



DRAFT

PLAN

TRANSPORTATION

2040



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



Long Range Transportation Plan

Transportation Plan 2040 Highlights

Transportation Plan 2040 is the 5-year update to the Ozark Transportation Organization's Long Range Transportation Plan. This plan looks to 2040 to determine transportation needs and priorities throughout the region. Solidified with public input, the OTO looks forward to implementing this plan during the five years until the next update.

This plan contains multiple tools that help implement the goals in this plan. The Major Thoroughfare Plan has been extensively reviewed and updated, and the Bicycle and Pedestrian Facilities map has been revised to reflect current needs. The OTO Design Standards are now a stand-alone publication, though a copy is included with the Plan.

An essential part of *Transportation Plan 2040* is the Constrained Project List. This is a list of projects the region can expect to afford to construct between now and 2040. Using prioritization criteria, OTO's diverse set of needs was narrowed to this list. Finally, a five-year implementation plan has been included to guide the next five years, so that OTO's work program and priorities are aligned with the goals of this plan.

Major Thoroughfare Plan.....	Page 8-2
Bicycle/Pedestrian Facilities Map	Page 8-3
Design Standards	Appendix 3
Projects of Regional Significance	Page 4-13
Constrained Project List	Page 7-5
5-Year Implementation Plan	Page 8-5

To learn more about the planning process, to ask questions, make comments, and to follow future plans and projects, the Ozarks Transportation Organization can be reached in several different ways:

In Office:
2208 W. Chesterfield Boulevard, Suite 101
Springfield, Missouri 65807

Online:
www.OzarksTransportation.org
www.GiveUsYourInput.org
@giveusyourinput | #giveusyourinput

In Person:
comment@ozarkstransportation.org
(417) 865-3042

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.

Table of Contents

Introduction and Federal Compliance	1-1
Public Engagement	2-1
Vision and Measuring Performance.....	3-1
Existing Conditions and Special Studies	4-1
Environmental Considerations.....	5-1
Financial Capacity	6-1
Range of Alternatives.....	7-1
Implementation Program	8-1

Appendices

Appendix 1: Public Input Survey	
Appendix 2: 2014 Performance Measures Report	
Appendix 3: Roadway and Bike/Ped Design Standards	
Appendix 4: Model Report	
Appendix 5: TIP Projects	
Appendix 6: Project Prioritization Glossary	
Appendix 7: Major Thoroughfare Plan Changes	

Maps

Map 1-1: Ozarks Transportation Organization Metropolitan Planning Area	1-2
Map 4-1: 2010 Jobs per Square Mile by TAZ	4-2
Map 4-2: 2040 Jobs per Square Mile by TAZ	4-2
Map 4-3: 2010 Median Household Income by TAZ	4-3
Map 4-4: 2040 Median Household Income by TAZ	4-3
Map 4-5: 2010 Population per Square Mile by TAZ.....	4-4
Map 4-6: 2040 Population per Square Mile by TAZ.....	4-4
Map 4-7: OTO Network.....	4-9
Map 4-8: 2012 Base Year	4-11

Map 4-9: 2040 Existing plus Committed Network	4-11
Map 4-10: Priority Projects of Regional Significance	4-13
Map 4-11: City Utilities Day Route Map	4-14
Map 4-12: Where's My Bus	4-15
Map 4-13: Missouri State University Bear Line	4-16
Map 4-14: Limited Stop Circulator	4-18
Map 4-15: Route 66 Priority Corridor	4-21
Map 4-16: Creeks Priority Corridor	4-21
Map 4-17: Freight Generators	4-22
Map 4-18: Tonnage by Truck	4-23
Map 4-19: Value by Truck	4-23
Map 4-20: Truck Bottlenecks	4-23
Map 4-21: Rail Volume-to-Capacity Ratio.....	4-24
Map 5-1: OTO Ecoregions	5-1
Map 5-2: Minority Population	5-5
Map 5-3: Hispanic Population.....	5-5
Map 5-4: Percent Below Poverty Level.....	5-7
Map 5-5: Percent Zero Vehicle Households	5-7
Map 5-6: Percent Disabled.....	5-8
Map 5-7: Percent Over Age 65.....	5-9
Map 5-8: Percent Aged Under 18	5-9
Map 5-9: Percent LEP	5-11
Map 5-10: Percent Spanish LEP	5-11
Map 7-1: Constrained Project List	7-31
Map 8-1: Major Thoroughfare Plan	8-2
Map 8-2: Bicycle and Pedestrian Facilities Map North	8-3
Map 8-3: Bicycle and Pedestrian Facilities Map South	8-4
Map A7-1: Major Thoroughfare Plan with Changes Noted	A7-20

Figures

Figure 1-1: Ladders of Opportunity	1-4
Figure 2-1: Should These Projects be a Priority?	2-2
Figure 2-2: Most Important Issues Facing the OTO Region	2-3
Figure 2-3: Concerning Transportation Problems.....	2-3
Figure 2-4: How Would You Spend \$100?	2-4
Figure 2-5: Transportation Vision in 2040	2-4
Figure 3-1: Performance Management Process	3-5
Figure 4-1: Percent Change in Number of Jobs by Industry between 2010 and 2040	4-1
Figure 4-2: Projections for Christian and Greene Counties	4-5
Figure 4-3: Selected Employment Patterns	4-6
Figure 4-4: Time Leaving for Work.....	4-7
Figure 4-5: Buffer Index for Christian and Greene Counties in MO (470 tmcS).....	4-10
Figure 4-6: 2012 Route Study Scenarios	4-17
Figure 5-1: Endangered Species in the Ozarks.....	5-2
Figure 5-2: Missouri Bladder-Pod	5-2
Figure 5-3: Ozone Design Value	5-14
Figure 5-4: PM _{2.5} Design Value.....	5-14

Tables

Table 3-1: OTO Performance Measures.....	3-6
Table 4-1: 2010-2040 Demographic Summary	4-5
Table 4-2: Historic Population Trends.....	4-6
Table 4-3: Travel Time to Work	4-7
Table 4-4: Average Delay	4-8
Table 4-5: AM Peak Delay	4-8
Table 4-6: PM Peak Delay	4-9
Table 6-1: Operations and Maintenance Revenue	6-5
Table 6-2: Roadway Revenue Estimates 2018-2022.....	6-6

Table 6-3: Roadway Revenue Estimates 2023-2027.....	6-6
Table 6-4: Roadway Revenue Estimates 2028-2032.....	6-7
Table 6-5: Roadway Revenue Estimates 2033-2037.....	6-7
Table 6-6: Roadway Revenue Estimates 2038-2040 and Total.....	6-8
Table 6-7: Transit Revenue Estimates 2018-2022	6-9
Table 6-8: Transit Revenue Estimates 2023-2027	6-10
Table 6-9: Transit Revenue Estimates 2028-2032	6-10
Table 6-10: Transit Revenue Estimates 2033-2037	6-10
Table 6-11: Transit Revenue Estimates 2038-2040 and Total	6-11
Table 7-1: Prioritization Factors.....	7-2
Table 7-2: Funding Summary	7-4
Table 7-3: Roadways Constrained List	7-5
Table 7-4: Transit Funding Summary	7-20
Table 7-5: Transit Constrained List	7-20
Table 7-6: Roadways Unconstrained List	7-21
Table 7-7: Transit Unconstrained List	7-30

Introduction and Federal Compliance








Every five years the Ozarks Transportation Organization undertakes an update of the region's long range transportation plan, looking to assess regional transportation needs for, at least, the next twenty years. The OTO Long Range Transportation Plan serves as the metropolitan transportation plan as described in Federal law. This newest update, *Transportation Plan 2040*, projects population and employment, as well as travel demands, to the year 2040. Extensive public input has been incorporated into the process, while background data and trends help form the basis for plan recommendations.

The Ozarks Transportation Organization

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.

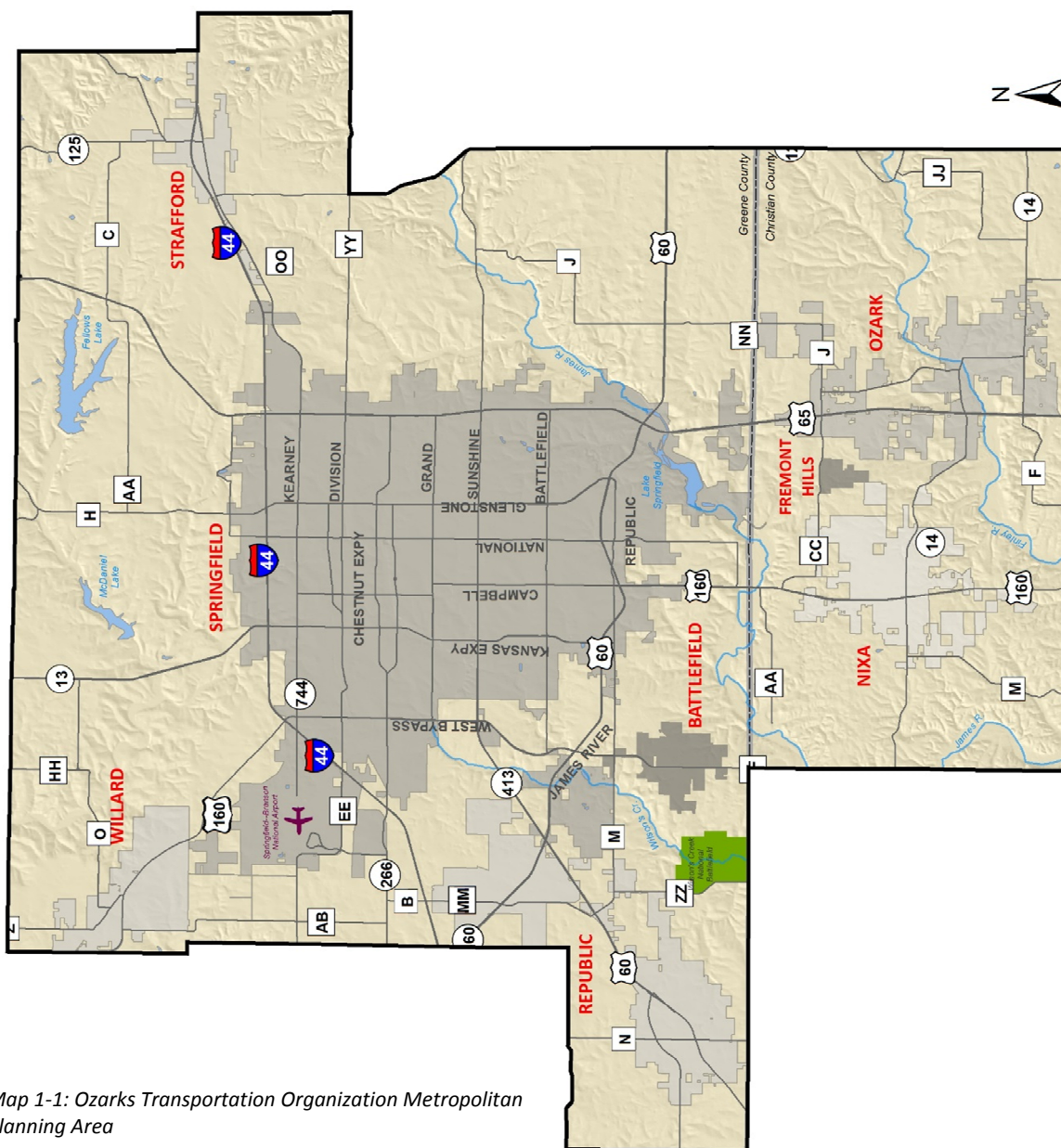
The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO's Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

The OTO study area has a population of about 320,000 people covering 428 square miles. Greene County is the fifth-largest county in the state of Missouri and Christian County is among the fastest growing counties in the United States. By the year 2040, the population of the OTO region is expected to reach about 480,000, an increase of 50 percent over the next 25 years.

 Airport
 Major Road
 River
 Lake
 City Limits
 National Park
 OTO Study Area



DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



Map 1-1: Ozarks Transportation Organization Metropolitan Planning Area

Transportation Plan 2040 Considerations

Congress and the Department of Transportation set guidance for OTO to follow when developing a long range transportation plan. The current version of this guidance was renewed in the FAST (Fixing America's Surface Transportation) Act. The FAST act maintains the performance-based planning process as was prescribed in MAP-21 (Moving Ahead for Progress in the 21st Century), the prior surface transportation bill. This process maintains the multi-modal aspects of prior legislation, but the ideas of system performance and evaluation headline the guidance.

Planning Factors

Federal transportation law describes the planning process for the Long Range Transportation Plan. The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and nonmotorized users;
- 3) Increase the security of the transportation system for motorized and nonmotorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10) Enhance travel and tourism.

Livability Principles

In June of 2009, the US Secretary of Transportation Ray LaHood, US Secretary of Housing and Urban Development Shaun Donovan, and US Environmental Protection Agency Administrator Lisa Jackson announced an interagency Partnership for Sustainable Communities. To guide this effort, the three agencies outlined six livability principles that demonstrate how federal transportation policy, environmental protection efforts, and housing investment strategies can be coordinated:

- 1) Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health;
- 2) Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation;
- 3) Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services and other basic needs;

- 4) Target federal funding toward existing communities – through transit-oriented and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes;
- 5) Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth; and
- 6) Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.

Planning Emphasis Areas

The Federal Highway and Transit Administrations have encouraged metropolitan planning organizations to consider the following planning emphasis areas in the planning process. These are part of Secretary Anthony Foxx’s strategic objectives for the surface transportation program.

MAP-21 and FAST Act Implementation

MPOs are encouraged to further develop their performance management approach to transportation planning. Scenario planning might also be an appropriate option in the development of the metropolitan transportation plan.

Regional Models of Cooperation

MPOs are asked to ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO, and state boundaries. The goal is that such coordination can support common goals and reduce project delivery times, while enhancing the efficient use of resources.

Ladders of Opportunity

FHWA and FTA encourage MPOs to identify transportation connectivity gaps in accessing essential services, such as employment, health care, schools/education, and recreation.



Figure 1-1: Ladders of Opportunity

Beyond Traffic

Beyond Traffic is USDOT’s thirty-year framework for the future that looks to employ three strategies:

1. Take care of legacy transportation systems
2. Build what is new and necessary
3. Use technology and better design

The Beyond Traffic report produced by the U.S. Department of Transportation cites several national trends that will shape transportation in the future:

- America’s population will grow by 70 million by 2045, with growth in the South and the West, twice as many older Americans, and megaregions will dominate.
- Freight volume will increase by 45 percent.
- Technological changes and innovation will change vehicles, infrastructure, and logistics.

- Climate change will mean sea level rise and more storm events, impacting infrastructure.
- New financing mechanisms will be needed.

The Beyond Traffic initiative is meant to spur conversation among the public about big ideas that can solve the challenges of tomorrow.

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming”[§1203; 23 USC 150(a)].

With this, seven national performance goals were established for the Federal-aid highway program.

1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

3. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

4. System Reliability

To improve the efficiency of the surface transportation system

5. Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

6. Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

7. Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices

Planning Process

In keeping with the performance-based planning directive, OTO will expand on its congestion management process to develop investment priorities for the region. The process is spelled out current federal transportation law for the development of a performance based plan.

1. Identify Transportation Facilities
 - a. Emphasize National and Regional Connections
 - b. 20-Year Forecast Period
2. Performance Measures and Targets
 - a. Safety
 - b. Condition
 - c. Congestion
 - d. Reliability
 - e. Freight
 - f. Environment
 - g. Project Delivery
3. System Performance Report
4. Environmental Mitigation
5. Financial Plan
6. Strategies to Improve Performance
7. Project Selection and Enhancements

The planning process was conducted via the OTO Long Range Transportation Plan Subcommittee with review by the Technical Planning Committee and Board of Directors. Regular meetings of the Subcommittee were held with discussion at each stage of the planning process. Additional meetings by relevant subcommittees were also held, such as the Bicycle-Pedestrian Advisory Committee, the Congestion Management Process Subcommittee, and the newly created Traffic Incident Management Subcommittee.

Public Engagement

Public Input

OTO undertook an intensive public input process, which included extensive outreach to gain more input than normally gathered through a typical public meeting process.

Staff developed a survey titled, “What transportation projects matter to you?” This question became the tenet of the campaign. The survey was made available in English and Spanish. Participants were given the opportunity to win a Kindle Fire HD 7 or one of two \$50 gift cards to a local fueling station. OTO member jurisdictions were encouraged to promote the survey in addition to staff outreach efforts.

OTO developed promotional materials to gain visibility for the Plan and dedicated its public comment site, giveusyourinput.org, to the campaign.

Public outreach events included:

- Republic Business Expo – March 7, 2015
- Nixa Business Expo – March 14, 2015
- Ozark Business Expo – March 28, 2015
- Ozark Greenways Annual Meeting – March 31, 2015
- Safe and Sound Saturday in Springfield – April 18, 2015
- Farmer’s Market of the Ozarks in Springfield – May 16, 2015

Other outreach included links on the websites of the Republic, Nixa, and Ozark Chambers of Commerce and MoDOT. The survey was advertised on the City of Battlefield Facebook page, in the Strafford City Newsletter, in the Willard Utility Mailer, and in the City of Republic Newsletter.

