Federal Funds : AC-STBG				Construction:	0	1,818	0	0	0
Length:	2.69	Let With : 8P3050C 8S3162 8S3169 8S3172 8S3190 SR0127 SU0085				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : EN1901-19				Payback:	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:	38	147	0	0	0
Route:	MO 744	Federal:	1,286	State :	322	Local :	0	Estimated Total:	1,646	R/W:	0
Project No.:	8S3162	Anticipated Federal Funds : NHPP				Construction:	0	1,461	0	0	0
Length:	4.66	Let With : 8P3050C 8S3149 8S3169 8S3172 8S3190 SR0127 SU0085				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : GR2004-20				Payback:	0	0	0	0	0

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						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2023	7/2024	7/2025	7/2026	7/2027
						Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.				Engineering:	24	80	0	0	0
Route:	MO 744	Adv. CN:	707	State :	177	Local :	0	Estimated Total:	908	R/W:	0
Project No.:	8S3169	Anticipated Federal Funds : AC-STBG				Award Date :	7/2023	Construction:	0	804	0
Length:	3.73	Let With : 8P3050C 8S3149 8S3162 8S3172 8S3190 SR0127 SU0085				Future Cost :	0	FFOS:	0	0	0
MPO:	Y	Tip No. :	SP2006-20				Payback:	0	0	0	0
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:	435	316	0	0	0
Route:	MO 744	Adv. CN:	1,425	State :	356	Local :	0	Estimated Total:	2,266	R/W:	50
Project No.:	8S3172	Anticipated Federal Funds : AC-STBG				Award Date :	7/2023	Construction:	0	1,465	0
Length:	2.44	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3190 SR0127 SU0085				Future Cost :	0	FFOS:	0	0	0
MPO:	Y	Tip No. :	EN2005-20				Payback:	0	0	0	0
County:	GREENE	Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.				Engineering:	355	355	0	0	0
Route:	MO 744	Federal:	1,532	State :	383	Local :	0	Estimated Total:	2,272	R/W:	2
Project No.:	SU0085	Anticipated Federal Funds : NHPP				Award Date :	7/2023	Construction:	0	1,560	0
Length:	9.05	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3172 8S3190 SR0127				Future Cost :	0	FFOS:	0	0	0
MPO:	Y	Tip No. :	SP2307				Payback:	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:	487	387	0	0	0
Route:	MO 744	Adv. CN:	1,544	State :	386	Local :	0	Estimated Total:	2,524	R/W:	107
Project No.:	8S3190	Anticipated Federal Funds : AC-STBG				Award Date :	7/2023	Construction:	0	1,543	0
Length:	1.94	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3172 SR0127 SU0085				Future Cost :	0	FFOS:	0	0	0
MPO:	Y	Tip No. :	EN2006-20				Payback:	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford.				Engineering:	8	42	0	0	0
Route:	RT C	Adv. CN:	307	State :	77	Local :	0	Estimated Total:	392	R/W:	0
Project No.:	8S3226	Anticipated Federal Funds : AC-STBG				Award Date :	10/2023	Construction:	0	342	0
Length:	3.67	Let With : 8S3227 8S3228				Future Cost :	0	FFOS:	0	0	0
MPO:	Y	Tip No. :	GR2202-22				Payback:	0	0	0	0

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										Prior	7/2023	7/2024	7/2025	7/2026	7/2027
										Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.						Engineering:	70	2	174	0	0	0	
Route:	RT D	Federal:	1,577	State :	394	Local :	0	Estimated Total:	2,041	R/W:	0	0	0	0	0
Project No.:	8S0745	Anticipated Federal Funds : NHPP						Construction:	0	0	1,795	0	0	0	0
Length:	2.62	Let With : 8S3133 8S3153 8S3211 8S3215						FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1906-19							Payback:	0	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:	393	204	387	0	0	0	0
Route:	RT D	Federal:	2,326	State :	581	Local :	0	Estimated Total:	3,300	R/W:	0	253	0	0	0
Project No.:	8S3133	Anticipated Federal Funds : NHPP						Construction:	0	0	2,063	0	0	0	0
Length:	4.53	Let With : 8S0745 8S3153 8S3211 8S3215						FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1802-22A							Payback:	0	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.						Engineering:	350	539	691	0	0	0	0
Route:	RT D	Adv. CN:	3,067	State :	767	Local :	0	Estimated Total:	4,184	R/W:	0	53	0	0	0
Project No.:	8S3153	Anticipated Federal Funds : AC-STBG						Construction:	0	0	2,551	0	0	0	0
Length:	2.56	Let With : 8S0745 8S3133 8S3211 8S3215						FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1413-19							Payback:	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.						Engineering:	24	16	183	0	0	0	0
Route:	RT D	Adv. CN:	1,365	State :	341	Local :	0	Estimated Total:	1,730	R/W:	0	0	0	0	0
Project No.:	8S3215	Anticipated Federal Funds : AC-STBG						Construction:	0	0	1,507	0	0	0	0
Length:	5.55	Let With : 8S0745 8S3133 8S3153 8S3211						FFOS:	0	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2203							Payback:	0	0	0	0	0	0
County:	GREENE	Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.						Engineering:	0	10	10	10	60	110	0
Route:	RT D	Federal:	1,026	State :	256	Local :	0	Estimated Total:	1,282	R/W:	0	0	0	12	0
Project No.:	SU0148	Anticipated Federal Funds : NHPP						Construction:	0	0	0	0	0	1,070	0
Length:	0.03	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	7/2023	7/2024	7/2025	7/2026	7/2027
						Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.				Engineering:	8	32	0	0	0
Route:	RT DD	Adv. CN: 233	State : 58	Local : 0	Estimated Total: 299	R/W:	0	0	0	0	0
Project No.:	8S3228	Anticipated Federal Funds : AC-STBG Award Date : 10/2023				Construction:	0	259	0	0	0
Length:	2.75	Let With : 8S3226 8S3227 Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : GR2204-22					Payback:	0	0	0	0	0
County:	GREENE	Bridge improvement over I-44 in Springfield. Project involves bridge A0713.				Engineering:	30	9	10	20	175
Route:	RT EE	Federal: 1,192	State : 298	Local : 0	Estimated Total: 1,520	R/W:	0	0	0	0	0
Project No.:	SU0066	Anticipated Federal Funds : NHPP Award Date : 2027				Construction:	0	0	0	0	1,276
Length:	0.10	Let With : Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. :					Payback:	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Weaver Road in Battlefield to end of route at Haseltine Road.				Engineering:	2	2	7	53	0
Route:	RT FF	Adv. CN: 442	State : 111	Local : 0	Estimated Total: 555	R/W:	0	0	0	0	0
Project No.:	SU0018	Anticipated Federal Funds : AC-STBG Award Date : 2025				Construction:	0	0	0	491	0
Length:	3.06	Let With : Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : BA2301-23					Payback:	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.				Engineering:	11	4	68	0	0
Route:	RT J	Adv. CN: 539	State : 135	Local : 0	Estimated Total: 685	R/W:	0	0	0	0	0
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG Award Date : 2025				Construction:	0	0	602	0	0
Length:	5.50	Let With : 8S0745 8S3133 8S3153 8S3215 Future Cost : 0				FFOS:	0	0	0	0	0
MPO:	Y Tip No. : GR2205-22					Payback:	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 \$4,673,000 Republic funds.				Engineering:	408	332	329	0	0
Route:	RT MM	Adv. CN: 8,912	State : 0	Local : 4,673	Estimated Total: 13,993	R/W:	0	568	0	0	0
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG Award Date : 2024				Construction:	0	0	12,356	0	0
Length:	1.51	Let With : Future Cost : 0				FFOS:	0	0	6,969	0	0
MPO:	Y Tip No. : RP1703-22A					Payback:	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule							STATE FISCAL YEAR PROJECT BUDGETING									
							Prior	7/2023	7/2024	7/2025	7/2026	7/2027				
							Prog	6/2024	6/2025	6/2026	6/2027	6/2028				
County:	GREENE	Relocate Brookline Avenue, add railroad grade separation and sidewalks from County Road 160 to Rte. 60 in Republic. \$564,000 Open Container.					Engineering:	1,600	724	3,299	0	0	0			
Route:	RT MM	Federal:	23,892	State :	5,973	Local :	0	Estimated Total:	31,465	R/W:	0	3,536	0	0	0	0
Project No.:	8S0836D	Anticipated Federal Funds : STBG					Construction:	0	0	22,306	0	0	0	0		
Length:	0.15	Let With :					FFOS:	0	0	0	0	0	0			
MPO:	Y Tip No. : RP1704-20A	Future Cost : 0					Payback:	0	0	0	0	0	0			
County:	GREENE	Add signals at ramps and reconfigure lanes at I-44.					Engineering:	80	183	0	0	0	0			
Route:	RT MM	Adv. CN:	1,055	State :	264	Local :	0	Estimated Total:	1,399	R/W:	0	674	0	0	0	0
Project No.:	8S3239	Anticipated Federal Funds : AC-STBG					Construction:	0	462	0	0	0	0	0		
Length:	0.12	Let With :					FFOS:	0	0	0	0	0	0			
MPO:	Y Tip No. : RP2201-22	Future Cost : 0					Payback:	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:	118	154	0	0	0	0			
Route:	CST REPUBLIC ST	Federal:	855	State :	214	Local :	0	Estimated Total:	1,189	R/W:	2	0	0	0	0	0
Project No.:	8S3240	Anticipated Federal Funds : NHPP					Construction:	0	915	0	0	0	0	0		
Length:	0.08	Let With :					FFOS:	0	0	0	0	0	0			
MPO:	Y Tip No. : SP2211-22	Future Cost : 0					Payback:	0	0	0	0	0	0			
County:	GREENE	Pavement resurfacing and add shoulders from Rte. 13 to Rte. H.					Engineering:	22	81	0	0	0	0			
Route:	RT WW	Adv. CN:	605	State :	151	Local :	0	Estimated Total:	778	R/W:	0	0	0	0	0	0
Project No.:	8S3227	Anticipated Federal Funds : AC-STBG					Construction:	0	675	0	0	0	0	0		
Length:	3.52	Let With : 8S3226 8S3228					FFOS:	0	0	0	0	0	0			
MPO:	Y Tip No. : GR2207-22	Future Cost : 0					Payback:	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			
Route:	VARIOUS	Federal:	0	State :	1,460	Local :	0	Estimated Total:	5,213	R/W:	7	0	0	0	0	0
Project No.:	5B0800X	Anticipated Federal Funds : STATE					Construction:	0	0	0	0	0	0	0		
Length:	0.00	Let With :					FFOS:	7	0	0	0	0	0			
MPO:	Y Tip No. : MO1105	Future Cost : 1,001 - 2,000					Payback:	3,746	292	292	292	292	292			

2024 - 2028 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2023	7/2024	7/2025	7/2026	7/2027
						Prog	6/2024	6/2025	6/2026	6/2027	6/2028
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	Estimated Total:	220		
Project No.:	8I3230	Anticipated Federal Funds : SAFETY				Construction:	0	220	0	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2404				Payback:	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.				Engineering:	0	50	0	0	0
Route:	VARIOUS	Adv. CN:	203	State :	51	Local :	0	Estimated Total:	254		
Project No.:	8P3234	Anticipated Federal Funds : AC-STBG				Construction:	0	204	0	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2213-22				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:	768	State :	192	Local :	0	Estimated Total:	960		
Project No.:	8Q3231	Anticipated Federal Funds : AC-STBG				Construction:	0	960	0	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2402-22				Payback:	0	0	0	0	0
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	15	0	0
Route:	VARIOUS	Federal:	212	State :	23	Local :	0	Estimated Total:	235		
Project No.:	SU0068	Anticipated Federal Funds : SAFETY				Construction:	0	0	220	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2501				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:	765	State :	191	Local :	0	Estimated Total:	956		
Project No.:	SU0070	Anticipated Federal Funds : AC-STBG				Construction:	0	0	956	0	0
Length:	0.00	Let With :				FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2502				Payback:	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

2024 - 2028 Highway and Bridge Construction Schedule										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2023	7/2024	7/2025	7/2026	7/2027
										Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.					Engineering:	4	4	308	0	0	0		
Route:	VARIOUS	Adv. CN:	1,559	State :	390	Local :	0	Estimated Total:	1,953	R/W:	0	0	0	0	0
Project No.:	SU0072	Anticipated Federal Funds : AC-STBG					Award Date :	2025	Construction:	0	0	1,637	0	0	0
Length:	0.00	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2307					Payback:	0	0	0	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.					Engineering:	15	122	0	0	0	0	0	
Route:	VARIOUS	Adv. CN:	587	State :	147	Local :	0	Estimated Total:	749	R/W:	0	0	0	0	0
Project No.:	SU0118	Anticipated Federal Funds : AC-STBG					Award Date :	1/2024	Construction:	0	612	0	0	0	0
Length:	0.00	Let With :					Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2308					Payback:	0	0	0	0	0	0	0	0

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2024 - 2028 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028
FFOS:	7	0	9,629	28,000	0	0
Total RW:	625	6,306	0	10,022	674	0
Total Construction:	0	48,774	100,128	37,217	51,042	35,805
Paybacks:	3,746	292	292	292	292	292
Sub-Total:	4,371	55,372	100,420	47,531	52,008	36,097
Total Engineering:	13,909	17,764	18,212	9,618	7,254	4,855
Grand Total:	18,280	73,136	118,632	57,149	59,262	40,952

TMA : Y

Project Count : 72

	2024	2025	2026	2027	2028
State:	13,147	17,625	31,305	11,644	8,424
AC State:	18,707	33,810	2,366	6,109	0
Local:	0	5,205	0	0	0
Sub total:	31,854	56,640	33,671	17,753	8,424

Federal

Sub-total Federal:	41,282	61,992	23,478	41,509	32,528
Grand Total:	73,136	118,632	57,149	59,262	40,952

2024 - 2028 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028
FFOS:	566	6,330	25,196	28,000	0	413
Total RW:	900	10,392	3,283	17,294	2,426	0
Total Construction:	2,063	209,162	260,398	145,962	132,167	80,850
Paybacks:	77,960	9,252	8,060	8,060	8,060	8,060
Sub-Total:	80,923	228,806	271,741	171,316	142,653	88,910
Total Engineering:	43,674	54,155	49,160	27,797	18,731	9,675
Grand Total:	124,597	282,961	320,901	199,113	161,384	98,585

	2024	2025	2026	2027	2028
State:	54,778	57,011	65,325	36,210	26,033
AC State:	61,882	77,538	41,978	25,739	0
Local:	3,630	7,715	0	0	0
Sub total:	120,290	142,264	107,303	61,949	26,033

Federal

Sub-total Federal:	162,671	178,637	91,810	99,435	72,552
Grand Total:	282,961	320,901	199,113	161,384	98,585

Project Count : 243

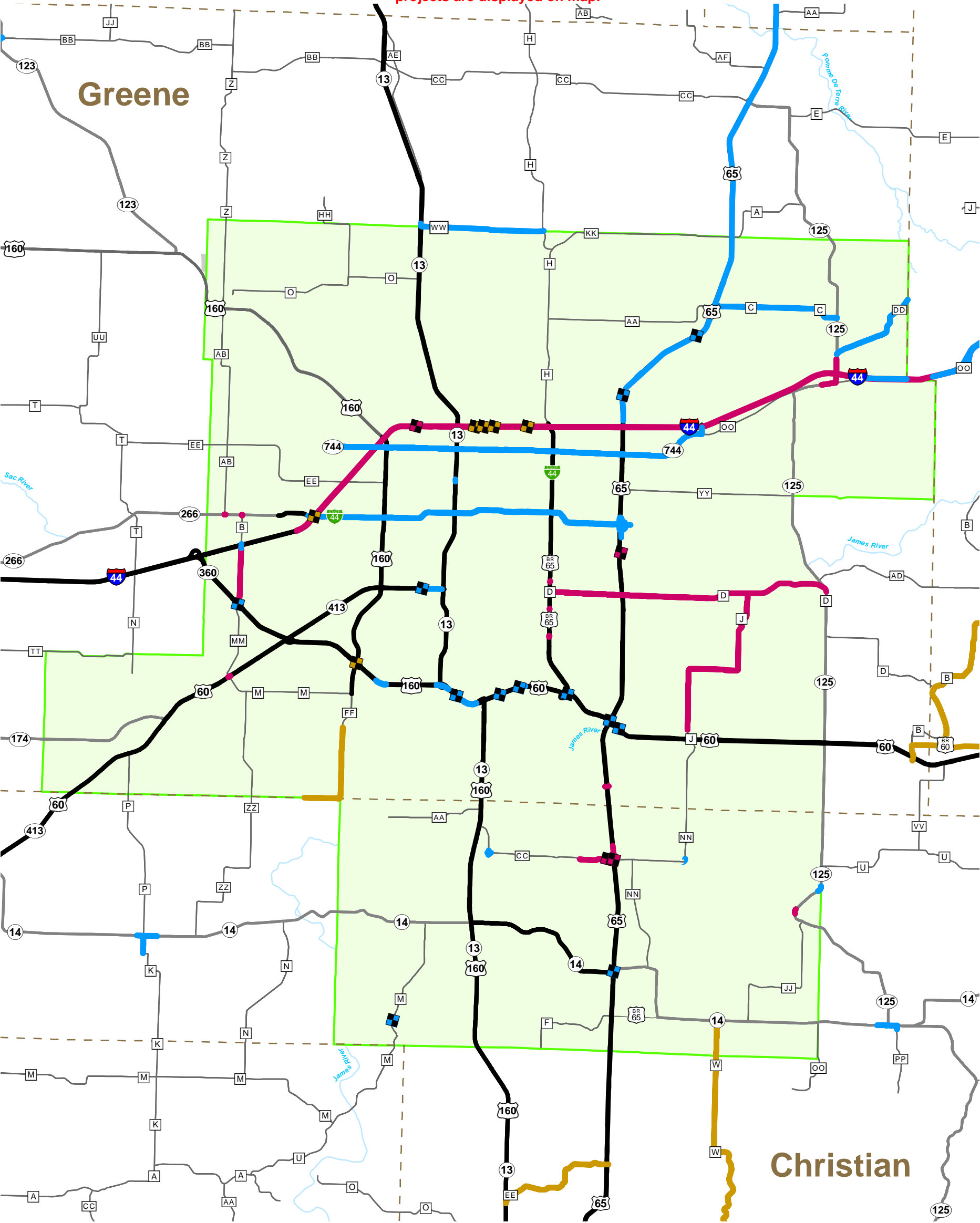
Statewide Transportation Improvement Program

2024-2028

Southwest District-Ozarks Transportation Organization

Highway and Bridge Construction Projects

Only SFY 2024-2026
projects are displayed on map.



State Fiscal Year

(July 1-June 30)

2024

2025

2026

Urban Areas

Missouri Major Roads

Bridge

Bridge

Bridge

Metropolitan Planning Org

Note: Bridge projects are displayed first. Other project overlaps will follow the order shown in the legend.