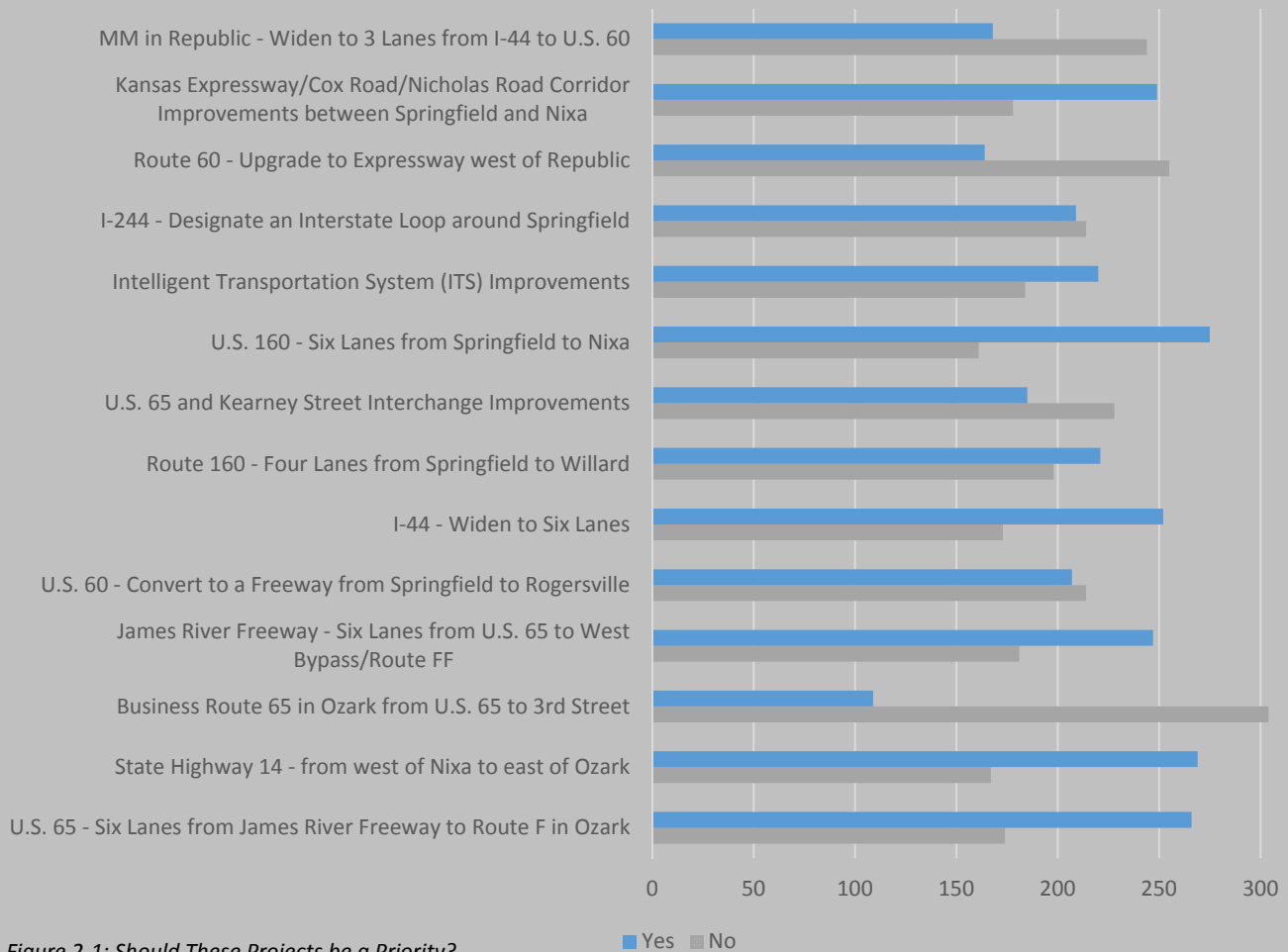
Survey Results

Over the course of the public input campaign, 483 surveys were received, a copy of which is included in Appendix 1. The survey first asked about project priorities, then focused on a variety of questions to understand needs and funding priorities.

High priority projects include US 160 – Six Lanes from Springfield to Nixa, I-44 – Widen to Six Lanes, James River Freeway – Six Lanes from US 65 to West Bypass, State Highway 14 from west of Nixa to east of Ozark, and US 65 – Six Lanes from James River Freeway to Route F in Ozark. Projects that were marked as not being a priority include MM in Republic, Route 60 west of Republic, and Business Route 65 in Ozark. Several other projects had much closer results regarding whether they should be priorities.

Multi-modal projects were not included for ranking in this list. The Existing/Proposed Bicycle-Pedestrian Facilities map and the transit routes were available for review and comment at the public venues. These topics were also addressed elsewhere in the survey.

Should These Projects be a Priority?



The Survey asked respondents to mark all issues that are considered to be the most important facing the OTO region. Improving safety on the roads for both motorized and non-motorized vehicles came in first, while reducing highway congestion was next.

Respondents were also asked which transportation problems with which they are most concerned. Traffic congestion came in first with poor pavement condition next. Traffic congestion was also cited as the most critical issue at the neighborhood level, though many respondents could not pick just one issue.

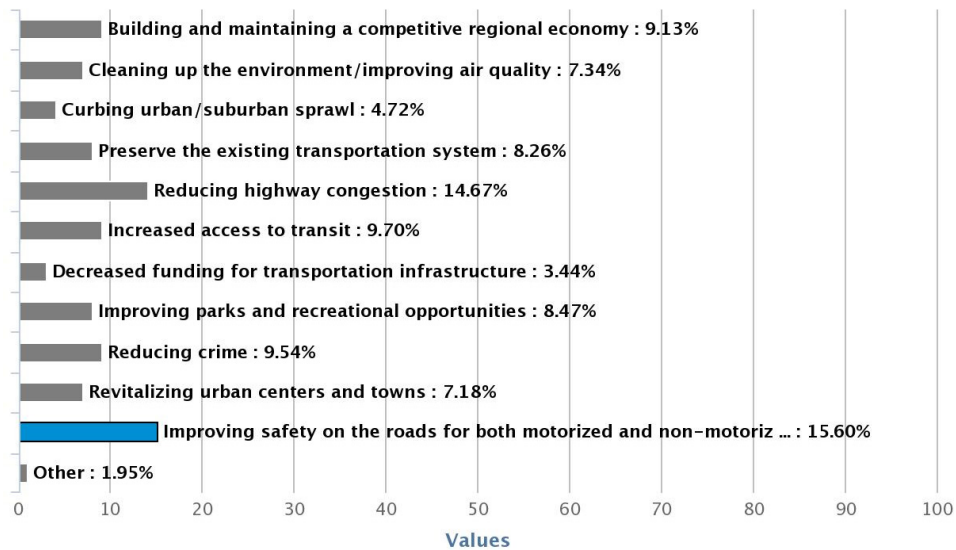


Figure 2-2: Most Important Issues Facing the OTO Region

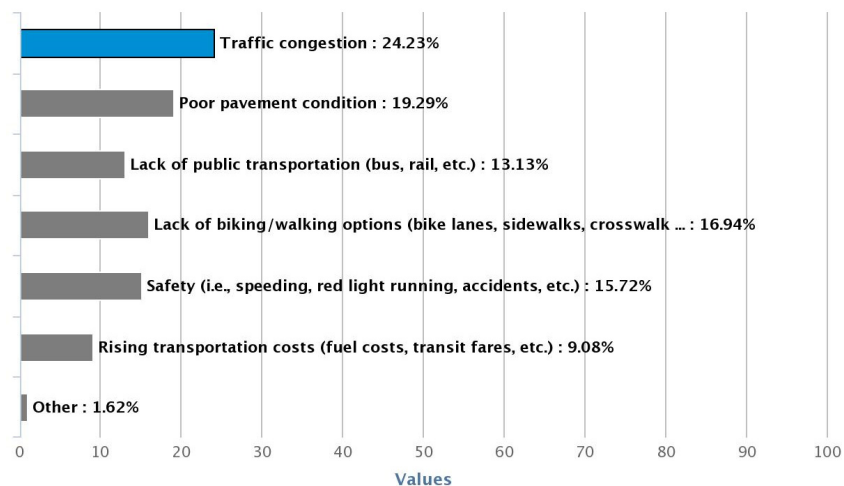
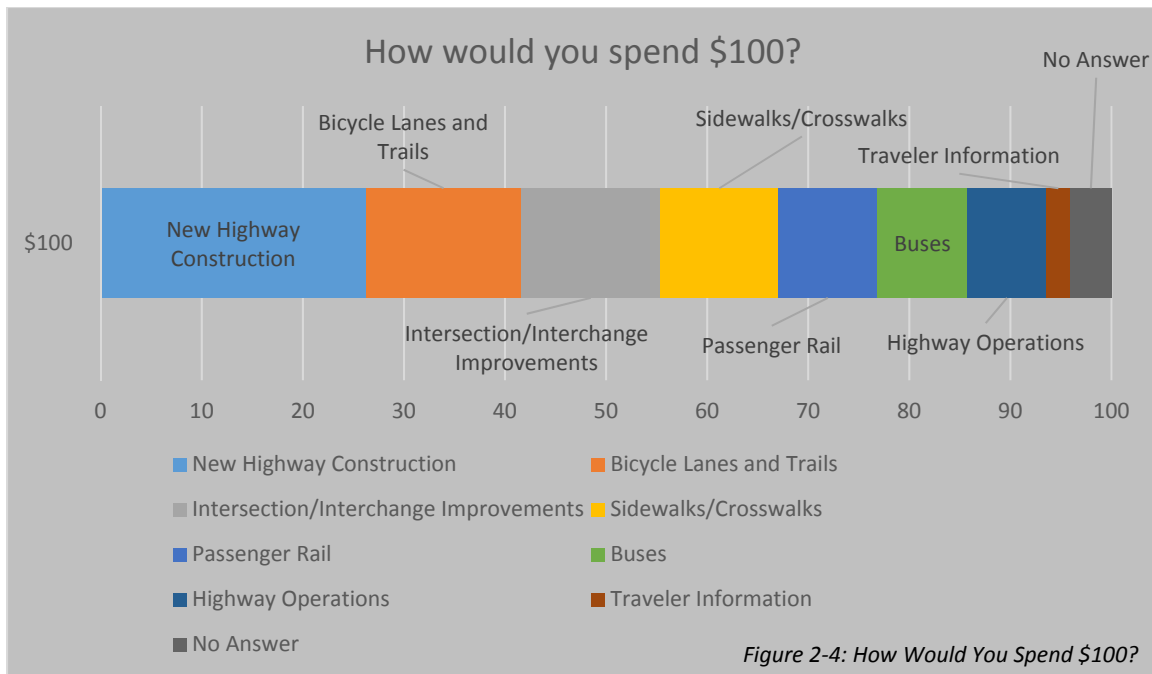


Figure 2-3: Concerning Transportation Problems

When the survey asked how respondents would allocate \$100 for transportation, most of the funding went to new highway construction, while bicycle lanes and trails, along with new intersection/interchange improvements took the next priority in funding.



The top three choices for funding transportation included increasing the gas tax, government backed low-interest loans and bonds, and public-private partnerships.

The following word cloud provides some insight as to respondents' vision of transportation in the OTO region in 2040:



Public Comment

OTO followed a similarly intensive public comment process to gather input from the region on recommendations in the Plan.

Staff revisited the Expos in Nixa, Ozark, and Republic. Additional effort was made to reach the remainder of the OTO region.

Public outreach events included:

- Online Public Meeting at www.giveusyourinput.org – March 1 through March 31, 2016
- Republic Business Expo – March 5, 2016
- Nixa Business Expo – March 12, 2016
- Ozark Business Expo – March 19, 2016
- Open Public Meeting at Library Station – March 31, 2016

A survey or other input mechanism was not used during this input round, but rather, Staff used the opportunities to have a dialogue with the public. Comments were recorded on index cards at public events and via a comment box on the website.

The following comments were received:

Republic

- Install a left turn lane from 60 to 115 toward Springfield. People are stopping on 60.
- Add a center turn lane on 60 in Republic. Also more turn lanes between Republic and Aurora.
- We need bus service in Republic (multiple requests).
- Add an acceleration lane or turn lane on MM near pipelines. Widen MM toward I-44.
- Main and Elm, sight distance issue. A business parks a large black truck near the road.
- Add bike accommodations on Hines and Lynn. Need more bike connection between Republic and Wilson's Creek National Battlefield.

Nixa

- I would like a left turn lane at Mt. Vernon and Main.
- I see kids crossing near the Pizza Hut on CC, add sidewalks and crosswalks.
- Bikeable streets and bike racks at businesses.
- Fix flooding areas on 60 between Rogersville and Springfield.
- Road across from OTC needs addressed (32nd Street).
- North View Road extension (N4) needs to happen. Also Tracker to Cheyenne (on MTP)
- Transit in and around Nixa (multiple requests).

Ozark

- Kansas Expressway Extension is needed.
- Widen Highway 14 (multiple requests).
- Highway 14 to Highway 65 interchange improvements (multiple requests).
- More bicycle trails and facilities in Ozark (multiple requests).
- Widen McCracken and add sidewalks and bike paths.

- Widen NN from Highway J.
- Need I-244, Kansas Expressway Extension and East/West arterial.

Online (not corrected, printed as received)

- The KS expressway extension is great but what we really need are some new outer beltways like in KC and STL. Once we do get the funds for new highways, those definitely should be on top priority. A central freeway to the center of SGF would be great as well. (maybe convert chestnut to a highway by some means?)
- I agree with Chung's comment - especially a freeway to downtown. Also would like to see reflective paint throughout the city. Very difficult to see the lines when it rains...day or night. This is a safety problem of which I frequently hear complaints.
- Widen Kansas expwy to 6 driving lanes with fewer intersections
- Interstate loop connecting the surrounding towns and rail service
- Build flyovers for Campbell, Glenstone. and Kansas expressway with exits just like Rogersville that will be a permanent fix, instead of 3 lanes with 5 red lights within 2 blocks traffic cannot flow with red lights that close. Also street lights for James river frwy, Interstate 44 and Hwy 65 that will help drivers see better at night on these roads
- Improve the interchange at highway 60 westbound and southbound 65. Increase highway 60 from Republic all the way to Rogersville to 3 lanes. Expand highway 65 from highway 60 interchange to Ozark to 3 lanes, will help the 5pm to 645pm traffic congestion at this interchange.
- Also to ease congestion on I44, may be look to partner to get an Amtrak station put in that will connect to Kansas City and St. Louis.
- I think I-44 needs another lane. It's owned by truckers, and it would be nice to have a cars-only lane that actually moves.
- I'm am concerned with the proposed extension of Grand, West of the bypass. That will literally guy my entire neighborhood. This would take out several homes, currently in the range of \$120,000-\$195,00, that were built less than ten years ago. We can see on the assessor's website where the original plans for Grand extension are, snuggling just south of our neighborhood and taking out 4 or so homes. Even with the original plans, our realtor told us Grand was no longer going through at all under conditions made by the family that donated the land for the Rutledge Wilson Farm Park. What is in the future for these properties? Why were these properties allowed to be built, just to be tore back out?? how will the city and county be able to afford to buy out these homes? Will these families be give a *truly* fair amount for their properties and homes or will the city condemn their nice homes and pay as little as possible? I am hoping this newest map is a mistake. Surely this cannot be right.....

- Turn Kearney over 65 into an inverted diamond and make Kearney Street from 65 East to the courts 4 lanes! Also widen the bridge, you have 2 lanes going west and a turn lane going south, but 1 lane going east and one lane tuning North.
- Heading North on Orchard Crest to Mt. Vernon both sides are fenced and have blind spots- someone is going to get hurt there. Blind spots need to be fixed.
- I would really like to see at least two cross walks across Sunshine Street between Glenstone and 65. I think one between the Bank and Q'doba beside Ventura would be extremely useful and another at either of the Plaza lights. There is not a single crosswalk from Glenstone east on Sunshine. I'm not really sure that there's a *marked* one at Glenstone. With all the new businesses beginning on East Sunshine, we really need something done. Thanks for presenting the opportunity to give ideas. I'm not sure where this one fits in all the pages of documentation you have here!

Final Draft Input

The final draft of the Plan will be made available for comment one more time before going to the Board of Directors. That input will also be captured here.

Vision and Measuring Performance

Vision and Goal Development

The OTO Long Range Transportation Plan Subcommittee used input from the public input process at the beginning of plan development as guidance for the Plan Vision and Goals. A survey asked the public what they thought was important regarding transportation in the region. This, coupled with federal guidance regarding what metropolitan planning areas should consider in the planning process, was used to develop a vision and set of goals appropriate for the region.