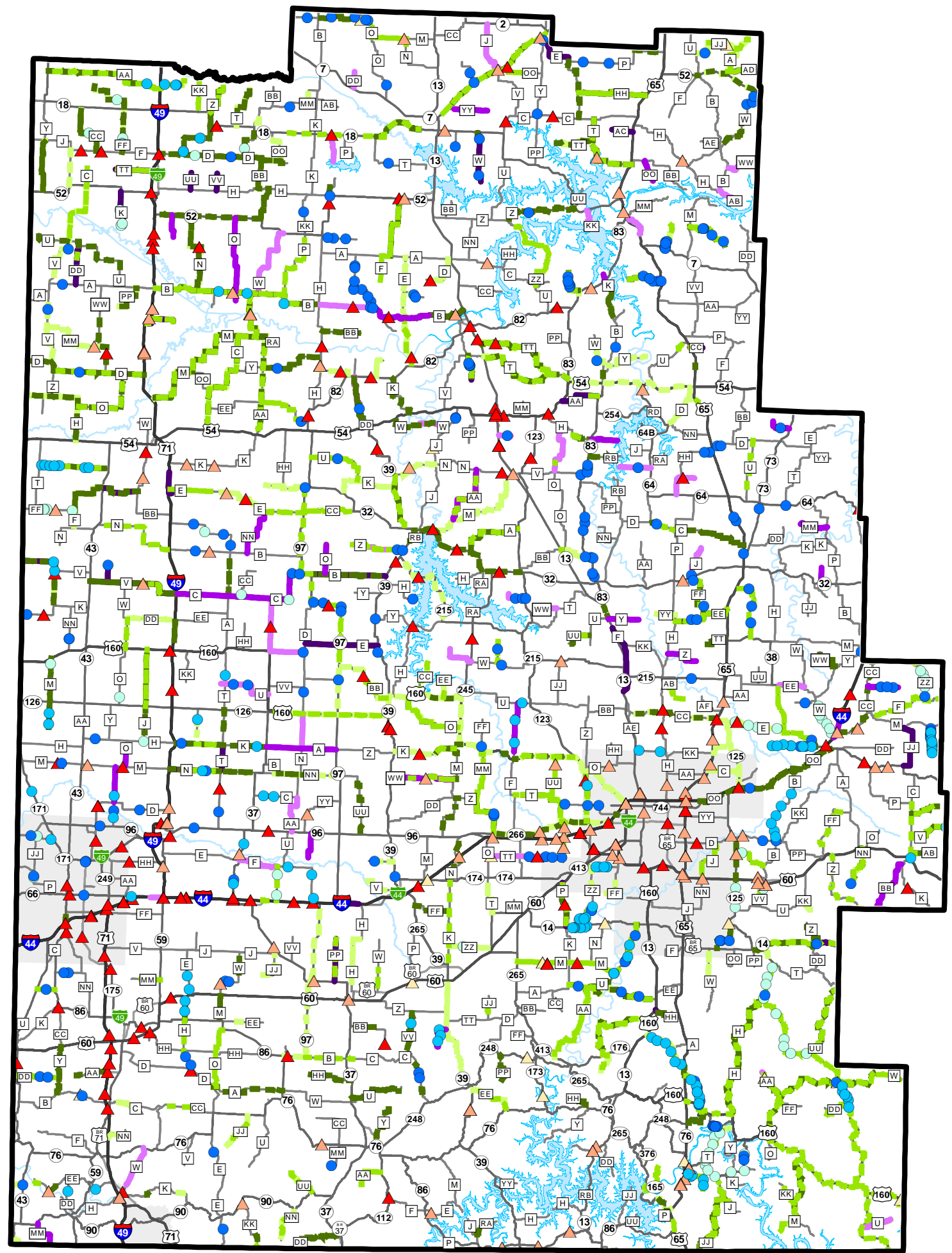
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0 1 2 4 Miles



Maintenance Operations Pavement and Bridge Work Plan Calendar Year 2023-2025



TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.F.

Draft FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FY 2024-2027 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>.

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 18, 2023. Any comments will be provided to the Board of Directors for consideration. The draft document is currently under review by MoDOT and USDOT.

TIP SUBCOMMITTEE ACTION TAKEN:

At its meeting on June 6, 2023, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2024-2027 Transportation Improvement Program, with the understanding additional projects would be included upon scoring of OTO discretionary funding.

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 2024-2027 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 9

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.G.

2025-2029 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 2025-2029 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 2023 – OTO staff **Score Projects**
- July through August 2023 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- September through December 2023 – OTO Approval of **STIP Priorities**
- January through March 2024 – MoDOT updates on proposed project programming
- March through May 2024 – OTO **TIP Programming** of STIP Projects
- May 2024 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2024 – OTO Board requested to **Endorse the STIP**
- July 2024 – 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.”

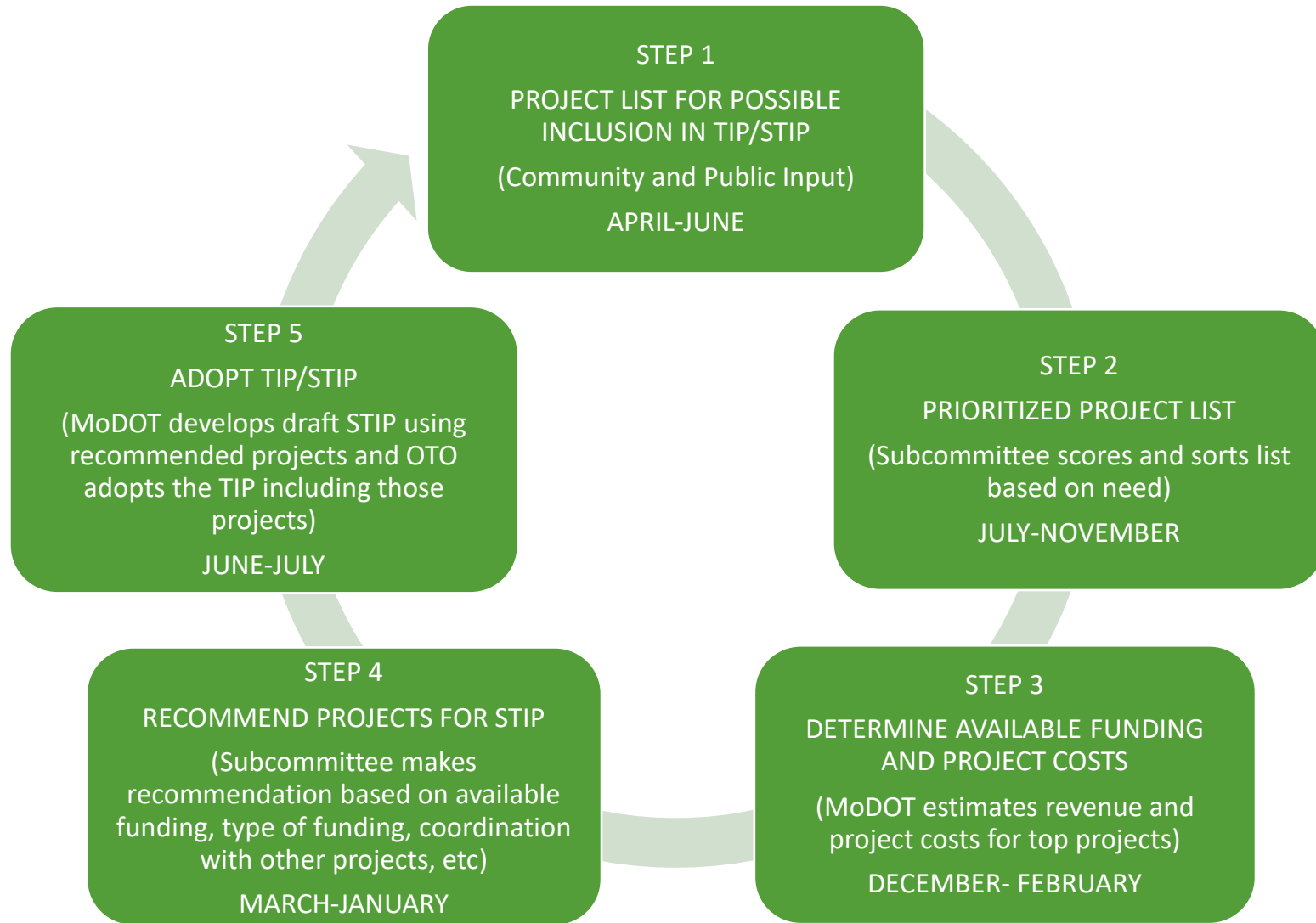
OR

“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 2025-2029 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 Areas

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2016 – 2020 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

Projects with selections that have a higher percentage of minorities than the OTO area as a whole = 2 points

Project selections that have a higher percentage below the poverty level than the OTO area as a whole = 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 10

TECHNICAL PLANNING COMMITTEE AGENDA 6/21/2023; ITEM II.H.

FY 2025-2029 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 2025-2029 Draft STIP Prioritization Project List.

Roadway	Project Description
BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements
Campbell (South) & Plainview	(Public Comment)
Campbell/JRF/Republic Rd	(Public Comment)
Chestnut Expwy	Kansas to National (City of Springfield)
Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan
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/ped safety
Hwy 13 & FR 94	Add J-turn at FR 94.
Hwy 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
Hwy 60 & FR 189	New Interchange
Hwy 65/Division	Interchange (Public Comment)
I-244	Interstate Loop
I-44	Pavement rebuild at various locations from Rte. 13 (Kansas Expressway) to Rte. 65
I-44	I-44 Auxilliary lanes from Glenstone to Kansas Expwy with Ped Underpass
I-44	Widen to six lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)
I-44	Auxiliary lanes from Rte. H (Glenstone) to Rte. 65
I-44	Auxiliary lanes from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone)
I-44	Auxiliary lanes from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway)
I-44	Capacity/Operational Improvements from 125 to 65
I-44	Widen to six lanes from Rte. 65 to Rte. 125
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)
I-44	Widen to six lanes from Rte. 360 to Rte. MM
I-44	Widen to six lanes from Rte. MM to Loop 44 (Chestnut Expressway)
I-44 & Rte MM	Phase II interchange improvements at Route MM
I-44/Mulroy	Interchange improvements
I-44/US 160	Ramp improvements
I-44/US 65	Phase II interchange improvements at Rte. 65
Kansas Expwy	Context Sensitive Improvements Division to Evergreen
Kansas Expwy	Context sensitive solution Chestnut to Grand
Kansas Expwy	Context sensitive solution Battlefield to Sunshine
Kansas Expwy	Capacity, Safety, and Operational improvements Norton to OTO boundary
Kansas Expwy	Context sensitive solution Chestnut to Division
Kansas Expwy & Sunshine	Capacity improvements at intersection extending south of Sunshine (City of Springfield)
Kansas Expwy/Mt. Vernon	Change from permitted/permitted-protected to protected /MoDOT SW Safety Plan
Le Compte Rd/Rte YY	Intersection improvements
LP 44	Intersection improvements at Glenstone Ave. and Dale Street
LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
Main/FR 168	Four way stop/Flashing light
MO 13	Intersection improvements at Kansas Expressway and Division Street
MO 13 (Kansas Expressway)	Safety, operational improvements, and pedestrian connectivity from I-44 to Grand

Roadway	Project Description
MO 13 (Kansas Expressway)	Widen to six lanes from Mt. Vernon Street to Grand Street
MO 13 (Kansas Expressway)	Intersection improvements at Route 413 (Sunshine St.)
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Sunshine Street to Battlefield Road
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Grand Street to Sunshine Street
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Battlefield Road to Rte. 60 (James River Freeway)
MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
MO 13 (Kansas Expressway)/I-44	Phase II interchange improvements at Interstate 44 - WB Ramp
MO 13 at CST Bolivar Rd	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
MO 413 - JRF to West Bypass	Six Lane
MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan
MO 744	Kearney Street Phase II Safety and Intersection Improvements
MO 744	Intersection improvements at National Avenue
Plainview & FR 141	(Public Comment)
RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from e/o I-44 to Route 160 (West Bypass)
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
Rte 125	Safety Improvements FR 84 to OTO North Boundary
Rte 125 N. of JJ	Improve curve delineation (e.g., add or improve signage, pavement markings, etc. in response to curve-related crashes)/MoDOT SW Safety Plan
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
Rte 125/Rte D	intersection improvements
Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
Rte 125/YY	Intersection Improvements
Rte 14	NN to 3rd Bridge widening
Rte 14	Capacity and Safety Improvements 14th Street to W
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
Rte 14	Nicholas to OTO Western Limits
Rte 14	Capacity and Safety Improvements W to JJ
Rte 14 & 32nd	(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/Boston Ave	Intersection Improvements

Roadway	Project Description
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	Railroad grade separation
Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266
Rte AB	Add shoulders, realign curves, add turn lanes from Route 160 to Route B
Rte AB	Safety Improvements from Rte 160 to EE in Willard
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	Capacity and Safety Improvements Main to Cheyenne
Rte CC	Widening and intersection improvements at various locations from Main Street to Fremont Road
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
Rte CC	Widening from US 160 to Main MoDOT
Rte CC	Extension from Main to 160
Rte CC & Fremont	(Public Comment)
Rte CC & Old Castle	(Public Comment/City of Nixa)
Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan
Rte EE	Safety improvements I-44 to Airport Blvd
Rte EE & Willard S. Elementary	(Public Comment)
Rte FF	Capacity Improvements through Battlefield
Rte FF & Republic Rd	Six lane intersection (MoDOT)/Ped Crossing
Rte FF & US 60	(Public Comment)
Rte FF/ Weaver	Intersection Improvements
Rte H	Widen from FR 94 to north of Valley Water Mill Road
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	Intersection improvements
Rte MM Corridor (US 60 to I-44)	(Public Comment)
Rte MM/MO 360	Bridge Widening at MO 360 interchange
Rte MM/Sawyer	Intersection Improvements
Rte NN	Realign curve south of Route 60
Rte NN	Capacity and Safety Improvements Weaver to Jackson
Rte NN	Capacity and Safety Improvements J to Pheasant
Rte NN/FR 194	Intersection improvements

Roadway	Project Description
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 P	Widen Main Street from Route 60 to FR 194
Rte P	Center turn lane from US 60 to Lombardy
Rte P/Miller Ave	Intersection Improvements
Rte YY	Intersection improvements at FR 193
Rte ZZ	Extension from M to 60 new intersection
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	Capacity Improvements from Plainview to AA
US 160	Six lane from CC to 14
US 160	Six-Lane from AA to CC
US 160	Safety and Capacity 14 to OTO Southern Boundary
US 160	Safety and operational improvements from Rte. 14 to the Finely River
US 160	Widening from Jackson to Hwy 123
US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
US 160 (West Bypass)	Add signals and turn lanes at various locations on West Bypass from LP44 (Chestnut Exp) to Route 60 (James River Fwy.)
US 160 (West Bypass)	Intersection improvements at Battlefield Road
US 160/ FR146	Intersection Improvements
US 160/Chestnut Expwy	Intersection improvements
US 160/FR 123	Intersection Improvements
US 60	Safety and Capacity Improvements- MM to Rte 174
US 60	Various intersections from Hines Street to Bailey Ave.
US 60	Intersection Improvements from Main to JRF
US 60	Widen to six lanes from Bailey Ave./FR 170 to new Route MM/ZZ
US 60	Intersection improvements at Bailey Avenue
US 60	Widen to six lanes from Rte. 174 to Bailey Ave./FR 170
US 60	ITS from Route 65 to Route 125 (Rural project to extend from Rte. 125 to Rte. VV in Rogersville)
US 60	Intersection improvements at FR 107 and FR 107 grade crossing closure
US 60	Upgrade to freeway from Routes NN/J to west of Route 125
US 60	Various intersections from Rte. P (Main St.) to Hines Street
US 60	Intersection improvements at relocated Route MM/FR103
US 60	Capacity and Safety Improvements west of Republic
US 60	JRF- Capacity Improvements Kansas to West Bypass
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
US 60 & Hamilton	(Public Comment)
US 60 (James River Freeway)	Northbound ramp improvement at Route 65
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
US 60/Kansas Expwy	Interchange improvements
US 60/National Ave	Interchange/Operational improvements

Roadway	Project Description
US 60/US 65	Phase II interchange improvements at Rte. 65
US 65	Longview Interchange
US 65	Interchange improvements and bridge replacements at Business 65 (Chestnut Expressway)
US 65/Chestnut Expwy	DDI operation w/ increasing development
US 65/CRD 94	Install J-Turn, Offset left improvements already installed/MoDOT SW Safety Plan
US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks)
US 65/Rte AA	Intersection Improvements
WB I-44 at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan

TAB 11

ECONOMY & GROWTH

Missouri legislature approves \$28 million for improvements to I-44 in Springfield

Bipartisan push from Springfield legislators comes while much of Missouri focuses on pricier statewide work on I-70



by Jack McGee
May 9, 2023



I-44 at the Kansas Expressway interchange at 5 p.m. on March 25, 2022. (Photo by Bruce Stidham, Stidz Media)

A stretch of Interstate 44 and adjacent intersections in Springfield are set to get a \$28 million makeover, pending Gov. Mike Parson's stamp of approval on the Missouri budget.

Inside the **largest budget in state history** at \$51 billion, which includes nearly \$3 billion for improvements to Interstate 70, a group of legislators in Greene County worked to secure funding for I-44.

“This was something that we needed to get done eventually and we’re sitting on a surplus of money that probably won’t be there in years to come,” Rep. Betsy Fogle, D-Springfield, told the Springfield Daily Citizen. “And I think it was a smart way for us to make sure that we’re leaving lasting impacts with those dollars in a fiscally responsible way.”

Much of the nearly five-mile stretch of I-44 that would receive a facelift under the budget headed to Parson’s desk is within House District 135, which Fogle represents.

Representatives Stephanie Hein, D-Springfield, and Bill Owen, R-Springfield, Fogle’s House Budget Committee colleagues and neighbors to the north and south of District 135, were equally supportive of the funding. The I-44 money later survived the Senate Appropriations Committee, chaired by Sen. Lincoln Hough, R-Springfield.

New bridges, flyover ramp, a tunnel and more lanes

While there has already been a plan in the works to **widen I-44 between Kansas Expressway and Highway 65** to six lanes, \$28 million from the state government is meant to reduce congestion and make I-44 safer in Springfield.

In the quarter-mile stretch of the Kansas Expressway bridge over I-44, in all directions, there were 260 crashes, 90 of which resulted in injury and two in deaths during the five year period prior to the COVID-19 pandemic, according to the Missouri State Highway Patrol.

According to Fogle and Owen, the state funding would give the Missouri Department of Transportation the means to:

- Build a flyover from southbound Kansas Expressway (also known as Highway 13) onto eastbound I-44
- Add a tunnel for Norton Road under Kansas Expressway
- Expand the ramp for westbound I-44 traffic onto Kansas Expressway
- Remove the existing diverging diamond on Kansas Expressway over I-44, which was the first such interchange in the United States
- Expand and restore the bridges over National Avenue, Grant Avenue and Broadway Avenue
- Repave the existing lanes on I-44 between Kansas Expressway and Highway 65

Work on expanding the 4.7 mile stretch of I-44 to six lanes, which has already received funding from other sources, has been held up because of the needed improvements to the bridges, according to Owen.

“This was really the linchpin that’s allowing us to move forward not only on the intersection, but with the six lanes between 13 and 65,” Owen said. “The comment was made to me by a MoDOT official, that if we can get the \$28 million to do this all at one time, that it might even speed up the project when we do it.”



I-44 at the Kansas Expressway interchange at 5 p.m. on March 25, 2022. (Photo by Bruce Stidham, Stidz Media)

Springfield legislators insist ‘Life does exist below I-70’

Owen stressed how I-44, especially at the interchange at Kansas Expressway, is a vital artery not just for commuter traffic, but for tourism from Branson to Kansas City.

“None of that stretch of I-44 is in my district, but it doesn’t matter,” Owen said. “It’s a regional thing, it’s regionally important. It’s important to Branson, it’s important to Bolivar. I was stunned how many people, when I started working on that intersection, were contacting me from Polk County.”