Vision

An excellent transportation system supporting the success of the OTO region.

Goals

Through public input and discussion among the Long Range Transportation Plan Subcommittee, twelve goals were developed. These goals help shape the recommendations to come from this plan and guide the actions of the OTO over the life of this plan, including programming in the Transportation Improvement Program.

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

Actions

OTO has developed a series of actions for each goal that will guide the implementation of this plan. These actions embolden priorities and outline plans and studies for staff to put the plan into action.

- 1. Support the economic vitality of the region**
 - a. Prioritize projects that encourage job creation, retention, and wage growth.
 - b. Use the congestion management system to identify improvements that reduce congestion and improve mobility.
 - c. Encourage a balanced multimodal system providing transportation to all.
 - d. Connect the bicycle network to national routes and provide local bicycle wayfinding.

- 2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements**
 - a. Regularly update the Major Thoroughfare Plan and Bicycle/Pedestrian Plan to align with land use decisions by local governments.
 - b. Review development proposals for compliance with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
 - c. Encourage all jurisdictions align their design standards with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
 - d. Make land use recommendations where gaps in commercial uses exist along arterials and proposed new arterials, expressways, and nodes.
- 3. Increase the Safety and Security of the Transportation System for all users**
 - a. Support the MoDOT Blueprint for Safety and other efforts to reduce traffic accidents.
 - b. Prioritize projects that support the recommendations of state and local highway safety plans.
 - c. Review local Emergency Management and Hazard Mitigation plans to ensure that transportation is included.
 - d. Conduct an inventory of flood-vulnerable transportation facilities.
 - e. Support the coordination of education programs for bicyclists, pedestrians, and motorists.
 - f. Continue to support safe routes to school through TAP prioritization.
- 4. Increase accessibility and mobility for all transportation modes**
 - a. Develop and provide to member jurisdictions model policies for a complete street network and other facilities.
 - b. Review roadway improvement projects for opportunities to provide for all modes of transportation.
 - c. Look for opportunities to expand transit ridership.
 - d. Identify a high-frequency transit corridor with fewer stops and develop a land use plan to promote the density needed to support transit.
 - e. Give priority to Project Selection criteria for improvements that make bus stops more accessible.
 - f. Continue to develop Bicycle and Pedestrian Implementation plans and update periodically to ensure relevancy.
 - g. Amend Greene County Destination Plan to include Christian County.
 - h. Share best practices via a single resource regarding bicycle and pedestrian facilities.
 - i. Create and support the position of a regional bicycle and pedestrian coordinator in partnership with and within the OTO region.
 - j. Continue to support efforts to bring inter-city passenger rail to Springfield.
- 5. Improve connections within and between all modes of transportation**
 - a. Draft a model ordinance providing for subdivision street connections and cross access requirements and encourage area jurisdictions to adopt.

- 6. Encourage efficient system management and operations**
 - a. Promote transportation demand management strategies.
 - b. Encourage efficient traffic incident management (TIM) principles.
 - c. Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.
 - d. Develop a traffic incident management subcommittee.
- 7. Preserve the existing transportation system and monitor system performance**
 - a. Emphasize system preservation when allocating available funding.
 - b. Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
 - c. Publish an annual report documenting system performance.
- 8. Maximize resources by promoting partnerships, collaboration and good planning principles**
 - a. Encourage collaboration among OTO jurisdictions.
 - b. Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.
 - c. Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.
- 9. Actively seek secure and reliable transportation funding**
 - a. Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.
 - b. Educate elected officials and the public regarding the need for additional stable transportation funding.
 - c. Provide letters of support for activities related to Transportation Plan 2040 priorities.
- 10. Provide education and advocacy for transportation**
 - a. Provide presentations to elected officials, board and community committees on the transportation system.
 - b. Use media outlets to educate the public on transportation issues.
- 11. Protect and enhance the environment when planning for transportation improvements**
 - a. Inventory environmentally sensitive areas for consideration in planning decisions.
 - b. Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
 - c. Support water quality best practices where feasible.
- 12. Support the efficient movement of goods**
 - a. Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.
 - b. Identify essential freight corridors and monitor freight performance.
 - c. Conduct a regional freight study to better understand needs and impacts of goods movement.

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming”[§1203; 23 USC 150(a)].

National Performance Goals

With this, seven national performance goals were established for the Federal-aid highway program. From these seven goals, fifteen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress.

1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

- a. Number of fatalities
- b. Rate of fatalities per 100 million vehicle miles traveled
- c. Number of serious injuries
- d. Rate of serious injuries per 100 million vehicle miles traveled
- e. Number of non-motorized fatalities and non-motorized serious injuries

2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

- a. Bridge condition on the NHS
- b. Pavement condition of the interstate system
- c. Pavement condition of the NHS excluding the interstate system

3. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

- a. Traffic congestion

4. System Reliability

To improve the efficiency of the surface transportation system

- a. Performance of the interstate system
- b. Performance of the NHS excluding the interstate system

5. Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

- a. Freight movement on the interstate system

6. Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

- a. On-road mobile source emissions

7. Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Plus two transit performance measures

- a. Transit state of good repair
- b. Transit safety performance criteria and vehicle safety performance standards

Guidance for these goals are still a work in progress and should be expected from FHWA and FTA sometime during 2016. Upon release of final guidance, the Missouri Department of Transportation will develop statewide targets. The OTO will have six months following development of the state targets to finalize targets at the regional level. OTO has the option to support the state targets through project programming. These regional targets will be reflected in a performance measures report, as discussed below.

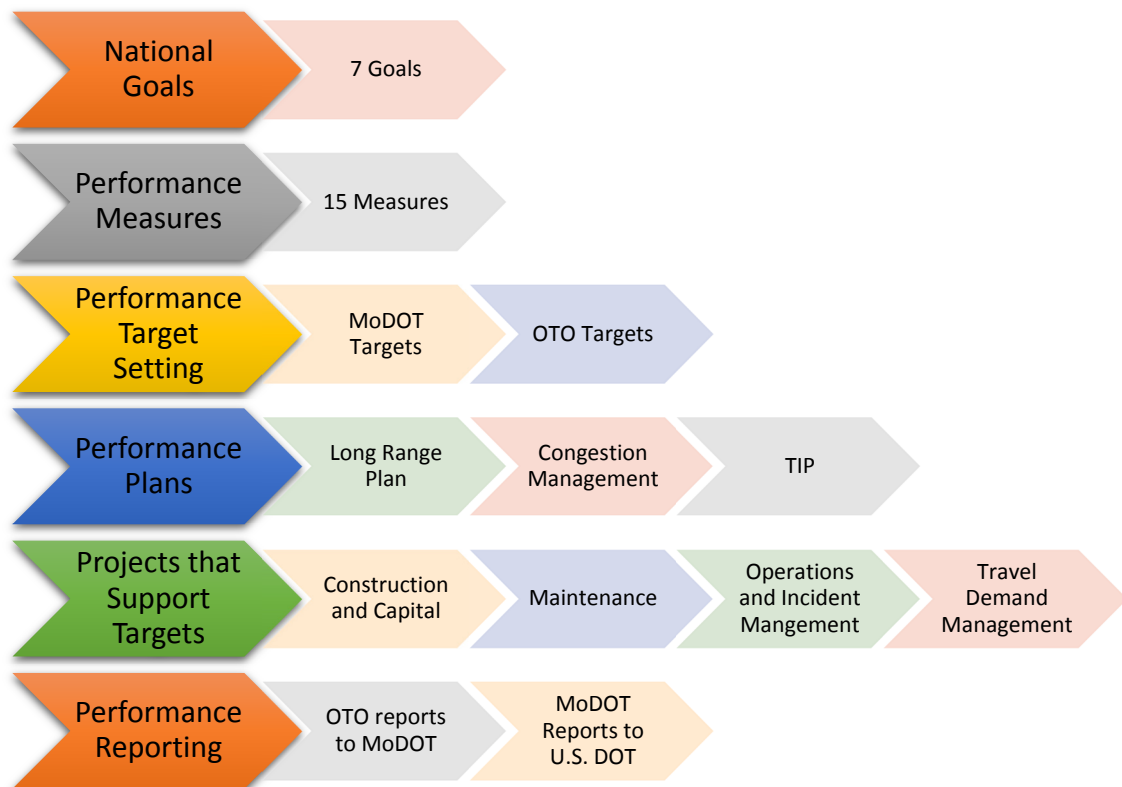


Figure 3-1: Performance Management Process

Regional Performance Goals

With *Journey 2035*, the OTO developed eleven performance measures, providing a benchmark for the region in terms of safety, system performance, and public health. OTO produces an annual report, indicating the current trend for each measure. The 2014 Annual Performance Measures Report is included in the Appendix. (By the time of Plan adoption, the 2015 report will be available and will replace the information shown in the table below.)

As the eleven measures, included in the table below, from *Journey 2035* are updated to reflect the National Performance Goals, in coordination with MoDOT, the OTO Performance Measures Report will also be updated to reflect those measures.



Table 3-1: OTO Performance Measures

Performance Measure	Target	Relation to 2040 Plan Goals	2014 Status
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	1, 2, 10, 12	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	4, 5, 10	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	1, 2, 4, 5, 8, 9, 10, 11	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	3, 8, 9, 10	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	4, 5, 6, 8, 9, 10	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	1, 2, 4, 5, 10	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	1, 2, 4, 6, 8, 9, 10, 12	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	1, 2, 4, 6, 8, 9, 10, 12	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	3, 7, 8, 9, 10, 12	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	3, 7, 8, 9, 10, 12	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	1, 3, 6, 10, 11	

Throughout this process, OTO has encountered challenges in reporting performance. Data is not always available for each desired measure or timeframe. The disparate sizes of the OTO communities dictate which American Community Survey timeframes are available. Other data is not collected annually, meaning it does not change from one report to the next. The MAP-21 requirements, carried into the FAST Act, only stipulate that reports are made with the update of the long range transportation plan. This may solve some of the data availability issues for the measures related to meeting these requirements. MoDOT has also been working with its planning partners, including OTO, to ensure data availability as required by the measures.

Design Standards

OTO has an established Major Thoroughfare Plan (MTP) that shows the projected functional class of the roadway system through 2040 and beyond. This differs from the Federal Functional Classification System, which reflects how roadways currently function. The MTP roadway classification system provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the OTO study area. Both systems use a set of standards which group roadways based on similar characteristics.

Adopted Standards

In *Journey 2030*, the OTO adopted design standards, which are desired minimums based on the recommendations of the Major Thoroughfare Plan. OTO jurisdictions are encouraged to adopt more stringent standards, as well as employ best practices. “Complete Streets” and “Livable Streets” are among the most recent best practices in roadway design.

Recommended Changes

With the review of the Major Thoroughfare Plan in preparation for the *Transportation Plan 2040* planning process, one change was recommended to the Design Standards. This was the inclusion of a Rural Collector. This designation is only applied to certain collectors in Christian County outside of the Tier 2 planning areas. These roadways would have a 50-foot right-of-way applied and open ditch would replace curb, gutter, and sidewalk requirements. With the adoption of Transportation Plan 2040, this change will be incorporated into the OTO Design Standards.

The revised Design Standards are included in the Appendix.

Variance from the Standard

These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but is has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO Design Standards require recommendation of a variance from a special subcommittee of the OTO Technical Planning Committee to the Board of Directors, who can approve or deny the request.

Bicycle and Pedestrian Design Standards

With the adoption of *Journey 2035*, OTO adopted minimum standards for bicycle and pedestrian facilities in the region, revised from the initial Comprehensive OTO Area Bicycle-Pedestrian Plan. These are also included in the Appendix.

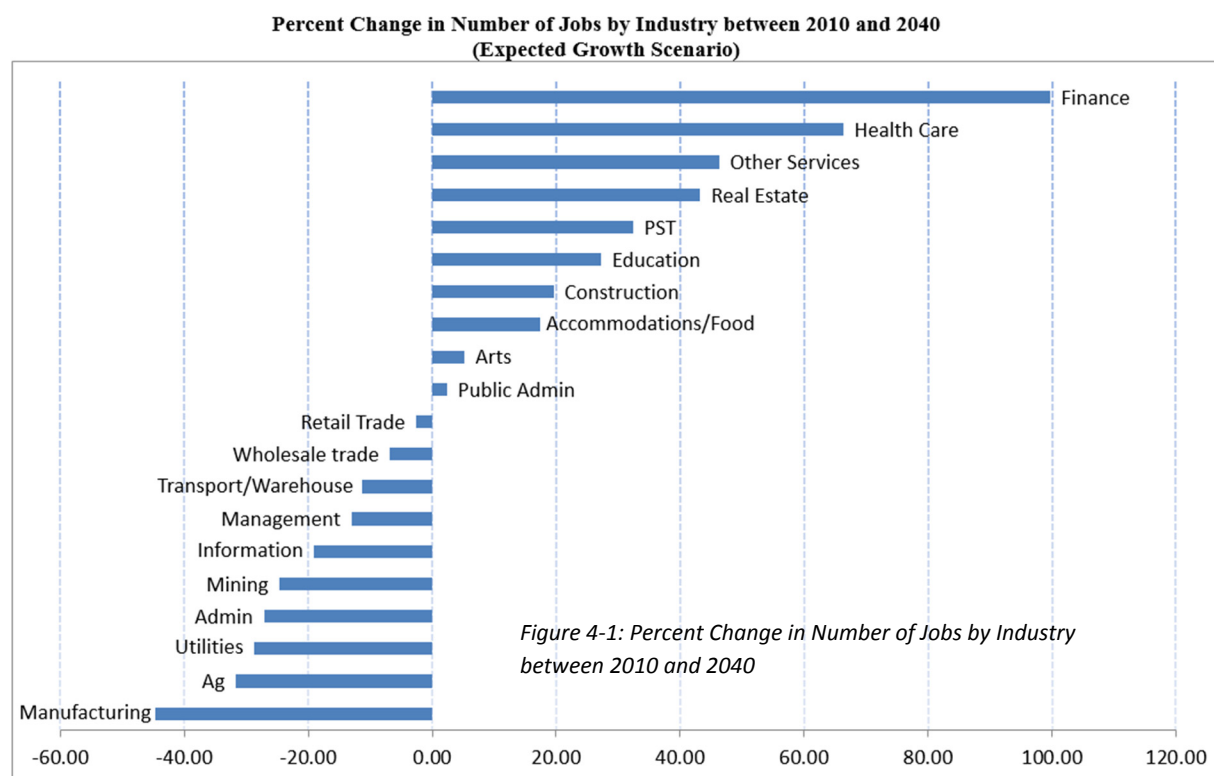
Existing Conditions and Special Studies

Socioeconomic and Demographic Trends

With the development of the travel demand model, OTO contracted with the Bureau of Economic Analysis at Missouri State University to project population and employment for 2040. These projections were done at the Transportation Analysis Zone (TAZ) level for the entirety of Christian and Greene Counties, with 2010 as a base year, and projections developed for 2020, 2030, and 2040, using Slow, Expected, and High Growth scenarios. More can be found in the *OTO Travel Demand Model Summary Report* (<http://www.ozarkstransportation.org/Documents/TravelDemandModel2012.pdf>).

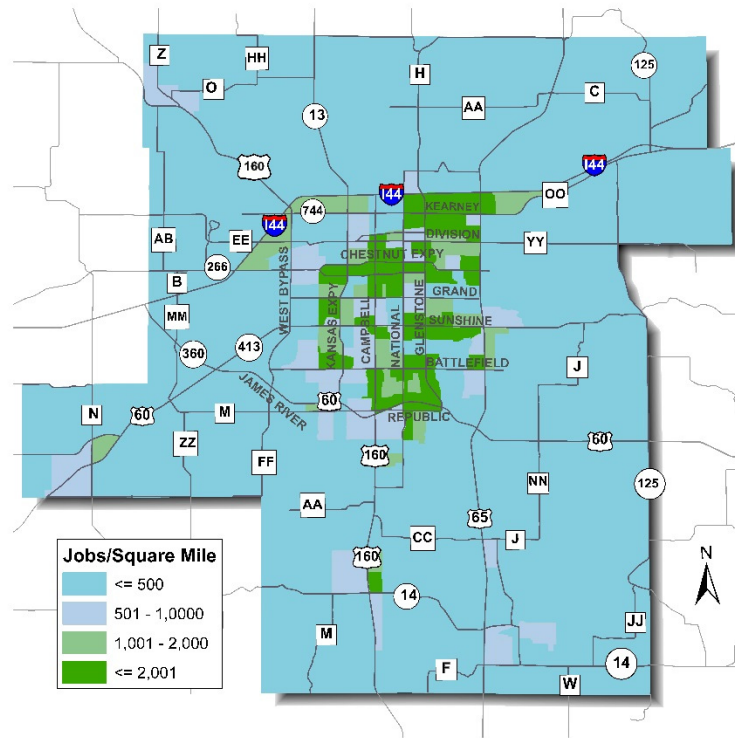
Employment Growth

For the expected-growth scenario, Finance and Healthcare are predicted to be the fastest growing industries in the two-county region. Manufacturing and Agriculture are expected to see the largest declines.

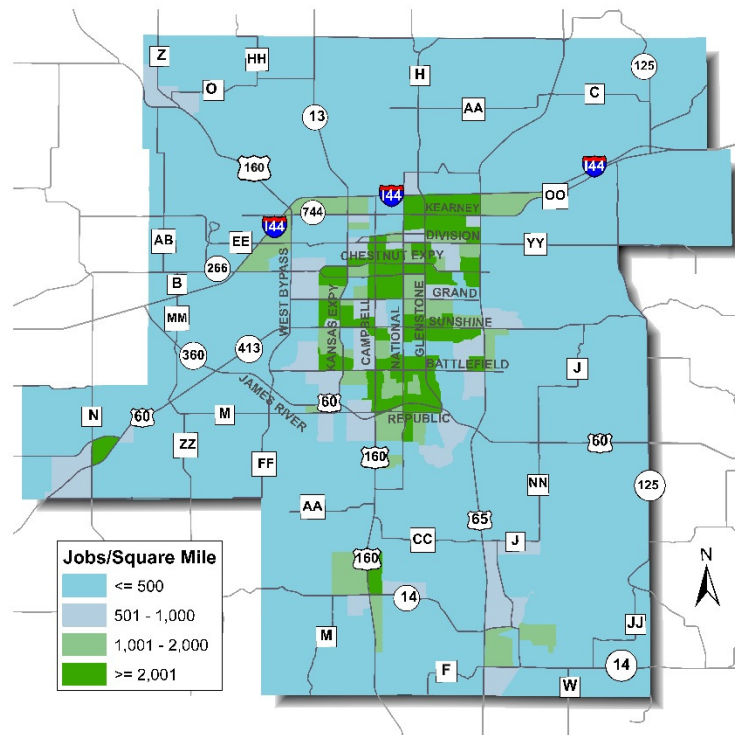


Projected employment density, however, remains strong in Springfield, with some growth seen in northern Christian County and the Republic area. The decrease in the manufacturing sector does have an impact on the future employment distribution of the OTO region, as can be seen in the northeast and northwest corners of Springfield. Employment is shown to decrease in the TAZs where the industrial parks are located. Of note, is that the employment projections for each TAZ over the next 30 years are based on the existing industries in those TAZs.

Map 4-1: 2010 Jobs per Square Mile by TAZ

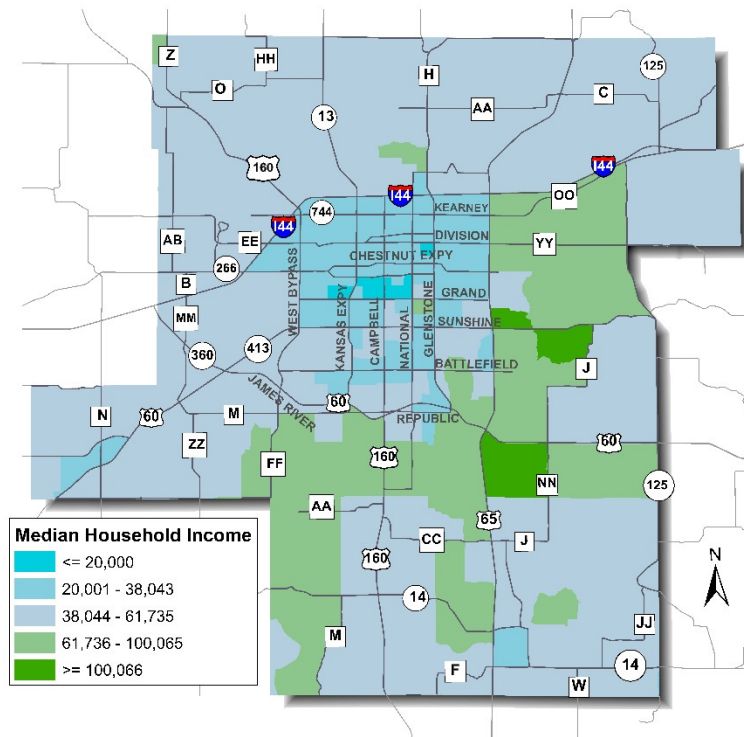


Map 4-2: 2040 Jobs per Square Mile by TAZ

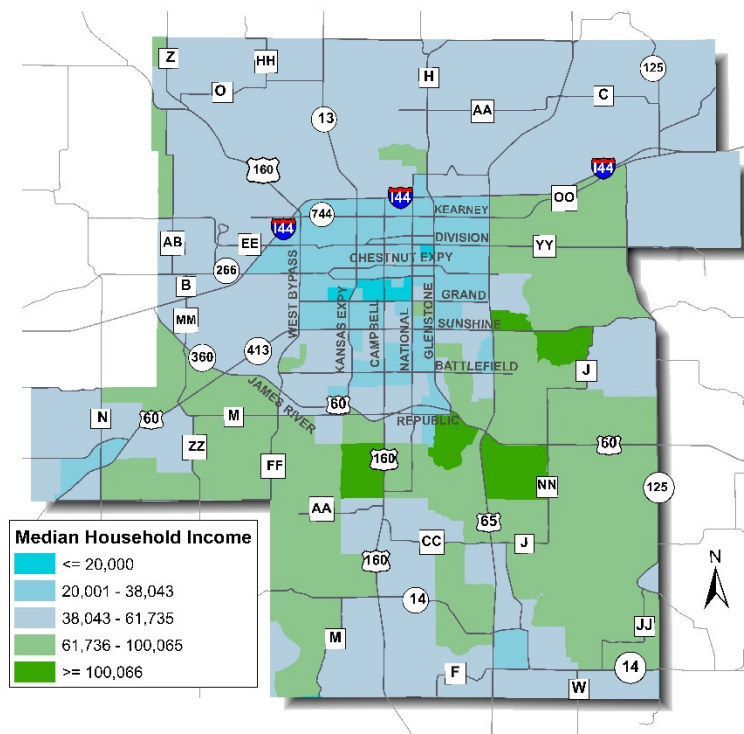


Income distribution across the region does not dramatically change.

Map 4-3: 2010 Median Household Income by TAZ



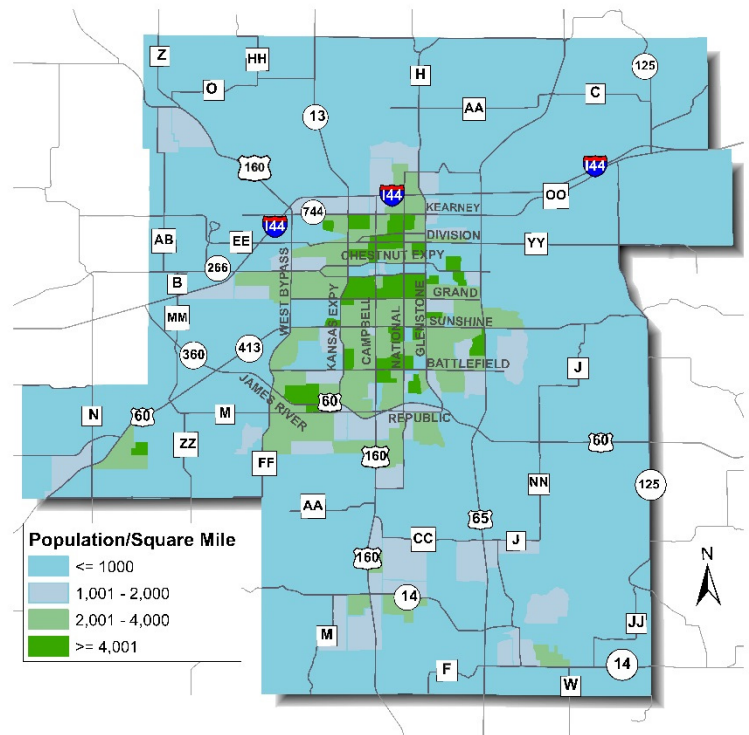
Map 4-4: 2040 Median Household Income by TAZ



Population Growth

Population projections redistribute the population of the region, reducing density in the Springfield core and adding population and density to northern Christian County. The City of Springfield can expect an increase between 16 and 22 percent in population over the next thirty years, while Greene County could grow from 22.5 percent to almost 28 percent. This is relatively minor, however, compared to the growth in Christian County, which could range from 71 percent to 79 percent.

Map 4-5: 2010 Population per Square Mile by TAZ



Map 4-6: 2040 Population per Square Mile by TAZ

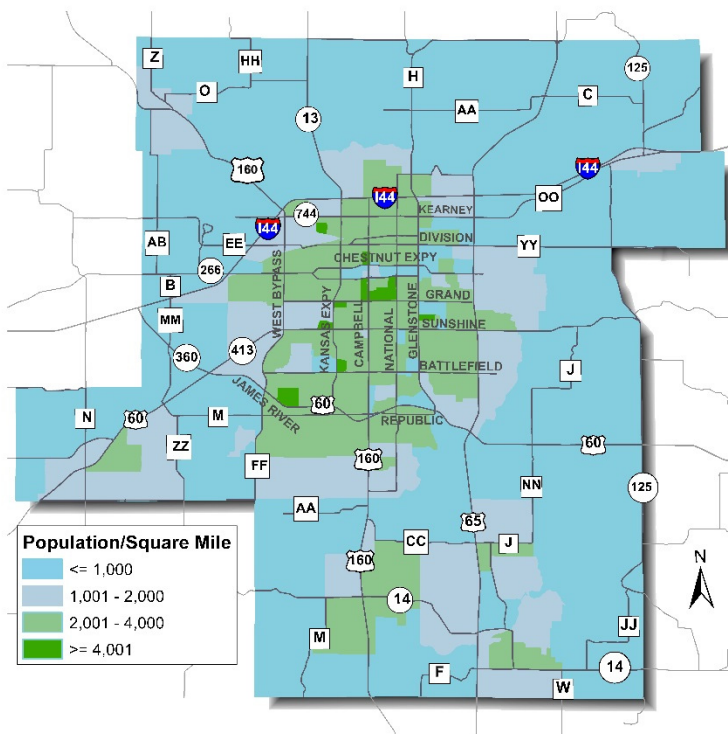
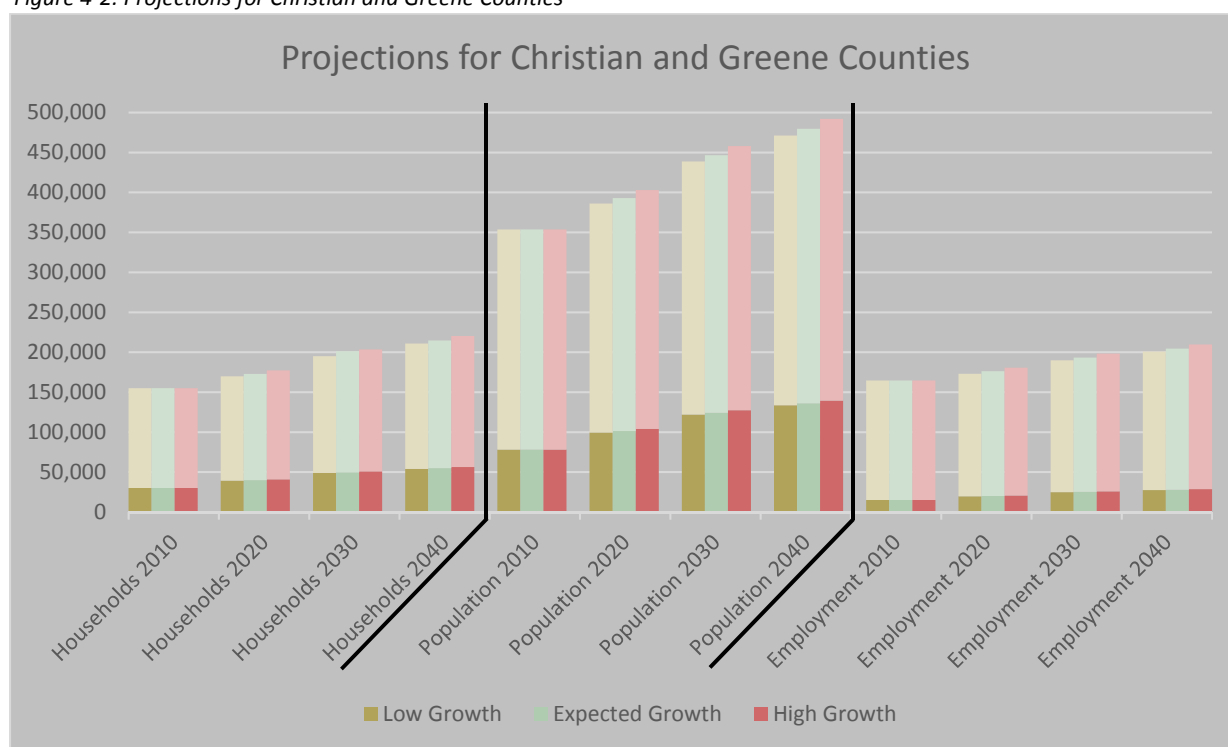


Table 4-1: 2010-2040 Demographic Summary

		High Growth			Expected Growth			Low Growth		
		All Greene	All Christian	TOTAL	All Greene	All Christian	TOTAL	All Greene	All Christian	TOTAL
2010	Households	124,873	30,114	154,987	124,873	30,114	154,987	124,873	30,114	154,987
	Population	275,638	77,999	353,637	275,638	77,999	353,637	275,638	77,999	353,637
	Jobs	149,614	14,946	164,560	149,614	14,946	164,560	149,614	14,946	164,560
2020	Households	136,375	40,886	177,261	132,971	39,864	172,835	130,655	39,166	169,821
	Population	299,032	103,865	402,897	291,563	101,271	392,834	286,477	99,508	385,985
	Jobs	160,139	20,525	180,664	156,134	20,015	176,149	153,422	19,663	173,085
2030	Households	152,628	50,892	203,520	151,685	49,620	201,305	146,219	48,751	194,970
	Population	330,734	127,249	457,983	322,464	124,069	446,533	316,847	121,901	438,748
	Jobs	172,330	25,856	198,186	168,029	25,213	193,242	165,097	24,770	189,867
2040	Households	164,037	56,161	220,198	159,924	54,755	214,679	157,134	53,800	210,934
	Population	352,511	139,412	491,923	343,694	135,929	479,623	337,710	133,555	471,265
	Jobs	181,078	28,547	209,625	176,560	27,835	204,395	173,476	27,348	200,824

Figure 4-2: Projections for Christian and Greene Counties



Three growth scenarios were developed, low, expected, and high growth. There is not a large difference between the three growth scenarios. The report did not specify the assumptions used to develop the lower than expected or higher than expected growth rates. The 2040 model forecasts were developed based on the expected growth scenario.

Historic Population Trends

A complete Census count has not been conducted since *Journey 2035*. There are estimates available for each OTO community, however, through July 1, 2014. The OTO region, especially Christian County, experienced incredible growth between 1990 and 2000, with continued strong growth through 2010.

Nixa grew the fastest between 2010 and 2014, with Republic next. The communities in OTO's southern region continue this trend, which follows the growth that has been seen over the past few decades.