In addition to commuters and tourists, I-44 and U.S. Highway 60 both have the highest freight demand of any corridor in the state, more than I-70, according to the **MoDOT Freight Rail Plan** from 2022.

“The difference is staggering,” Owen said.

Hein said during a House committee meeting, she reminded her fellow legislators that “life does exist below I-70,” and that the improvements to I-44 were necessary to help transform Springfield into a logistics hub.

“For me, if we’re going to put money into I-70, it was really important for me that we not lose sight of I-44,” Hein said. “Early in the budget process, this project came to light and it addresses one of the more dangerous intersections I think that we have in our city.

“And if you’re traveling in from Kansas City, or if you’re traveling in from St. Louis or into Joplin, you’re going to be impacted by what happens on I-44. So for me, it was an incredibly important project to help get across the finish line.”

However, I-44 isn’t receiving nearly as much funding as I-70, in part because I-44 is still awaiting a statewide environmental impact study. That’s where an additional \$20 million is coming in, and is also included in the budget bill waiting for Parson’s approval.

On top of the \$28 million in improvements to the I-44 area in Springfield, which Owen said was possible because a lot of environmental work has already been done in Springfield, the budget would allot an additional \$20 million to conduct a study of the entirety of I-44 in Missouri, from the Oklahoma state line to the Mississippi River.

In a press release, Hough said the budget items will help improve major arteries around the state, including I-44, prepare for “future road work and expansions.”

Fogle commended the bipartisanship between Owen and Hough, both Republicans, and Hein and herself, both Democrats, in order to include the interstate project on the budget.

“It was a wonderful opportunity to show how Springfield collaborates across the aisle to bring things home for our constituents,” Fogle said.

Parson is slated to make a decision on the budget bill this week, as the legislative session is scheduled to come to a close May 12. Until the \$28 million is approved, the timeline on I-44 improvements is uncertain.



I-44 at the Kansas Expressway interchange at 5 p.m. on March 25, 2022. (Photo by Bruce Stidham, Stidz Media)



Jack McGee

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June 15, 2023

11:54 am » FTA Plans to Beef up Transit Worker Protections

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

Could “happiness” become a Key Performance Indicator or KPI tracked by state departments of transportation very soon?

[Above photo by the Minnesota DOT]

Dr. Yingling Fan, professor of urban and regional planning at the University of Minnesota’s Humphrey School of Public Affairs, believes it is inevitable that state DOTs across the country will eventually benchmark “happiness of the people” for whom they build infrastructure as a KPI, right up there with on-time, on-budget, and safety metrics.

“Traditionally in transportation, it’s always been about getting you from Point A to Point B quicker,” Dr. Fan explained in an interview with the ETAP Newsletter, which is published by the American Association of State Highway and Transportation Officials.

"And when you over-emphasize efficiency, you kind of minimize the human experience," the professor added. "So, I would say happiness should be a new performance measure for our transportation systems where we can maximize the human experience."

Dr. Fan has tested this idea with a pilot program in Minneapolis-St. Paul, where she developed a Transportation Happiness Map (<https://maps.umn.edu/transportation-happiness/>). A GPS-based mobile application captured commuters' routes and their transportation modes (car, bus, bike, rail, or walking). After the commute, they were asked which emotions they experienced on the trip, including happy, meaningful, painted, sad, tired, or stressed.



Photo by Minnesota DOT

The study concluded that people commuting along a scenic riverside route were the happiest with their commute, while bicycling won out as the happiest mode of transport.



Photo by the Minnesota DOT.

Traditionally, biking and walking have been considered "inferior modes" by transportation officials because they are slower means of travel, Dr. Fan said. But that type of analysis does not factor that "the biking and the walking are happier than the driving."

"We know that our built environment can affect our emotions," Dr. Fan explained. "So, from an urban planner and a transportation engineer perspective, I feel like there is a responsibility for us to understand the impact of our infrastructure on people's emotions."

Dr. Fan pointed out that public transit agencies routinely measure its customers' levels of satisfaction, which Fan argues is really a measure of how happy the service makes the customer. "They don't call it happiness, but it's a pretty close concept, right?"

Dr. Fan has found a willing partner in the Minnesota Department of Transportation (<https://www.dot.state.mn.us/index.html>), where Nissa Tupper is the director of transportation and public health planning. Although Tupper did not participate in the happiness map project, she did appear in a documentary (https://vimeo.com/732542898?embedded=true&source=vimeo_logo&owner=3559602) about Dr. Fan's work and is an enthusiastic supporter of the research.

"I think that focus on emotional experience is new for most of us in transportation," Tupper said. "We talk about levels of service and modes, but people talk about picking up their kids from daycare and not driving over potholes,"

It may take some convincing to get some state DOTs to measure something as subjective as people's happiness, but Tupper said the research is showing "a lot of promise" and should be taken seriously.



Photo by Minnesota DOT

"Yes, we need measures to understand how we're doing," Tupper said. "We also need the flexibility not to quantify everything all the time."

Dr. Fan believes the research she and others are doing on happiness eventually could be incorporated into the National Environmental Policy Act or NEPA process.

"If you look at the current shifts in the transportation industry, previously, we didn't even count the pedestrian traffic as traffic," Dr. Fan said. "Now, there is this movement, this momentum, to recognize the benefits of those greener transportation modes, and I hope that happiness could be one of the benefits associated with it."

042823 ([HTTPS://AASHTOJOURNAL.ORG/TAG/042823/](https://aashtojournal.org/tag/042823/))

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Slicker cities

*More e-scooters and bicycles on our streets mean lower carbon emissions and better last-mile connections, but with them come new traffic management and safety challenges, as **David Smith** discovers*

Illustration by Kiki Ljung/Folio Art

Micromobility is in the middle of a massive boom in popularity, with e-scooters and rental bicycles becoming ubiquitous in cities worldwide. These new forms of transportation are often incentivized by governments and embraced by citizens, but nevertheless need careful management as they compete for road space with traditional modes, and add to the growing ranks of vulnerable road users (VRUs)

Over half of road fatalities worldwide are among VRUs (basically any road user not protected inside a metal box, which includes pedestrians). Figures from the UK's Department for Transport (DfT) released last year show car occupants account for 44% of road fatalities, whereas for VRUs it is 50%. When calculated in terms of distance, there was a gulf, however. There were two car deaths per billion passenger miles, compared with 113 deaths for motorcyclists, and 26 apiece for pedestrians and cyclists.

Eyes on the road

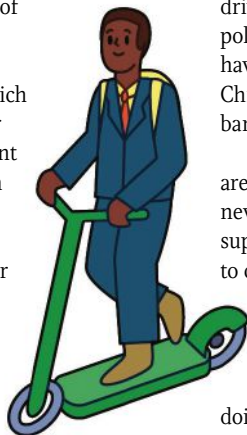
Strategies for improving safety range from using high-tech artificial intelligence to optimize infrastructure, to more

traditional policies like lower speed limits in urban areas. Some campaigners advocate mandatory dash-cams and intelligent speed assistance (ISA) systems to control drivers' behavior. Meanwhile, cyclists are increasingly handing video footage of bad driving over to the police.

Dutch YouTuber Mike van Erp, better known as CyclingMikey, sees it as his civic duty to report dangerous driving and has handed videos of 1,100 bad drivers to London police since setting up his YouTube site in 2006. About 80% have been prosecuted, including celebrities like the ex-boxer Chris Eubank and the film director Guy Ritchie, who was banned from driving.

Van Erp posts his videos to YouTube after court proceedings are completed. It's a controversial strategy with some newspapers labeling him a vigilante, but the police are strongly supportive, and van Erp argues that prosecution is the only way to convince some dangerous drivers to change their behavior.

"In my experience, almost no driver will change their law-breaking behaviors if I ask them to. To them I'm just an 'oik on a bike'," he says. "A few will change after a police officer gives them words of advice, but most revert to doing whatever they did wrong. I believe that drivers need to be



25%

The reduction in collisions
seen in 20mph zones in
London and Spain

prosecuted if we are to have much chance of altering their behavior.”

Van Erp quotes the founder of the London’s Metropolitan Police Force, Sir Robert Peel, in support of his strategy of encouraging “hundreds of eyes” to monitor the roads: “The police are the public and the public are the police; the police being only members of the public who are paid to give full time attention to duties which are incumbent on every citizen in the interests of community welfare and existence.”

Personal cameras can also be installed in cars, and this is a safety provision favored by Dr Robert Davis, the chairman of the campaign group, the Road Danger Reduction Forum (RDRF), whose members are professionals in local government and traffic engineers. “If there’s one thing that would make roads safer, it’s mandatory dashcams,” he says “They’re entirely justified because people have been given this fantastically destructive power, but law-breaking is commonplace. Around 25% of drivers already have dashcams for insurance purposes as they provide evidence if something goes wrong. If all cars had them, police could look at the evidence and find out who is at fault.”

The 20mph revolution

The UK’s Road Safety Foundation (RSF), which carries out research on road safety, advocates for 20mph urban speed limits as the most critical solution. There is plenty of data in support of the speed reductions. For example, Transport for London’s recent analysis showed a 20mph speed limit on key London roads has led to a 25% reduction in collisions and serious injuries. A study of Spanish urban roads following a speed reduction to 30km/h (18.6 mph) in 2019 showed the same 25% fall in fatalities, amounting to 97 fewer deaths for VRUs.

“There are survivability curves showing the risk of being fatally injured rockets upwards beyond 20mph. The upshot is

“IN MY EXPERIENCE, ALMOST NO DRIVER WILL CHANGE THEIR LAW-BREAKING BEHAVIORS IF I ASK THEM TO... DRIVERS NEED TO BE PROSECUTED IF WE ARE TO HAVE MUCH CHANCE OF ALTERING THEIR BEHAVIOR

Mike van Erp, bicycle safety activist



Safety for the blind

Advertiser
spotlight

The trend in cities towards micromobility poses problems for one group of people in particular. Blind and visually impaired people depend on a barrier-free environment to move safely in public spaces. For them e-scooters and bicycles – whether being ridden, parked or even abandoned – are a huge safety risk, as collision or tripping hazards.