Table 4-2: Historic Population Trends

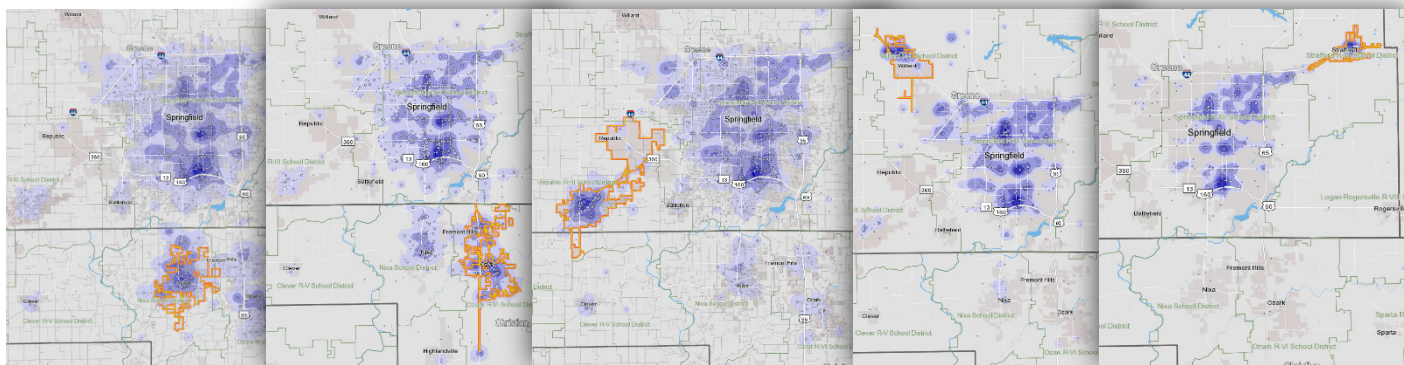
Jurisdiction	1990	2000	2010	1990-2000	2000-2010	1990-2010	2014 Estimate	2010-2014
Christian (All)	32,644	54,285	77,422	66.3%	42.6%	137.2%	82,101	6.0%
Christian (MPO)	--	14,049	16,196	--	15.3%	--	--	--
Greene (All)	207,949	240,391	275,174	15.6%	14.5%	32.3%	285,865	3.9%
Greene (MPO)	--	54,459	68,934	--	26.6%	--	--	--
Battlefield	1,526	2,385	5,590	56.3%	134.4%	266.3%	5,925	6.0%
Fremont Hills	201	597	826	197.0%	38.4%	310.9%	856	3.6%
Nixa	4,707	12,124	19,022	157.6%	56.9%	304.1%	20,570	8.1%
Ozark	4,243	9,665	17,820	127.8%	84.4%	320.0%	18,871	5.9%
Republic	6,292	8,438	14,751	34.1%	74.8%	134.4%	15,680	6.3%
Springfield	140,494	151,580	159,498	7.9%	5.2%	13.5%	165,378	3.7%
Strafford	1,166	1,845	2,358	58.2%	27.8%	102.2%	2,366	0.3%
Willard	2,177	3,193	5,288	46.7%	65.6%	142.9%	5,454	3.1%
OTO Region	--	258,335	310,283	--	20.1%	--	--	--

Commuting Patterns and Congestion

Major Employers

When evaluating the location of major employers for OTO's outlying communities, the same locations continue to be highlighted – downtown and the surrounding institutions of higher education, Sunshine and National and the Mercy Hospital campus, and National and U.S. 65 and the Cox Health Campus.

Figure 4-3: Selected Employment Patterns



Additional concentrations can be seen in OTO's more industrial areas. Overall, this graphic demonstrates that most of the OTO region commutes to similar locations each day for work.

Time Leaving for Work

The morning commute in the OTO region is fairly concentrated between the hours of 6:30 a.m. and 8:30 a.m., with most communities falling into a 90-minute window. The City of Nixa is the exception, with a gap from 7:30 to 7:59 a.m., and the commute picking back up at 8:00 a.m., giving Nixa the longest stretch for the morning commute. This information provides details on when and where to look for morning congestion along OTO's major corridors.

	Christian	Greene	Battlefield	Fremont Hills	Nixa	Ozark	Republic	Springfield	Strafford	Willard
Total:	35,539	126,708	2,795	312	8,715	8,453	6,868	73,106	1,052	2,351
12:00 a.m. to 4:59 a.m.	1,248	4,043	47	0	282	286	347	2,291	10	171
5:00 a.m. to 5:29 a.m.	1,007	3,010	93	0	230	326	157	1,635	57	20
5:30 a.m. to 5:59 a.m.	1,432	5,222	158	6	354	222	397	2,690	73	46
6:00 a.m. to 6:29 a.m.	3,121	7,770	127	18	685	625	546	3,665	111	293
6:30 a.m. to 6:59 a.m.	3,748	12,059	364	27	1,103	700	771	5,858	137	218
7:00 a.m. to 7:29 a.m.	7,215	18,506	599	70	1,582	1,606	1,249	8,832	169	418
7:30 a.m. to 7:59 a.m.	4,200	20,734	494	58	824	1,089	1,151	11,485	195	372
8:00 a.m. to 8:29 a.m.	3,924	14,353	196	22	1,164	994	636	8,175	69	384
8:30 a.m. to 8:59 a.m.	1,444	5,451	85	16	408	354	51	3,274	20	138
9:00 a.m. to 9:59 a.m.	2,072	7,541	54	19	373	740	247	5,192	86	11
10:00 a.m. to 10:59 a.m.	845	3,713	78	11	275	225	204	2,658	11	47
11:00 a.m. to 11:59 a.m.	397	2,697	80	0	62	93	72	2,044	8	29
12:00 p.m. to 3:59 p.m.	1,973	10,490	246	13	575	507	422	7,619	54	148
4:00 p.m. to 11:59 p.m.	2,913	11,119	174	52	798	686	618	7,688	52	56
Average Travel Time to Work	25.5	19.0	22.2	24.4	24.4	23.8	21.9	17.3	22.0	23.6

Figure 4-4: Time Leaving for Work

Travel Time to Work

Table 4-3: Travel Time to Work

	1980	1990	2000	2005-2009	2007-2011	2008-2012	2009-2013
Christian	24.0	27.4	25.1	24.1	24.5	24.9	25.6
Greene	17.2	17.6	19.2	19.5	19.2	18.8	19.0
Battlefield	22.1	22.6	23.1	22.7	23.1	22.1	22.7
Fremont Hills	N/A	17.0	19.8	19.7	23.6	23.2	23.8
Nixa	20.8	19.1	23.8	21.9	22.4	23.4	24.9
Ozark	21.0	19.2	21.6	22.0	23.1	23.3	23.3
Republic	20.5	21.6	25.1	23.4	22.2	22.3	21.5
Springfield	15.4	15.7	17.0	17.6	17.3	16.9	17.3
Strafford	19.2	20.4	22.4	23.0	23.7	20.8	22.1
Willard	20.6	23.2	23.0	23.8	23.1	24.8	26.1
Average of Greene/Christian	20.6	22.5	22.2	21.8	21.9	21.9	22.3
Average of OTO Cities	19.9	19.9	22.0	21.8	22.3	22.1	22.7

Blue cells	show improvement from prior timeframe
Red cells	show decline from prior timeframe
White cells	show no change from prior timeframe

Travel time to work appears to have gotten worse over the years, but considering the incredible population growth experienced in the region in the past fifteen years, as well as the growth in vehicle miles traveled, the changes in travel time have not been as significant as one would expect. Travel times in Greene County, Battlefield, Republic, and Strafford have actually improved between the 2009-2013 American Community Survey and the 2000 decennial census. The small sample sizes in the American Community Survey could also explain the variations seen over the past few years.

Average Delay

The OTO Congestion Management Process analyzed delay calculated from travel time runs conducted throughout the OTO region in 2005, 2008, and 2012. The table below demonstrates changes between the AM and PM peaks over these time periods. For both AM and PM peak, improvements were seen in all directions except Eastbound. Some of these differences could be related to changes in the corridors selected for analysis during each timeframe. The extents of each corridor do not match from year to year.

Table 4-4: Average Delay

Peak Hour / Direction	2005	2008	2012
	Average Delay per Lane Mile	Average Delay per Lane Mile	Average Delay per Lane Mile
AM Eastbound	5.69	5.03	7.86
AM Westbound	5.73	8.23	7.26
AM Northbound	6.51	9.93	7.06
AM Southbound	7.58	8.62	7.68
PM Eastbound	6.31	8.43	8.76
PM Westbound	6.57	8.87	8.53
PM Northbound	9.11	12.42	11.89
PM Southbound	9.95	11.21	11.14
Average	7.19	9.09	8.77
Source: Data from OTO Travel Time Runs			

This data was also analyzed to determine OTO area roadways that are significantly delayed. This is a Performance Measure for the region. In this case, AM peak improved over 2008, though PM peak did not. It is thought that PM travel is likely influenced by factors other than the journey to or from work, while travel during the AM peak can mostly be attributed to commuting to work and/or school.

Table 4-5: AM Peak Delay

	AM Peak Total		
	2005	2008	2012
Miles 20+ mph below speed limit	12.85	33.63	25.26
Total Travel Time Mileage	265.04	343.23	342.57
Percent Significantly Delayed	5%	10%	7%

Table 4-6: PM Peak Delay

	PM Peak Total		
	2005	2008	2012
Miles 20+ mph below speed limit	18.37	46.23	48.93
Total Travel Time Mileage	264.27	354.8	339.48
Percent Significantly Delayed	7%	13%	14%

Reliability

Since *Journey 2035*, OTO has increased access to data about the region's roadways. This includes data from HERE, which uses over 100 sources and billions of GPS probe points to create its traffic data. This information is available through RITIS (Regional Integrated Transportation Information System) at the University of Maryland CATT (Center for Advanced Transportation Technology) Lab.

Buffer Index

A number of factors provide information for travel along a roadway. To compare these measures across roadways, they must be length neutral. For example, travel time becomes the travel time index and planning time becomes the planning time index. The travel time index is "travel time represented as a percentage of the ideal travel time (travel time/free-flow travel time)," while the planning time index is "the total travel time that should be planned when an adequate buffer time is included (95% travel time/free-flow travel time) [1]." The buffer index, on the other hand, is the buffer time's percent of the average travel time. Buffer time is "the extra time that travelers must add to their average travel time when planning trips to ensure on-time arrival," so the Buffer Index is the "(95% travel time – average travel time)/average travel time [1]." The Buffer Index increases the worse reliability gets.

In the OTO

The highlighted roadways in the graphic to the right were used for analysis. For typical workdays in September and October 2015, the northbound roadways in the OTO region are the least reliable, especially in the AM Peak. The eastbound roadways echo this pattern, though with less severity. The westbound roadways show a more pronounced daylong higher buffer index, as well as a PM peak issue. Reliability differs from delay in that it speaks to the unpredictability of travel time along a roadway.

Map 4-7: OTO Network

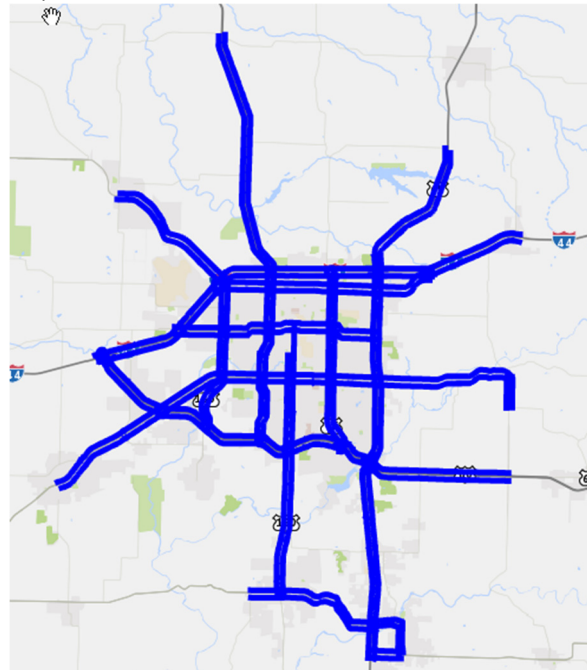
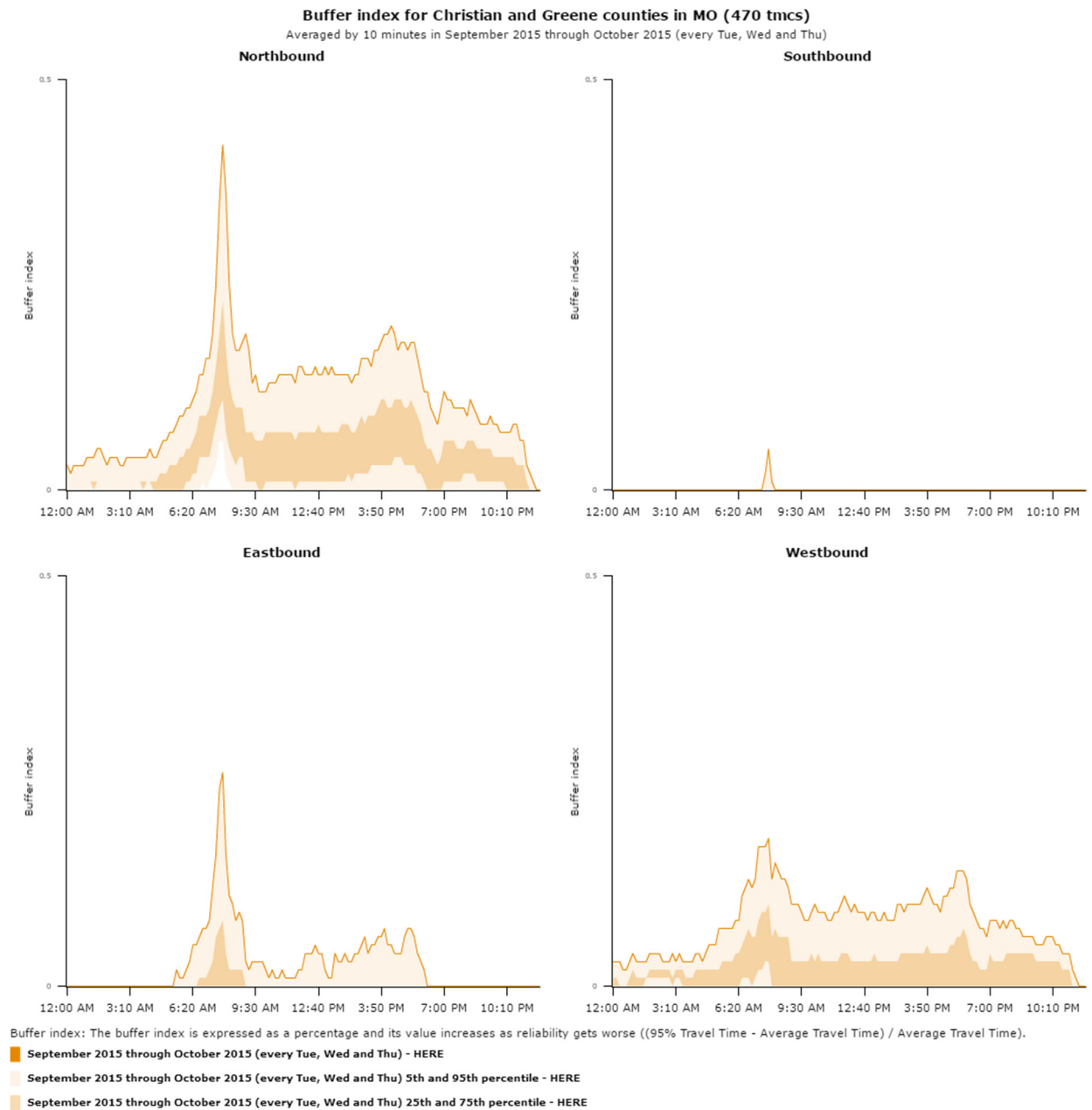


Figure 4-5: Buffer Index for Christian and Greene Counties in MO (470 tmcS)



Travel Demand Model

The OTO has developed a new four-step travel demand model with a 2012 base year and transit mode split. The demographic and socioeconomic data found at the beginning of this Chapter were used in the development and calibration of the model. This new model incorporates several unique features, including consideration for node delay in addition to link delay, dynamic trip assignment and distribution, and the use of cellular data to provide information on internal/external trips.

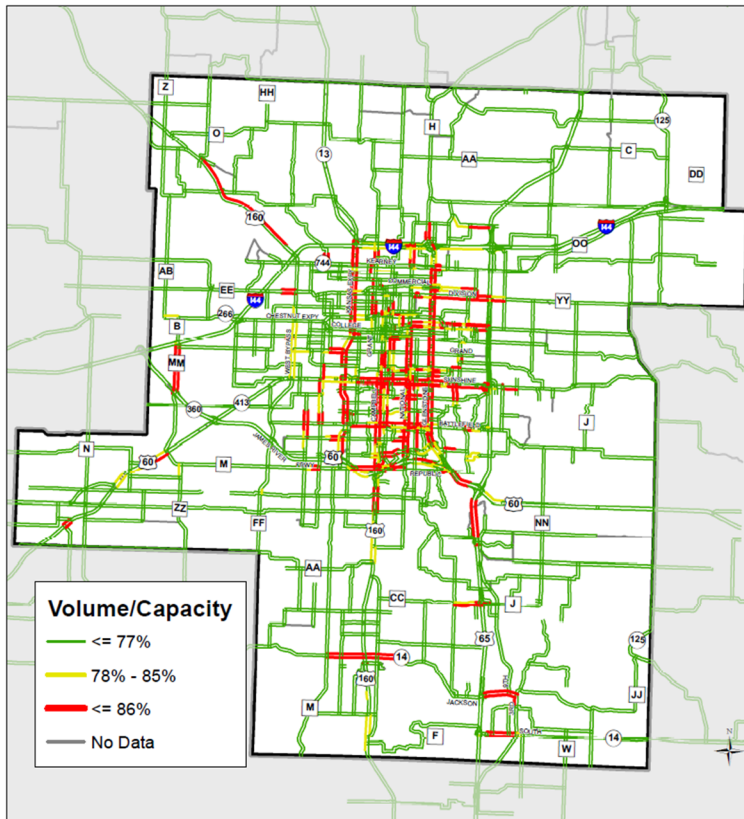
In addition to the 2012 base model, 6 scenarios were developed for the OTO region:

- 1) 2030 Existing plus Committed Network
- 2) 2040 Existing plus Committed Network
- 3) 2040 Regionally Significant Projects

- 4) 2040 Fuel Price Increase
- 5) 2040 Transit Share Increase
- 6) 2040 Southwest OTO Projects

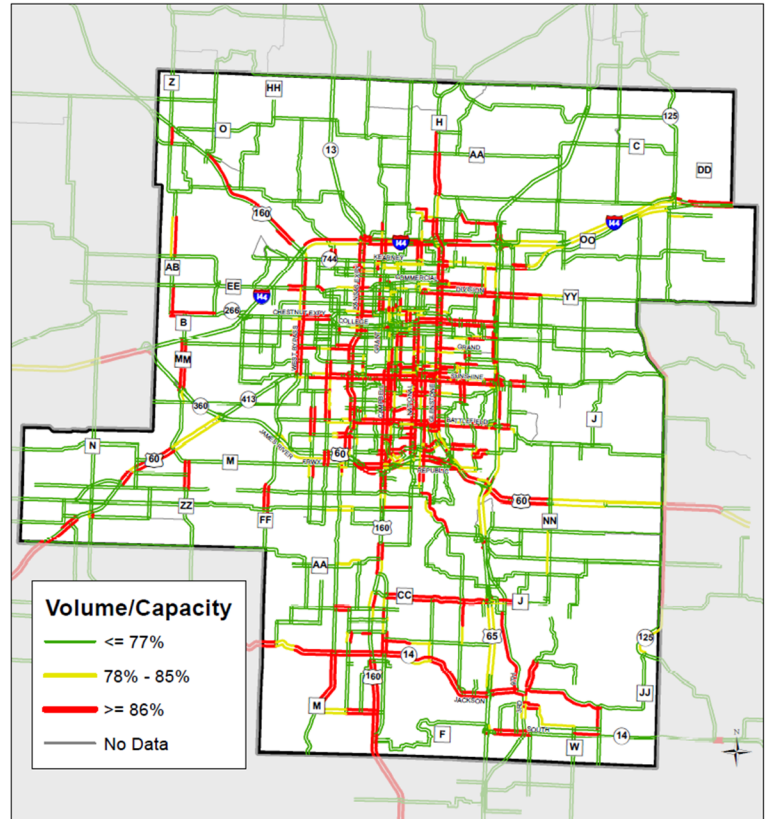
Below is a comparison of the Base scenario and the 2040 Existing plus Committed (no-build) scenario. A report outlining the complete model results can be found in the appendix.

2012 Base Year



Map 4-8: 2012 Base Year

2040 Existing plus Committed Network

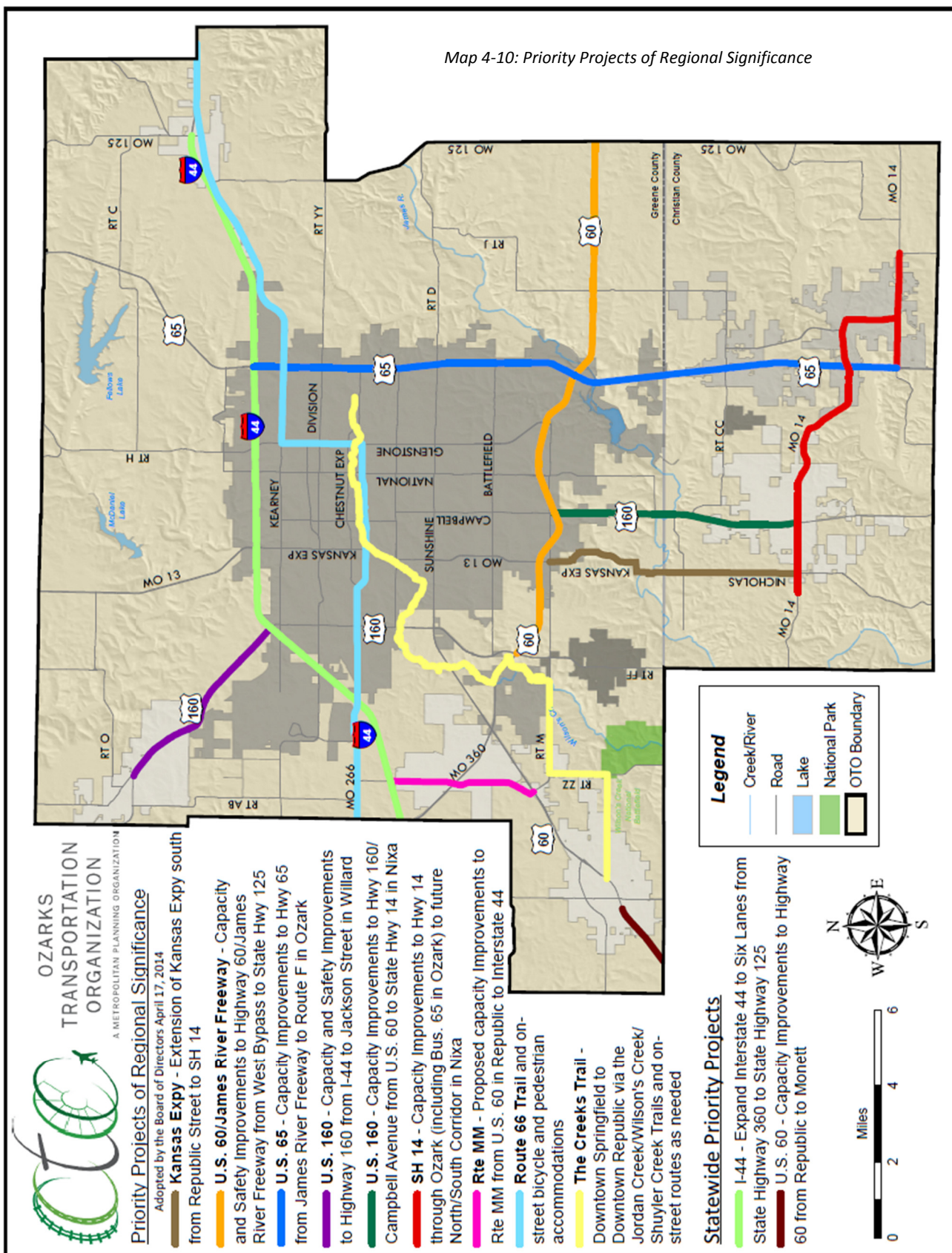


Map 4-9: 2040 Existing plus Committed Network

Compared to the base year, congestion on OTO's arterials is predicted to be more widespread. The existing plus committed improvements are forecasted to ease congestion on U.S. 65 south of James River Freeway, but over time, more congestion is forecasted north of James River Freeway. Congestion is forecasted to increase for Ozark south of CC on U.S. 65. Traffic is believed to be more proliferated along Highways 14 and CC in Christian County and increases are predicted on U.S. 160 through and south of Nixa. U.S. 60 heading southwest from Republic is also likely to see an increase in congestion.

Priority Corridors of Regional Significance

In order to identify priorities at a high level, the OTO has recognized select corridors throughout the region that represent the highest priority for regionally significant projects. This list has been used to communicate legislative priorities, as well as selection criteria for project scoring. This list has been updated as projects have been completed and additional corridors have been identified as priorities. Most recently, two trail corridors have also been added, providing a multi-modal dimension to the list.



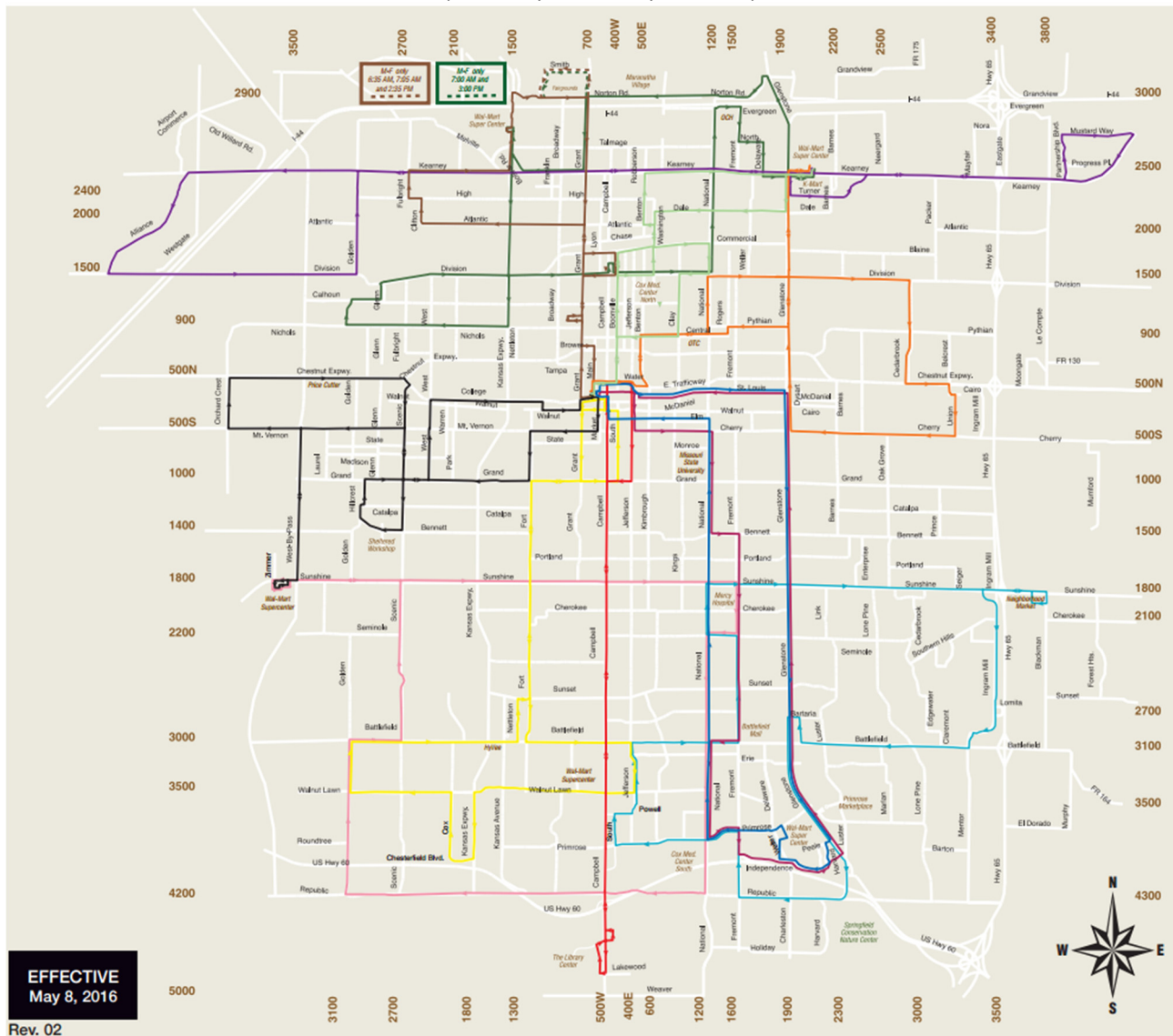
Transit

Providers

City Utilities

City Utilities is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition. CU Transit operates both day and night routes, as well as on weekends and holidays. Routes and schedules may be found at <http://www.cityutilities.net/transit/transit.htm>.

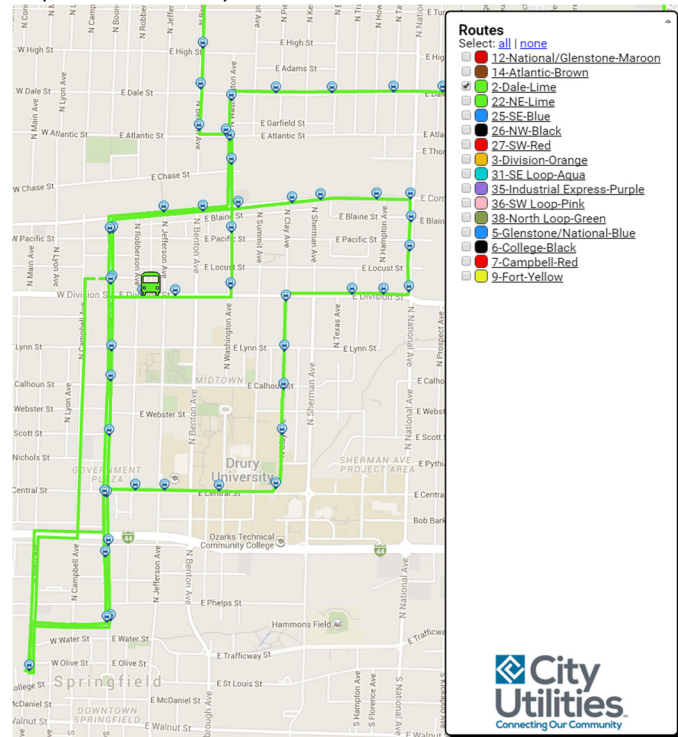
Map 4-11: City Utilities Day Route Map



City Utilities has 28 fixed-route buses and 7 paratransit buses, as well as nearly 100 shelters and 200 benches. Hours of operation for transit in Springfield are Monday through Saturday 6:00 a.m. to 6:35 p.m., while night service is 6:10 p.m. to 11:10 p.m., Sundays are 7:10 a.m. to 11:10 p.m., and holidays are 8:10 a.m. to 6:10 p.m. The paratransit hours are the same as the fixed route. City Utilities operates 365 days a year. There are 12 day routes, 7 Saturday and evening routes, and four Sunday and holiday routes. The Saturday and evening routes have grown in number since *Journey 2035* was adopted in 2011. Route maps can be found on the City Utilities website - <https://www.cutransit.net/routes/>. There is also an app and web-based map available called “Where’s My Bus?” This allows users to select their route and see the location of the bus, helping riders better plan their transit trips.

As of May 8, 2016, City Utilities has started operating out of a new Transfer Station located at College and Main in downtown Springfield. This replaces the existing station built in the 1980s. The new station allows for more and bigger buses when needed, as well as additional technology for bus ticketing and operations, including the utilization of real-time traveler information. The new station was also built to accommodate connections with other services, such as the Missouri State University Bear Line or interstate bus travel, such as Mega Bus.

Map 4-12: Where’s My Bus



Current transit demand has remained steady. Ridership in 2015 was over 1.5 million unlinked passenger trips for both the fixed-route and paratransit service. The total mileage for the entire system was over 1.2 million and total vehicle hours were over 87,000. The on-time performance of the fixed-route service was 86.2 percent last year, though new passenger counters are in place, which should provide a more detailed picture of when and where the system is experiencing reliability issues. The current information is reported through supervisor checks.

Beyond operating the transit system, City Utilities has partnered with the City of Springfield to build sidewalks along bus routes and to construct ADA accessible bus stops. Using their Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and formerly New Freedom funding, this partnership has allowed for improved access along several major routes and near critical facilities.

Map 4-13: Missouri State University Bear Line

Missouri State University
Missouri State University contracts with a private provider for regular shuttle service in and round the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session.

MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion into the downtown area.

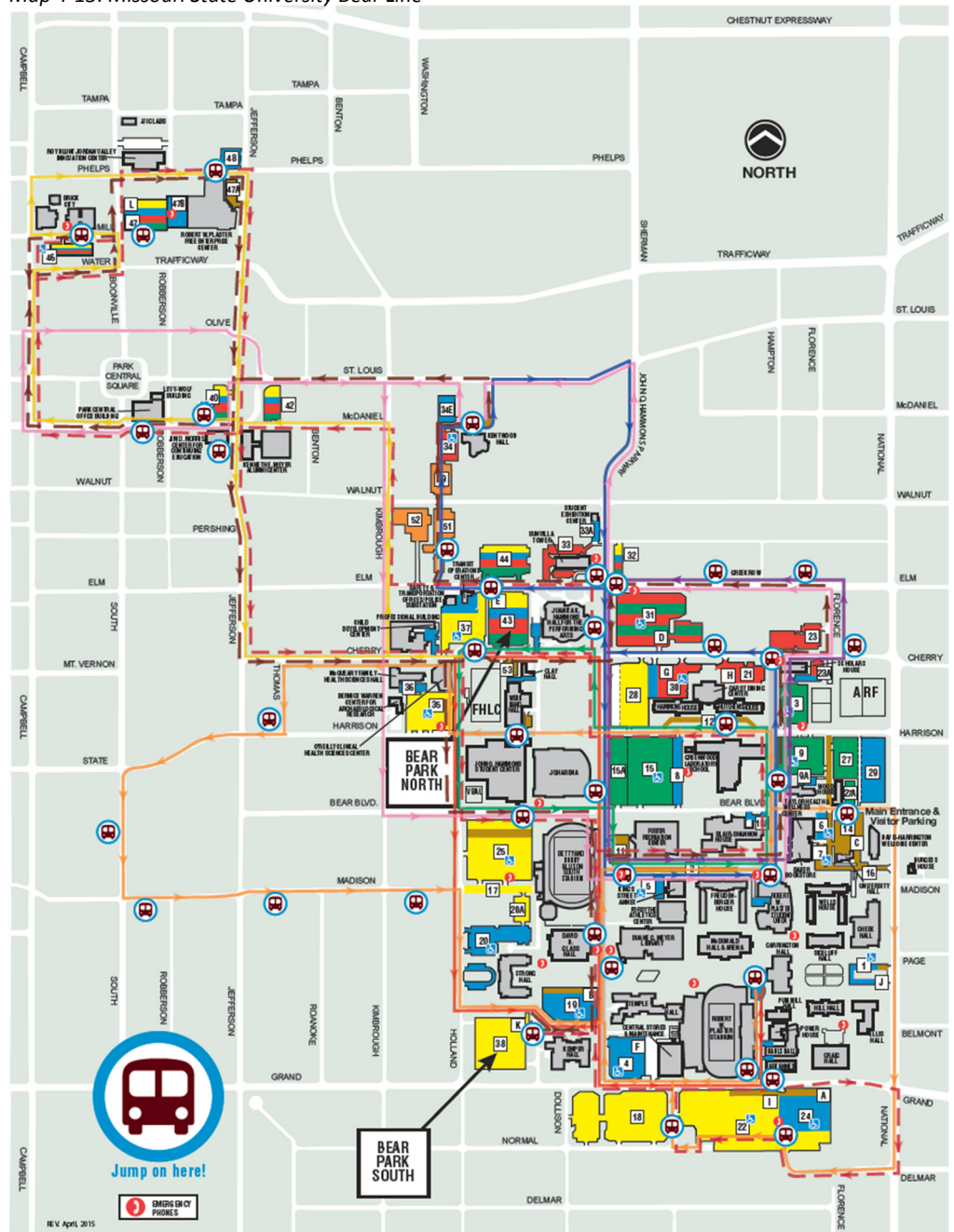
Human Service

Transportation Providers

Numerous agencies provide additional human-service transportation throughout the region. Some serve only their specific clients, and others, like OATS, Inc., provide demand-response service for the disabled and elderly in Springfield, and the general public in Christian and Greene Counties.