New technologies such as delivery robots are further exacerbating the situation on sidewalks, where space for pedestrians is becoming even narrower as different modes of transport compete for space. However, such modern delivery services offer advantages and opportunities that blind and visually impaired people, like the rest of us, will not want to do without, therefore responsible traffic engineers must plan carefully.

Digital technologies can assist by ensuring safety and accessibility in public spaces. RTB group has developed an app solution called LOC.id, based on Bluetooth technology. Installed on a blind or visually impaired person’s smartphone, it communicates with LOC.id-compatible e-scooters or other devices. When a micromobility vehicle approaches it emits an acoustic warning signal that stands out clearly from ambient noise and varies in volume and timing depending on the distance. This makes it possible to pass safely and achieves gains in accessibility in public spaces. Best of all, this app solution is suitable for numerous other applications, such as traffic lights, where the orientation tones can be made louder as needed, or for use in public transport. Let’s make cities accessible!



IN-CAR SPEED LIMITS

Since Brexit, the UK has diverged from the EU on certain matters relating to road safety. For example, from July 6, 2022, all newly launched models in EU countries have had to be fitted with Intelligent Speed Assistance (ISA). These speed-limiting systems use GPS, sat-nav and cameras to identify legal limits and warn drivers to slow down. The warnings could be visual, audible, or via a gentle vibration of the steering wheel. If alerts are ignored, the system will take direct intervention to stop the vehicle from being driven too fast by reducing available power – without applying the brakes. ISA can be overridden, if a driver pushes hard enough on the accelerator, for instance to overtake. It can also be turned off, but will be reactivated each time a car is restarted. The EU decision came on the back of research from the European Transport Safety Council, which said it would reduce traffic collisions by 30% and casualties by 20%. But the UK's Department for Transport (DfT) declined to follow the EU's example. "There's a call on the UK Government to change its mind because their decision doesn't make sense," says Rod King, campaign director of 20's Plenty for Us. "The ISA technology changes the relationship between police and drivers as someone can't just claim they drifted over the limit. It shows they made a conscious decision to ignore a warning on the dashboard, so they can't pretend it's a 'benign' accident that they're 10mph above the limit."



Above: New 20mph limits are increasingly common in the UK, while in the EU Intelligent Speed Assistance is now mandatory in new cars

“THERE ARE SURVIVABILITY CURVES SHOWING THE RISK OF BEING FATALLY INJURED ROCKETS UPWARDS BEYOND 20MPH

Dr Suzy Charman, executive director, Road Safety Foundation

that under the safe system, we should be either managing vehicle speeds under 20mph where people are walking and cycling, or providing segregated facilities to enable them to walk and cycle away from danger,” says Dr Suzy Charman, executive director of the RSF.

Rod King, campaign director for the 20's Plenty for Us group, says a lot of progress has been made in making 20mph zones more common. He said 18 million English people

26

The average number of cyclist deaths in UK per billion miles traveled (for car passengers it's just 2)

Source: DfT



WHEN THERE IS PHYSICAL CALMING OUTSIDE SCHOOLS, DRIVERS OFTEN SPEED UP AS SOON AS THEY'RE BEYOND IT. BUT CHILDREN NEED TO BE SAFE ALL ALONG THEIR JOURNEY TO SCHOOL

Rod King, campaign director, 20's Plenty for Us

lived in areas with 20mph limits, including in the 14 largest urban areas.

Complete English counties, such as Lancashire and Cornwall, have introduced 20mph as a default in urban centers. Meanwhile, Scotland is looking to set 20mph as it's norm in towns by 2025 and Wales will make it mandatory within its towns and cities on September 17 of this year. In many EU countries 30km/h (18.6mph) has been mandated in busy urban areas.

King argues that mandating 20mph is the most effective and cost-effective strategy. "It's not a silver bullet, but it's the best thing you can do that is population wide," he says. "Most approaches to road safety are site-specific. Planners notice there are lots of crashes at a junction so they redevelop it. It's concrete-led and suffers from the law of diminishing returns. You've got to put more and more concrete down to solve those issues. It's like the difference between public health and surgery. If someone's got a problem, you may have to fix it with surgery, but you can't fix the overall public health of the nation by surgery."

King also says there is evidence that site-specific calming measures can have some negative impacts. "They remind drivers they should revert to normal once they're beyond the site," he says. "When there is physical calming outside schools, drivers often speed up as soon as they're beyond it. But children need to be safe all along their journey to school. That's why we advocate population-wide changes to speed limits."

And introducing 20mph speed limits is far more cost-effective than re-engineering infrastructure. "You can put speed bumps down on a street, and it will affect 250 people,"

Below: Dash-cams are promoted by the UK's Road Danger Reduction Forum as one of the simplest and yet most effective ways of improving safety for all road users

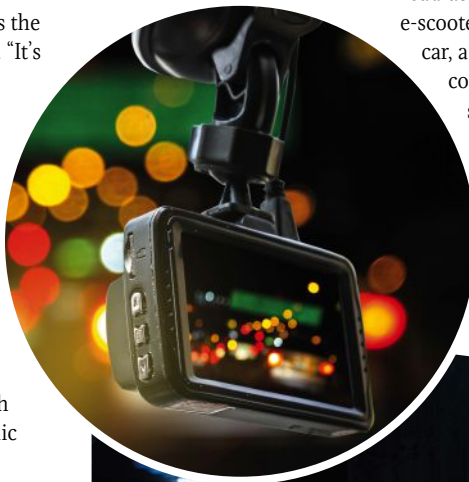
he says. "It slows traffic down by 10mph. But for the same cost, you can put a 20mph limit across a whole community and reach several thousand people."

Managing micromobility

Leeds City Council has introduced 20mph into busy residential areas, but it is also turning its attention to managing micromobility more effectively by using AI detection from VivaCity. Unlike older rival systems the company's Smart Signal Control: AI for Detection is able to differentiate between every road user. So, it can tell the difference between a pedestrian and an e-scooter rider, a cyclist and a motorcyclist – and also between a car, a van, a truck and a bus. It does this using an AI engine connected in the Leeds pilot to more than 180 video-based sensors across 25 sites in the city.

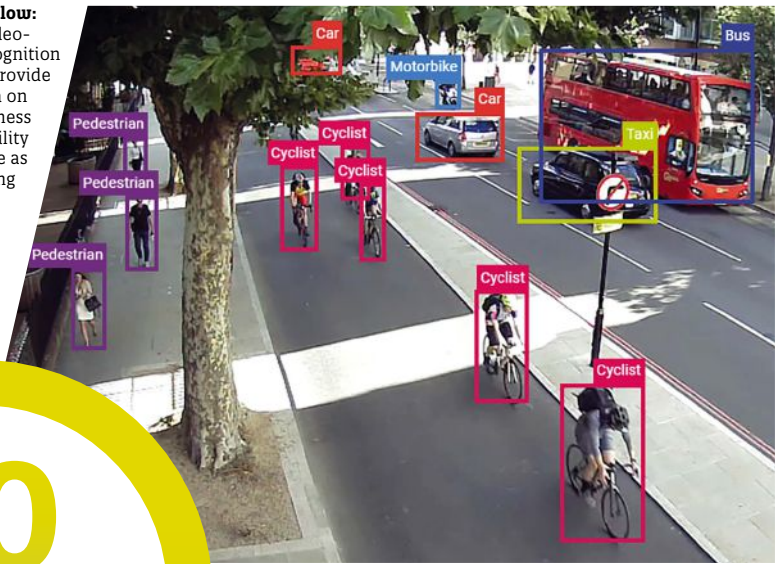
By managing micromobility properly it's possible not only to improve traffic flows for all road users, but also to encourage more citizens to use active travel solutions by prioritizing them at intersections and improving their safety.

The VivaCity sensors can be optimized for active travel by detecting bikes, or e-scooters, approaching a crossing from up to 70 meters away and



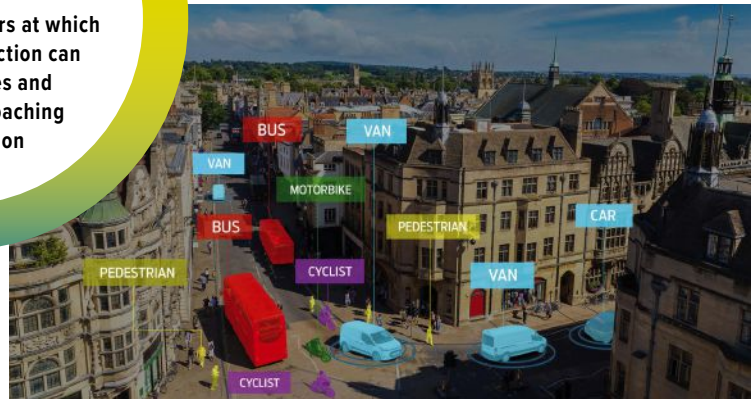


Right and below: VivaCity's video-based AI recognition system can provide valuable data on the effectiveness of micromobility infrastructure as well as helping to manage multimodal traffic flows in real time



70

The number of meters at which VivaCity's AI detection can identify bicycles and e-scooters approaching an intersection



providing a green signal for their arrival. It can then feed its data into existing urban traffic control (UTC).

"Traditional ways of controlling signals are focused on optimizing for chunks of metal going through junctions. But we're in a world where we really care about active travel," says Mark Nicholson, CEO, and cofounder of VivaCity. "Traditional signals don't allow you to adapt for sustainable modes. The push buttons for pedestrians are pretty crude, for example. Everyone is stopped at a red light when the pedestrian has gone."

"Some systems provide advanced greens for cyclists but when there are no cyclists it's frustrating for drivers. Or they sometimes override the entire system for a late bus. But it lacks the nuance to balance all these different modes. We're feeding directly into an algorithm Leeds has created. Leeds is then using our data to manage its signals for multiple modes."

The VivaCity video-based sensors also provide anonymized data about how fast road users are going. It's not an enforcement solution, but it can be useful in analyzing the effectiveness of 20mph speed limits. They also provide data about near misses between vehicles and VRUs by identifying the 3D orientation of objects in the video and calculating the precise distance between them.

"We're helping authorities to understand data more precisely, so rather than redesigning a junction because of one accident we can show the long tail of near misses to provide a much broader statistical basis," says Nicholson. "It might mean they want to put in traffic calming measures, or signs to

alert drivers to the dangers of passing cyclists. It might mean variable message signs at junctions, or new signal phase and timing. Do we want to put in an advanced cycles' stop zone? Do we want to allow a filtered right turn? It gives the ability to make infrastructure decisions based on real safety data, rather than using gut feeling, which tends to happen today."

While instinct can never be discounted as a sensible fallback in an emergency it's clear that traffic managers now have many more tools at their disposal to help them steer the direction of the micromobility boom. And they will need all of them to ensure active travel becomes a safe, effective and sustainable mobility solution for the cities of the future. ✕

“TRADITIONAL WAYS OF CONTROLLING SIGNALS ARE FOCUSED ON OPTIMIZING FOR CHUNKS OF METAL. BUT WE'RE IN A WORLD WHERE WE CARE ABOUT ACTIVE TRAVEL

Mark Nicholson, CEO and cofounder, VivaCity





Managing chaos

How can transportation networks be adapted to accommodate an extra 100,000+ users within just a few hours? It's a huge challenge for traffic managers in charge of special events, but over her career **Debbie Albert** has taken it all in her stride – even when a team of Clydesdale horses unexpectedly paid a visit

Words Tom Stone & Bernie Fette

Debbie Albert is one of the world's leading experts in special event traffic management. She worked in the past in the city of Glendale, Arizona, helping to coordinate traffic for events that included everything from relatively small hockey meets to huge national occasions such as the Super Bowl.

Now she is a research engineer at Texas A&M Transportation Institute (TTI) overseeing traffic plans for events centered around Kyle Field, the 102,773 seated-capacity American Football stadium located on the university campus, which is the fourth largest stadium in the USA.

The university holds around 200 large events a year, the most high-profile of which are football games, but they also include things like graduations and baseball and basketball games – all of which, to a traffic manager, are special events.

"I usually tell people I'm an expert in managing chaos," laughs Albert. "The job is part traffic engineer, part traffic planner, part psychologist – trying to figure out what people will do and how they're going to be arriving or departing events and then we even throw in a little bit of a marketing or public information officer twist to it."

Managing special-event traffic is quite a responsibility. These events are typically ones people are looking forward to and so they invest significant time and money, meaning transportation can come under the microscope "Think back to the last time you went to an event and how difficult or easy

it was for you to get there," says Albert. "That can really make or break the event for you."

Despite the importance attendees normally place on special events, they can nevertheless be times when good habits of checking traffic apps or considering best routes can be abandoned. As the excitement of the event takes hold, practical considerations like leaving extra time for a journey can be overlooked. "People might even do quite unusual things like stopping on the side of the road to let people out of their car," says Albert. "Most people wouldn't do that on a busy roadway when driving during normal daily conditions."

This is where some marketing and public information skills come into play. "We really encourage people to take ownership of the event they're traveling to and to do a little planning," says Albert. "It's about managing expectations. I think it is really one of the key things engineers don't necessarily typically think of as part of their toolbox."

Tried and true

However, more traditional traffic management tools are, of course, vital. These include considering parking provisions. "How much parking is going to be needed?" asks Albert. "What are the expectations of people getting into and out of parking spaces? Is priority needed for certain areas? You need to identify the traffic routes in and out. To maximize efficiency, we might use contraflow lanes. Then, if there are some available sections of roadway, we can plan bus routes."



Left: Debbie Albert is a research engineer and special event traffic management expert at Texas A&M Transportation Institute (TTI)

Below: Texas A&M University's Kyle Field is fourth largest stadium in the USA by seated capacity and the sixth largest stadium in the world

Contraflows are particularly useful at special events as they can reduce the instances of vehicles paths crossing, which creates delays. "Every time you have to stop people to allow a different direction of travel flow, that creates inefficiencies," says Albert. "Sending everybody out in a different direction makes the plan flow a lot more smoothly."

Once all the parking, contraflows and public transit demands are assessed engineers can begin to put together traffic control plans which will feature details such as the positioning of barricades and temporary signage, and where staff should be placed to direct traffic.

"There are a lot of communications and engagement in advance with all sorts of different stakeholders, from law enforcement to the local business community," says Albert. "You need to let people know what you're planning to do, take their feedback and adjust as needed."

When things go wrong

No plan survives first contact with the enemy. While, in the case of special events everyone is very much on the same side, the adage still holds true, which is why Albert says it is essential to come up with different potential scenarios to enable quick reactions to 'off plan' incidents.

"We say, 'Don't fall in love with the decision you make', because chances are you're going to be making a new decision as you adjust to whatever is thrown at you," she says. "On the day, the use of command centers is important to



“THINK BACK TO THE LAST TIME YOU WENT TO AN EVENT AND HOW DIFFICULT OR EASY IT WAS FOR YOU TO GET THERE. THAT CAN REALLY MAKE OR BREAK THE EVENT



INTERVIEW DEBBIE ALBERT



Crowds descend on TTI's Kyle Field, creating traffic management challenges

make sure everybody knows what decisions you're making.

"A great example of an unpredictable incident is a crash. If it's on a major road before or after the special event that can have a significant impact. So, we make sure that we have extra police assigned as roamers so that they can respond quickly, and we have tow trucks in close proximity, too. We want to make sure everybody is safe, but then we also want to quickly clear the incident and get people on their way."

Another example of a critical incident might be a traffic signal malfunction. "We make sure we have technicians on call if the power goes out." But not all deviations from the plan are quite so predictable...

"One of my favorite ones was in Arizona at the very first Fiesta Bowl we hosted," remembers Albert. "The Budweiser Clydesdales [a famous group of Clydesdale horses used for promotional purposes] showed up but they didn't let anybody know they were coming. So, we needed to work out where to park the Budweiser Clydesdales, while still



The Budweiser Clydesdales

ALTERNATIVE ROUTES

While many special events, such as football games, create intense periods of demand because everybody wants to arrive and leave at roughly the same time, there is another type. Come-and-go events create increased demand spread over a day or more.

Debbie Albert remembers one such event from her days in Glendale, Arizona – the NFL Experience, an interactive 'theme park' of football related activities hosted in the days around the Super Bowl. "For this you had people coming and going all day long," she says, "You still get intense periods of demand but they're different for these two types of events."

"Beyond that, there are a lot of things that happen in the community that are not special events, but they act like them – such as large construction projects. And so, we've been able to take these relationships and the tools that we've developed and apply them to construction projects, coordinating with our partners and communicating with public about what's happening to traffic."

"There are a lot of things that happen in the community that are not special events, but they act like them – such as large construction projects"

making sure people had the great experience they want from a pageant event of this type."

Balancing demand

A final consideration for managing traffic at special events is catering for the everyday road users who aren't even attending the event but are trying to get around on their daily business. Road users compete not only for space, but also time.

"Think about a traffic signal," says Albert. "There are only 60 seconds in a minute and you have to divide up the time between each direction of traffic. That may change

depending on what the event is and how much time you want to give people coming to the event versus background traffic."

Ultimately managing traffic for special events is about balancing different needs from different people. "There are different competing needs and it's not that one is right or wrong, it's just everybody has a different perspective," says Albert. "We have great partnerships with all the stakeholders and it's because of years and years of close coordination and follow-through on delivery. That's the key to making those relationships work." ❌

Texas A&M Transportation Institute's director Greg Winfree gives his take on special event management in his regular column on page 61.

“THE BUDWEISER CLYDESDALES SHOWED UP BUT THEY DIDN'T LET ANYBODY KNOW THEY WERE COMING

This interview is taken from a recent episode of the Thinking Transportation podcast from Texas A&M Transportation Institute (TTI). You can listen to the interview and hear more like it at the podcast homepage or on your favorite streaming service



On April 10 2023, Connecticut's new automated speed enforcement pilot went live in Norwalk and East Hartford. Connecticut joins Pennsylvania and Maryland in deploying the previously unlawful technology

to protect its employees and contractors in roadway work zones. Connecticut is known as The Land of Steady Habits – and an assiduous attitude proved useful as obtaining legislative approval for the Know the Zone Speed Safety Camera Program was a multi-year endeavor.

"In 2019, we began lobbying for special legislation permitting speed cameras in work zones," says Connecticut Department of Transportation (CTDOT) communications manager, Josh Morgan. "The wheels of government move slowly. It took time to identify a vendor, issue a proposal and perform our due diligence. Our elected officials passed legislation, signed into law by our governor, allowing us to implement the pilot program in 2023."

Right: CTDOT's mobile enforcement technology is installed on white SUVs, which move around the state's work zones, always accompanied by clear signage



117

The number of workers killed in crashes in work zones in the US in 2020

CTDOT's case was compelling. In 2020, 774 fatal crashes in US roadway work zones resulted in 857 deaths, with 117 workers amongst those killed. Connecticut saw 385 road deaths last year, the most in three decades, with reckless and impaired driving increasingly prevalent. In one work zone, CTDOT speed sensor monitors revealed that 60% of drivers exceeded the 55mph limit, which equates to tens of thousands of speeding vehicles each day.

"We have 13,000 employees out doing pothole work, or fixing metal guide rails," says Morgan. "Following our snow season, they're out there picking litter. Drivers in Connecticut throw junk out of their windows all winter long and that stuff collects on the highways. Those are some of the most dangerous work zones."