Intercity Surface Transportation

The OTO region is currently served by one inter-city bus company, Greyhound Lines, Inc., which serves over 3,700 destinations in North America. This has grown since 2011. There are 39 Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Branson is also served by Greyhound. The Greyhound bus station in Springfield is on the northeast corner of Springfield. Greyhound's service to Kansas City and St. Louis provides a connection to Amtrak service.



Southwest Missouri is not served by passenger train service, though a desire for such service is brought up repeatedly. Current studies, including one commissioned by MoDOT in 2007, have yet to demonstrate the feasibility of passenger train service.

2012 Route Study

OTO, in partnership with City Utilities Transit, conducted an in-depth transit analysis of both the existing system and a proposed regional system in 2012. The purpose of the study was to determine how well the current fixed-route serves local needs, identify opportunities for improvement, test scenarios, and evaluate a regional service concept. The studies can be found here

http://www.ozarkstransportation.org/Documents/OTO_FixedRouteOperationsAnalysis_Apr2012.pdf

and here http://www.ozarkstransportation.org/Documents/OTO_RegionalServiceAnalysis_Apr2012.pdf

The study, found on the OTO website, recommended improvements for five different levels of improvement:

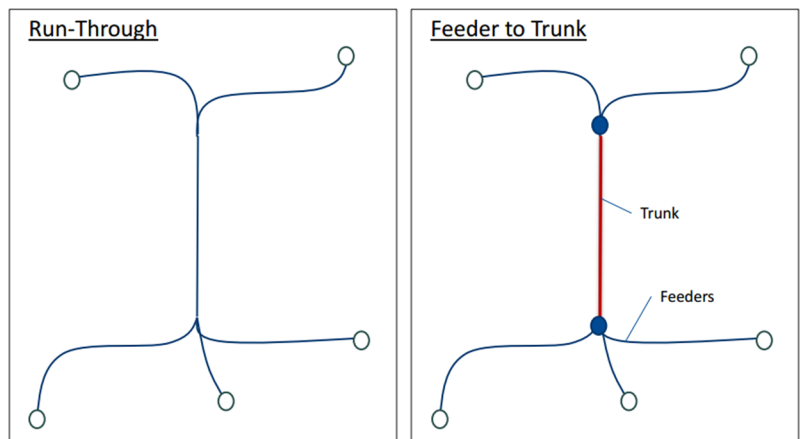
- | | |
|---|---|
| 1) Improve reliability | 4) Additional frequency improvements and limited stop service |
| 2) Improve frequency | |
| 3) Expand east-west options on far south side | 5) 15-minute frequency and ½-mile spacing |

Each scenario presents specific improvements and the estimated necessary capital costs for implementation.

The regional service analysis reviewed eleven candidate communities and two service designs: run-through and feeder-to-trunk. Eight routes were eventually selected for cost and route analysis:

- 1) Branson
- 2) Fair Grove
- 3) Nixa-Ozark
- 4) Rogersville
- 5) Republic-Battlefield
- 6) Strafford
- 7) Walnut Grove-Ash Grove-Willard
- 8) Limited Stop Circulator

Figure 4-6: 2012 Route Study Scenarios



From this plan, the Limited Stop Circulator has received the most attention as feasible. Using National, this route connects the Medical mile with MSU, OTC, Government Plaza and the downtown Transfer Station. The new transfer station at Main and College was not finalized at the time of this study, but that should not impact the findings related to this proposed route.

This route and variations on it are receiving additional attention through the City of Springfield's Impacting Poverty Initiative. Corresponding to the Major Employers Hot Spot maps seen earlier in this Chapter, this route should effectively serve the public's needs.

Coordinated Public Transit Human Services Transportation Plan

The OTO region has developed the Transit Coordination Plan (TCP), which addresses coordination of transportation provided by human service agencies for the elderly and disabled. The TCP has prioritized multiple strategies as High and Medium. The OTO Local Coordinating Board (LCB) for Transit is responsible for the implementation of these strategies and updates to the Plan. The LCB for Transit is comprised of local human service agency representatives, as well as City Utilities and OATS, Inc.

Strategies

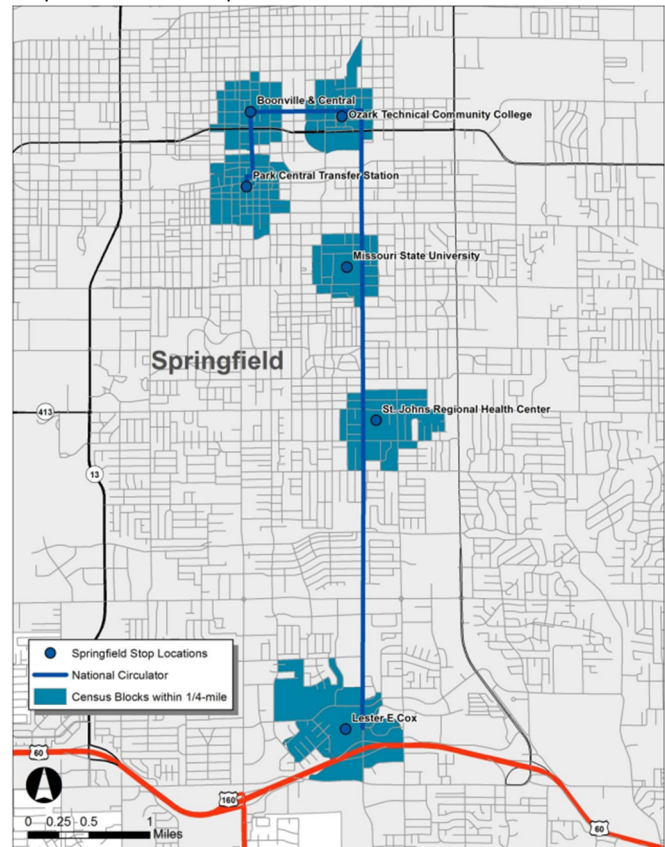
High Priorities (not in priority order)

- Educate public about services through a single source
- Increase/improve mobility services and infrastructure
- Increase utilization of services
- Sustain current mobility services

Medium Priorities (not in priority order)

- Continuation of Local Coordinating Board for Transit
- Develop greater volunteer assistance
- Increasing services – other than those listed as a high priority
- Regionalize service availability
- Share funding programs and benefit information

Map 4-14: Limited Stop Circulator



Bicycle and Pedestrian Planning

Planning Efforts

OTO has an active Bicycle and Pedestrian Planning program, with guidance from the OTO Bicycle and Pedestrian Advisory Committee. In addition to the bicycle and pedestrian measures in the OTO Performance Measures Report, a report is produced annually that highlights bicycle and pedestrian activities in the region as they relate to the 5 Es (Engineering, Encouragement, Enforcement, Evaluation, and Education).

Inventory

OTO strives to maintain an inventory of bicycle and pedestrian facilities in the OTO region. This includes an annual review of new sidewalk construction and working with member jurisdictions to catalogue existing bike routes and trails. This base data feeds the OTO Performance Measures Report, the Bicycle and Pedestrian Annual Report, and serves as the background for the Existing and Future Bicycle and Pedestrian Facilities Map, which is included in the Range of Alternatives Chapter.

A unique concept is included in the OTO regional bicycle and pedestrian plan. Locally, it is referred to as The Link, which is an accessible route for walking and bicycling along low-volume, slow-speed streets, linking greenways and activity centers. The Link crosses major streets at locations with traffic control or warning devices, which make people feel accommodated. Traffic calming and diversions may be used along Link routes so that traffic volumes remain low and speeds remain slow. There is accessible sidewalk on at least one side of the route. Traffic volume on most Link streets is slow and low enough that bicyclists feel safe mixing with motor vehicle traffic. Bike lanes, side paths, and separated bikeways or other facilities are provided where comfort is low. The Link is included on the bicycle/pedestrian facilities map.

Priorities

This plan carries forward the bicycle and pedestrian priorities set forth in *Journey 2035* (not in prioritized order):

Top 5 Policy Priorities

- Sidewalks on School Walking Routes
- Sidewalks on Streets with Commercial Land Use, especially High Volume Bus Routes
- Emphasize Projects that Extend from Communities and Enhance the Regional System
- Complete Bike/Ped Projects with appropriate Roadway Projects
- Develop Implementation Plan for Bike/Ped Plan, including details such as easements

Additional Policy Priorities

- North-South Connections between Trails, including The Link in Springfield
- Streetscapes in Urban Centers
- Trail Connections between Communities
- Development of a Trail Loop around Springfield
- Reclamation of Rail Bed – including following the status of active rail

- Educational Campaign
- Focus on bringing Trails toward Wilson’s Creek National Battlefield at a Designated Access Point
- Support for a regional bikeshare program

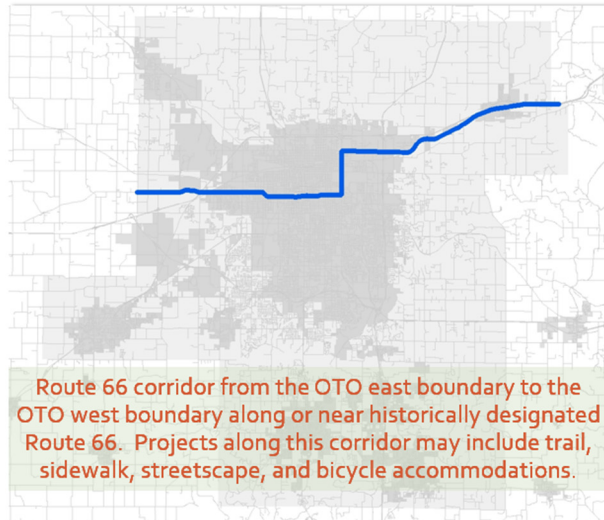
Top Project Priorities

Journey 2035 included several trail projects as priority projects for the Plan. These have mostly been consolidated into two longer projects – the Route 66 Corridor and the Southwest Trail.

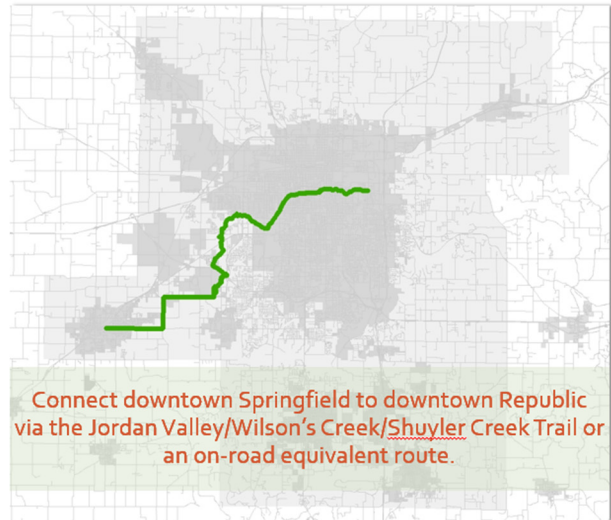
- Route 66 Corridor – *Consolidated*
- Southwest Trail (Creeks Trails) – *Consolidated*
- Trail of Tears – from Close Memorial Park to City of Battlefield – *Carryover from Journey 2035*
- Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County – *Carryover from Journey 2035*
- Christian County and Regional Addendum to the now completed Greene County Destination Plan – *Carryover from Journey 2035*
- James River Trail – from Chughton Landing east of Springfield to Delaware Landing west of Nixa – *Carryover from Journey 2035*

OTO is also in the process of developing an implementation plan for the top two priority trail corridors. These are incorporated into OTO’s Priority Corridors of Regional Significance Map. Each trail is broken into segments, including those that are complete.

Map 4-15: Route 66 Priority Corridor



Map 4-16: Creeks Priority Corridor



Route 66

- 1) Stafford Trail – Sports Complex to Washington Avenue
- 2) Stafford Trail – Washington Avenue to Partnership Drive
- 3) Partnership Drive to Glenstone
- 4) Glenstone, from Kearney to St. Louis
- 5) St. Louis, from Glenstone to National
- 6) St. Louis, from National to Kimbrough
- 7) Complete from Kimbrough to Market
- 8) College, from Market to Kansas
- 9) College, from Kansas to Chestnut Expressway
- 10) Chestnut Expressway, from College to West Bypass
- 11) Chestnut Expressway, from West Bypass to I-44
- 12) Chestnut Expressway (266), from I-44 to OTO West Boundary

Southwest Trail (Creeks Trail System)

- 1) Jordan Creek, from Cedarbrook to Sherman
- 2) **Complete** from Sherman to Campbell
- 3) Jordan Creek, from Campbell to Fort
- 4) Jordan Creek, from Fort at West Meadows to Mount Vernon w/Alternate
- 5) **Complete** from Cruise Dog Park to Hillcrest **EXCEPT** Grand Street Crossing
- 6) Wilson's Creek, from Hillcrest Ave to Rutledge Wilson
- 7) **Complete** from Rutledge Wilson to Farm Road 156
- 8) **Complete** from Farm Road 156 to South Creek
- 9) **Complete** from South Creek to M Highway
- 10) M Highway, from Wilson's Creek Greenway to ZZ
- 11) ZZ, from M to Farm Road 182
- 12) Farm Road 182, from ZZ to Kentwood/Lee
- 13) **Complete** from Lee to U.S. 60
- 14) Trail from U.S. 60 to Lindsey on Route 174
- 15) Route 174 Multi-Use Trail – **Under Construction**

Aviation and Goods Movement

Aviation

The main air facility in southwest Missouri is the Springfield-Branson National Airport. This is the primary air connection to the national and international markets. The region also has a private aircraft airport, the Downtown Airport, which coupled with the general aviation facility at the Springfield-Branson airport, serves the charter and private aircraft needs for the community.

The new midfield terminal at the Springfield-Branson National Airport opened in May of 2009 and was built with expansion in mind. The new terminal was built with 10 gates in operation and can grow to 60 gates at full operation. A number of roadway improvements were made with the opening of the new terminal. This impacted how travelers navigate to the airport. Rather than take Kearney directly to the terminal, drivers now need to use Route 266, Route EE, and the newly built Airport Boulevard. This has put more through traffic on EE and this connection should be monitored for safety.

The general aviation facility at the Springfield-Branson National Airport serves all the additional flights at the airport that are not part of the scheduled passenger flights or related to cargo. Supporting cargo, the airport is also considered part of a 23-county Foreign Trade Zone, allowing for the deferment of U.S. Custom's duty payment until goods are sold in the United States. With nearby Partnership Industrial Center West, freight and intermodal transfers are important considerations for this area of the OTO region.

Freight

The Missouri State Freight Plan (<http://www.mofreightplan.org/>) was finalized in February of 2015 and outlines how freight moves through Missouri, highlighting major facilities throughout the State and the Springfield region. Stakeholders throughout the region were involved in the planning process, with several meetings in Springfield.