Contractors on major projects tend to install concrete Jersey barriers offering a good level of protection. But CTDOT roadside crews have only orange cones to protect

Righting wrongs

Enforcement roll out is being done with social equality in mind – as new funding attempts to overcome the negative impacts of interstate construction

President Biden's \$1.2 trillion Bipartisan Infrastructure Law established the Reconnecting Communities Pilot (RCP), making available \$1 billion in discretionary grants to address injustices created by the 48,756-mile US Interstate Highway System.

"Good transportation connects us to jobs, services and loved ones," said Transportation Secretary Pete Buttigieg, last year. "But sometimes America has gotten things wrong. Then, infrastructure can do the opposite, dividing or damaging communities."

Interstates construction authorized in the Federal Aid Highways Act of 1956 often bulldozed through Black communities, destroying them or creating barriers to integration and prosperity. The American Civil Liberties Union states that roads sometimes followed boundaries used in the racial zoning that courts had begun to strike down.

"We can't ignore the basic truth," Buttigieg continued. "Some planners and politicians behind those projects built directly through the heart of vibrant, populated communities. Sometimes to reinforce segregation. Sometimes in a direct effort to replace or eliminate Black neighborhoods."

In 1966, Claiborne Avenue in New Orleans, a once-thriving Black business district with oak-lined parkland, was eviscerated by a six-lane I-10 overpass. Now, Reconnecting Claiborne aims to remove divisive I-10 on- and off-ramps and create cultural amenities under the road.

"We have funding to make better choices," said Buttigieg. "That might mean capping a highway and putting a park over it where kids can play, or introducing bus rapid transit connections between previously isolated neighborhoods."

In securing bipartisan support for the Infrastructure Law, proposed RCP funding was reduced from \$20 billion to \$1 billion. Reconnecting Claiborne received a \$500,000 RCP grant towards its estimated \$94m cost.

Funds may not match the program's ambition and it is not without its detractors. Florida Governor Ron DeSantis doesn't understand how roads can be discriminatory and dismisses the endeavor as 'woke'.

Nevertheless, it establishes racial equity as a dimension to consider in any US transportation project – including automated enforcement pilots.

"This is the first dedicated federal initiative to repair harm caused by infrastructure choices of the past," said Buttigieg. "Roads and bridges are not divinely ordained. They are decisions – and we can make better decisions than what came before."



“WE HAVE A MEMORIAL IN OUR LOBBY WITH ORANGE CONES AND BLACK RIBBONS FOR ALMOST 40 CTDOT WORKERS KILLED IN WORK ZONES

Josh Morgan, communications manager, Connecticut Department of Transportation



them from vehicles flying past at 90mph as little as 5ft away. “We have a memorial in our lobby with orange cones and black ribbons for almost 40 CTDOT workers killed in work zones,” says Morgan “Just this week, a vehicle crashed through a work zone, killing the driver. We just want our men and women to finish their shifts and arrive home safely.”

How it works

The system consists of six Jeep Grand Cherokee SUVs equipped for automated enforcement. Trunk-housed radar technology detects any vehicle exceeding the posted speed limit by more than 15mph, then roof-mounted cameras capture its front and rear license plates. The legislation permits CTDOT to deploy three of these unmanned systems in work zones across the state at any one time.

“It’s an incredibly mobile system,” says Morgan. “Signage 500ft then 200ft ahead alerts motorists to its presence. If you’re still speeding, it grabs your license plate and sends a citation in the mail. We’re confident this will improve safety. We know the speeds in our work zones and data from other states shows how effective automated enforcement has been.”

Connecticut’s provider, Verra Mobility, operates 300 safety programs worldwide and supports US partners with speed and red-light cameras as well as systems to improve transit efficiency. Verra presents automated enforcement as a no-lose proposition which pays for itself and saves lives.

Above: The CTDOT work zone automated enforcement pilot

Inset: The work zone worker memorial in the lobby of CTDOT’s headquarters

12%

The year-on-year increase in road fatalities on rural interstates in 2021

(NHTSA)

“We take care of the upfront investment and operate the whole program for DOTs,” says Verra Mobility Executive VP for government solutions, Jon Baldwin. “We identify sites, install cameras, connect the power, connect to 5G backhaul and start policing as quickly as possible. Our back-office processes events and sends citations to police departments for validation. We maintain the cameras to ensure uptime above a service-level agreement. We provide court integrations when people want to contest their tickets.”

While CTDOT identifies locations for mobile SUV units, it is not an enforcement agency. Verra operates the technology and citations are verified by Connecticut State Police. Verra issues an evidence package for each offence and well-calibrated equipment precludes citations being successfully contested in court.

“A managed maintenance program will regularly verify that radars are within calibration and cameras are working as



“WE ENGAGE WITH ANY ENFORCEMENT SOLUTION WHICH COULD PREVENT ACCIDENTS OR REDUCE RISKY BEHAVIORS. AS LEGISLATIVE SUPPORT FOR DISTRACTED DRIVING OR SEATBELT DETECTION INCREASES, WE WILL OFFER THOSE SOLUTIONS

Jon Baldwin, Executive VP for government solutions, Verra Mobility

intended,” says Baldwin. “Our evidence package includes a video of your car, your radar speed and a zoomed-in license-plate image, so your car was definitely exhibiting the behavior the citation relates to.”

Careful deployment

Connecticut’s self-proclaimed ‘steady habits’ were evident in CTDOT’s conscientious due diligence prior to deployment of its enforcement solution. Enabling legislation was carefully crafted to safeguard privacy and address concerns raised by the American Civil Liberties Union that automated systems could disproportionately target underserved communities.

“In the 1950s, our interstate system bulldozed through previously thriving communities of color,” says Morgan (see *Righting Wrongs*, page 32). “We didn’t want to repeat wrongs of the past. The legislation requires us to notice camera locations 24 hours in advance. It will be across Connecticut, not just in cities, which are typically more diverse with lower median incomes.”

In a surveillance-averse state, privacy concerns focused on how information could be shared with law enforcement. Consequently, while Connecticut State Police may process citations, they cannot access camera footage, even to track known criminals. The system is designed only to capture front and rear license plates of speeding vehicles.

“We don’t photograph drivers,” says Morgan. “People sometimes say: But it wasn’t me driving! It was my son, or my...buddy! Well, that’s too bad. We send citations to registered owners, not drivers, to alleviate concerns about taking your picture.”

ENFORCEMENT GOES GREEN

The transformative power of automated enforcement extends far beyond detection of speed or red-light infractions. It can be harnessed to change driver behavior in positive ways and make transportation work more efficiently. For example, enforcement of bus lanes can discourage drivers of unauthorized vehicles from using them, which helps public transit to run on time and in turn encourages more people to use it.

“Fewer people will use buses which run late,” says Verra Mobility’s Jon Baldwin. “We deploy technology to prevent people driving in bus lanes or parking at bus stops. They’re parking-type tickets, rather than criminal infractions. It significantly improves the efficiency of public transit and helps solve traffic congestion.”

“We don’t have any personal information. If you break the law, we’ll capture your license plates but blur out any image inside the car. We only attach personal information when we do the motor vehicle department look-up. If cars are minding their own business within the laws, we don’t capture any information.”

Public relations

CTDOT’s pilot is supported by a public outreach campaign across social media and roadside billboards. The focus is on saving lives, rather generating revenue. It issues only a warning for a first citation, then fines of \$75 and \$150 for second and third offenses respectively – compared to \$600 fines for distracted driving in Connecticut.

“This isn’t a ‘gotcha’ campaign,” says Morgan. “The fines are minimal relative to the

Below: The new legislation allowing the automated speed enforcement pilot in Connecticut requires not only clear signage in the work zones where it is used but also advance announcements online stating where mobile units are to be positioned

42,915

The annual road fatality total in the US in 2021, a 16-year high. In 2014 figures were as low as 32,744 but have been climbing since





60%

The proportion of drivers found to be exceeding the 55mph speed limit in one Connecticut work zone

dangers involved. Neither is this 24/7 enforcement, with cameras always available. The system will only be activated when people are actually out on the highway fixing our infrastructure.”

For its part, Verra typically provides a fixed-price service to government customers and is not incentivized to boost citations. It does see a proliferation of automated enforcement use-cases in the US where systems can protect the vulnerable. These include cameras to protect children boarding buses in school zones or, in current pilots, to enforce safe driving around bicycle lanes.

“We’re a safety partner to government,” says Baldwin. “We engage with any enforcement solution which could prevent accidents or reduce risky behaviors. As legislative support for distracted driving or seatbelt detection increases, we will offer those solutions. That applies to any imaginable safety application.”

Expanding enforcement

How far the law permits automated enforcement varies between countries and states. In the UK,

Above: Connecticut’s mobile speed enforcement solution features cameras mounted on an SUV roof to capture license plates of offenders

Baldwin considers average speed enforcement schemes operated by Verra an effective tool for work zone safety. But on most US highways, automated enforcement is not permissible. Verra would support legislation to expand its use, but endeavors to depoliticize the discussion.

“We just spread the good word about how effective programs are in changing behavior and saving lives,” says Baldwin. “In New York City, our system has reduced red light running by 77%. City after city, we can pull the data down. We provide data to community outreach partners focused on improving safety, whether by automated enforcement or other tools. Last year, the US had over 40,000 roadway fatalities and there’s much more we can do.”

In Connecticut, there is already a bill before the General Assembly to expand the current program and allow speed and red-light cameras in selected areas of cities. CTDOT supports separate legislation to reduce the blood alcohol limit for drivers in the state. Morgan sees desire for wider implementation of automated safety gathering real momentum.

“We expect our data to demonstrate that this pilot has reduced dangerous driving by next year,” he says. “Then we’ll have a good case to expand automated enforcement to school zones or areas with high pedestrian or bicycle traffic. I think there’s strong support from the public and elected officials, because the number of fatalities is really unacceptable. We need to reverse that trend.” ❌