Springfield is home to the following freight facilities:

- Class I railroad – BNSF
- Interstate I-44 and other major highways
- Springfield-Branson National Airport
- Petroleum Product Pipelines and Natural Gas Pipelines
- Six Intermodal Facilities (two air to truck/rail, 3 rail to truck, and 1 truck to truck)

The rail line traveling through Springfield is a major carrier of coal from the Powder River Basin to Memphis, where it is then distributed throughout the southeastern United States.

Springfield is also a source for several of the top 100 freight generators in Missouri. This map corresponds with industrial and warehouse sites within in the region.



Source: MoDOT, ESRI, and ATRI

Map 4-17: Freight Generators

As highlighted in *Journey 2035*, Interstate 44 continues to carry more tonnage than Interstate 70, updated for 2011 numbers. The region is also passage for several secondary truck routes. The value of goods carried on I-44 also outpace I-70. The 2013 MoDOT Traffic Volume maps show truck traffic to be over 26 percent of the traffic on I-44 in the OTO region. MoDOT has completed a purpose and need study for I-44 through the state, which is the first step in an environmental analysis of the corridor.



Map 4-18: Tonnage by Truck

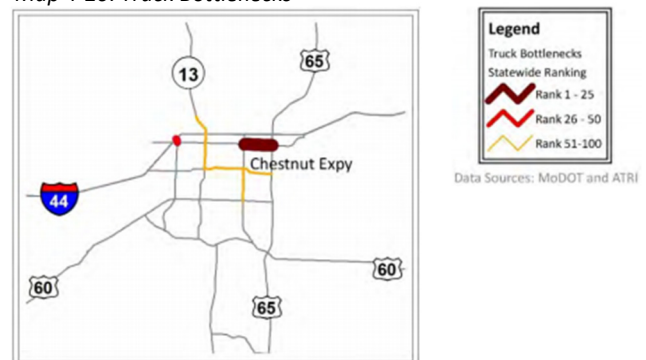


Map 4-19: Value by Truck

The Missouri State Freight Plan identifies the most congested trucking bottlenecks in Springfield. These were determined through the ATRI (American Transportation Research Institute) Freight Performance Measures database, using GPS data from on-board trucking systems. Bottlenecks were determined by evaluating peak travel times in the morning, mid-day, and evening.

The rail system through the OTO region is congested as well, receiving a Level of Service F for a good portion of the rail system in Springfield and traveling to the south and east. Rail level of service is based on volume-to-capacity ratio, which is how much the track is used compared to how much activity it can support. Unlike roadways, which measure capacity based on the number of cars per lane

Map 4-20: Truck Bottlenecks



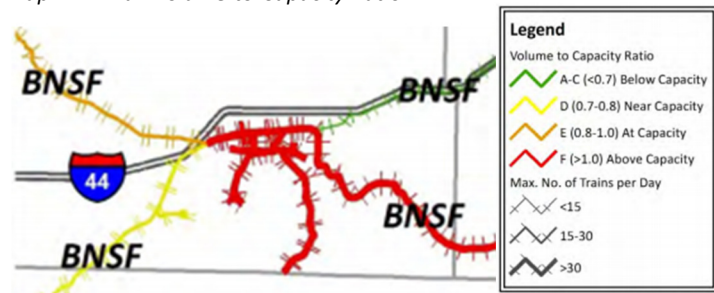
Source: CDM Smith, ATRI, ESRI

that can be accommodated for a given amount of time, railroad capacity takes into account size, speed, and timing of trains [2].

The recommendations from the Missouri State Freight Plan that fall within the OTO boundary will be considered alongside the projects considered for prioritization. These include:

- Interstate capacity upgrades
- Motor carrier accommodation
- Flexible freight funding

Map 4-21: Rail Volume-to-Capacity Ratio



Ongoing Studies and Reports

OTO produces several reports on an ongoing basis, which provide continual feedback on the planning process. Below is a summary of each document and its update schedule.

1. Performance Measures Report

This is an annual report produced for the performance measures contained in the long range transportation plan. This report provides an overview of each performance measure, how that measure is trending, and factors which may affect that trend.

2. Congestion Management Process Report

Every three years, the OTO reviews recurring and non-recurring congestion throughout the region in accordance with federal requirements. This congestion is compared to transportation improvements made throughout the region, allowing for evaluation of strategies that address congestion.

3. Annual Transportation Report Card

OTO is in the process of developing an annual transportation report card that reviews additional statistics about transportation in the region beyond those included in the performance measures report.

4. Growth Trends Report

Each year, OTO works with local jurisdictions to track new building permits and demolition permits to determine growth in housing units throughout the region. This effort culminates in a report outlining the growth of the region, as well as provides Census information regarding income and employment throughout the region.

5. LRTP Implementation Plan

Transportation Plan 2040 includes a list of actions that OTO should perform in order to address the goals of this Plan. OTO will produce an annual report outlining progress toward this implementation

plan and how those efforts are helping the region attain its vision of an excellent transportation system.

- [1] "Missouri Analytics Tools Help," [Online]. Available:
<https://missouri.ritis.org/analytics/help/#overview>. [Accessed 16 October 2015].
- [2] J. McClellan, "Railroad Capacity Issues," in *Research to Enhance Rail Network Performance*, Washington, USA, 2006.

Environmental Considerations

Already this Plan recommends many strategies that benefit the environment by reducing congestion, encouraging transit and promoting facilities that support bicycling and walking. The OTO region and southwest Missouri have experienced an incredible amount of growth over the past 20 years. One attraction is the natural environment and open spaces that exist in this region. The region also has a number of cultural and historic resources that continue to make the area attractive. The transportation system should strive to protect and enhance these advantageous qualities of the Ozarks.

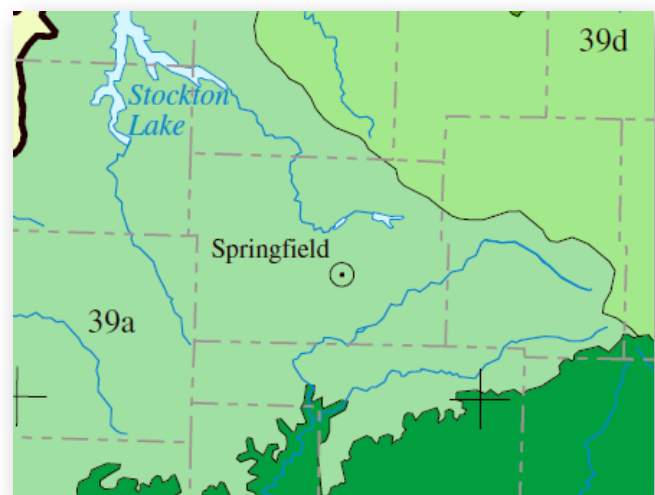
Natural Environment

Ecoregions

The Ozarks Transportation Organization planning area can be divided into two ecoregions. The majority of the region is covered by the Springfield Plateau, while a portion of the OTO in Christian County is covered by the White River Hills. Ecoregions denote areas of general similarity in ecosystems and in the type, quality, and quantity of environmental resources. They are designed to serve as a spatial framework for the research, assessment, management, and monitoring of ecosystems and ecosystem components. The Springfield Plateau and White River Hills are part of the Ozark Highlands. The Ozark Highlands is characterized by an irregular physiography, forested areas, and limestone bedrock. The Springfield Plateau has moderate topography with karst features and rocky soils. Land cover is a mix of woodland and areas of pastureland in the cleared prairies. Bicyclists throughout the region benefit from the relatively flat nature of the Springfield Plateau. The White River Hills has more extreme topography and is characterized by cliffs, sinkholes, and caves. Much of the land is wooded and is in public lands.

Map 5-1: OTO Ecoregions

Source: Environmental Protection Agency



Endangered Species

The Missouri Department of Conservation has identified sixteen terrestrial and aquatic species, as well as eight plant species, as endangered within the State of Missouri. Christian and Greene County both have several of these species, as well as some species unique to each county.

Christian County

Black-tailed Jackrabbit

- State Status – Endangered
- No Federal Status

Gray Bat

- State Status – Endangered
- Federal Status – Endangered

Missouri Bladder-pod

- State Status – Endangered
- Federal Status – Threatened

Plains Spotted Skunk

- State Status – Endangered
- No Federal Status

Greene County

Black-tailed Jackrabbit

- State Status – Endangered
- No Federal Status

Geocarpon

- State Status – Endangered
- Federal Status – Threatened

Gray Bat

- State Status – Endangered
- Federal Status – Endangered

Missouri Bladder-pod

- State Status – Endangered
- Federal Status – Threatened

Niangua Darter

- State Status – Endangered
- Federal Status – Threatened

Ozark Cavefish

- State Status – Endangered
- Federal Status – Threatened

Figure 5-1: Endangered Species in the Ozarks

Source: Environmental Protection Agency

ftp://ftp.epa.gov/wed/ecoregions/mo/moia_front.pdf



The endangered gray bat, *Myotis grisescens*, was once a common inhabitant of the caves in Ecoregion 39. Habitat loss and human disturbance have significantly reduced their numbers.

Photo: Merlin D. Tuttle, Bat Conservation International



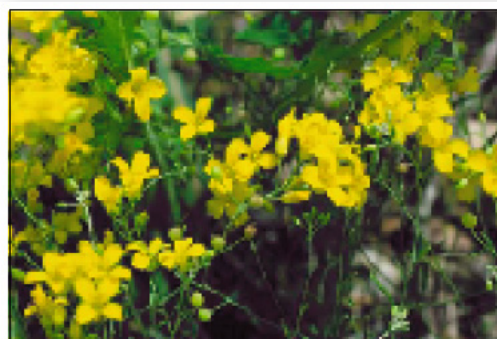
The threatened Ozark cavefish, *Amblyopsis rosae*, is closely linked to the endangered gray bat. The largest Ozark cavefish populations occur in caves used by the gray bat, where the bat guano forms the caves' primary energy source.

Photo: Jim Rathert, MDC

Figure 5-2: Missouri Bladder-Pod

Source: Environmental Protection Agency

ftp://ftp.epa.gov/wed/ecoregions/mo/moia_front.pdf



The endangered Missouri bladder-pod, *Leaquerlla filiformis*, grows in open limestone glades with shallow soils and around rock outcrops.

Photo: Jim Rathert, MDC

Cultural and Historical Resources

Items of cultural significance in the region include religious facilities, cemeteries, historical facilities, airports, public and private schools, universities, and local markets. Besides those items on the National Register Listings, Route 66 has a strong presence through the OTO region. Route 66 received its name at the former Historic Colonial Hotel in downtown Springfield. Route 66 travels from Strafford at the east OTO boundary, through Springfield, and out west from there.

Christian County National Register Listings

Ozark Courthouse Square Historic District

- Portions of 2nd Ave, Church, Elm, and 2nd Streets, on the Courthouse Square in Ozark
- The Courthouse is a Classic Revival designed by H. H. Hohenschild
- The buildings on the square were constructed between 1880 and 1945

Southwest Missouri Prehistoric Rock Shelter and Cave Sites Discontiguous Archeological District

- Address restricted
- Cave sites with prehistoric human occupations, circa 12,000 – 250 B.P.

Wilson's Creek National Battlefield

- Southwest of Springfield on MO 174
- The Battlefield includes virtually the entire scene of action of the Battle of Wilson's Creek in 1861.

Greene County National Register Listings

Greene County has many facilities listed on the National Register. Additional details can be found on the State Historic Preservation Office website through the Missouri Department of Natural Resources - <http://dnr.mo.gov/shpo/greene.htm>.

- | | |
|--|--|
| • Abou Ben Adhem Shrine Mosque | • Heer's Department Store |
| • Ambassador Apartments | • Holland Building |
| • Anderson, Elijah Teague, House | • Hotel Sansone |
| • Bentley House | • Jefferson Street Footbridge |
| • Benton Avenue AME Church | • Keet-McElhany House |
| • Berry Cemetery | • King, J.E., Manufacturing Co. |
| • Boegel and Hine Flour Mill-Wommack Mill | • Kite, Robert B. and Vitae A., Apartment Building |
| • Boone, Nathan, House, Nathan Boone Homestead State Historic Site | • Landers Theater |
| • Camp Manor Apartments | • Lincoln School |
| • Campbell Avenue Historic District | • McDaniel Building |
| • Christ Episcopal Church | • Marquette Hotel |
| • College Apartments | • Marx-Hurlburt Building |
| • Commercial Street Historic District | • Mid-Town Historic District |
| • Day House | • Netter-Ullman Building |
| • Fallin Brothers Building | • Oberman, D. M., Manufacturing Co. Building, |
| • Finkbiner Building | • Old Calaboose (Old Springfield City Jail) |
| • Franklin Springfield Motor Co. Building | • Palace Hotel |
| • Gillioz Theater | • Pearl Apartments and Windsor Apartments |
| • Gilmore Barn | • Pearson Creek Archaeological District |
| • Gottfried Furniture Co. Building | • Producers Produce Co. Plant |
| • Greene County Courthouse | |

- Pythian Home of Missouri
- Rail Haven Motel
- Rock Fountain Court Historic District
- Route 66 Steak 'n Shake
- St. John's Mercy Hospital Building
- St. Paul Block
- Schneider, Henry, Building
- South Avenue Commercial Historic District
- South-McDaniel-Patton Commercial Historic District
- Springfield Furniture Co.
- Springfield Grocer Co. Warehouse
- Springfield National Cemetery
- Springfield Public Square Historic District
- Springfield Seed Co. Office and Wholesale Building
- Springfield Warehouse and Industrial Historic District
- Stone Chapel, Drury College Campus
- U.S. Customhouse and Post Office
- Walnut Street Historic Commercial District
- Walnut Street Historic District
- Washington Avenue Baptist Church (Second Baptist Church)
- West Walnut Street Commercial Historic District
- Wilhoit, E. M., Building
- Wilhoit, Edward M. and Della C., House
- Wilshire Apartments
- Wilson's Creek National Battlefield
- Wise Feed Co. Building
- Woods-Evertz Stove Co. Historic District

Environmental Justice

Environmental justice is a fundamental ideal that ensures federally funded plans and projects do not create a disproportionately adverse effect on minorities, low-income, disabled, elderly and/or under age 18 populations. This ideal is built on the framework of Title VI of the Civil Rights Act of 1964, which states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In 1994, President Clinton issued an Executive Order directed to all Federal agencies to consider and address the effects of all program, policies, and activities on “minority and low-income populations.” This has been further expanded to include the elderly, disabled, and the under 18-years of age populations. President Bush signed an Executive Order in 2000, expanding protection against national origin discrimination, by ensuring programs are accessible by people with limited English proficiency.

Federally funded recipients are to ensure that there are no disproportionate adverse impacts in these communities, or those considered transportation dependent due to age or physical limitations, when allocating or spending federal funds. These recipients are also required to review the benefits and burdens of projects and programs (in this case, transportation improvements) are balanced between the population at large and those traditionally underserved in the planning and programming process.

While it is difficult to make any significant change to the transportation system without negatively affecting someone, the focus of environmental justice is on these impacts and alternative solutions. Any major transportation system change should first consider whether society will be better off with the change, and second, determine the distributional impacts. The first consideration addresses the

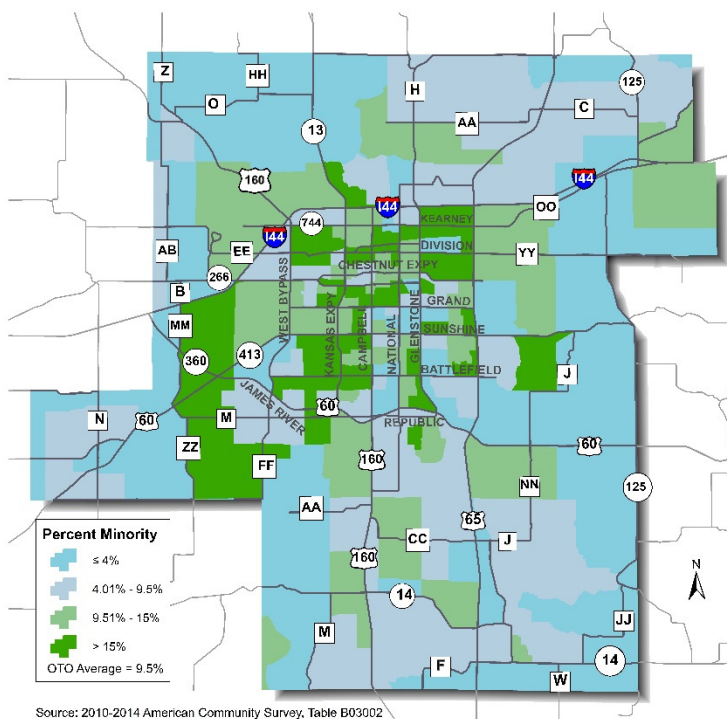
economic efficiency of a project; that is benefit-cost analysis. The second addresses the equity of who will receive more of the benefits and who will pay more of the costs. This question of equity is the concern of environmental justice. If it is determined that a project negatively impacts a population, the project can be rejected or the population impacted can be compensated. Should a project still move forward, attempts should be made to minimize the negative impacts.

Analysis

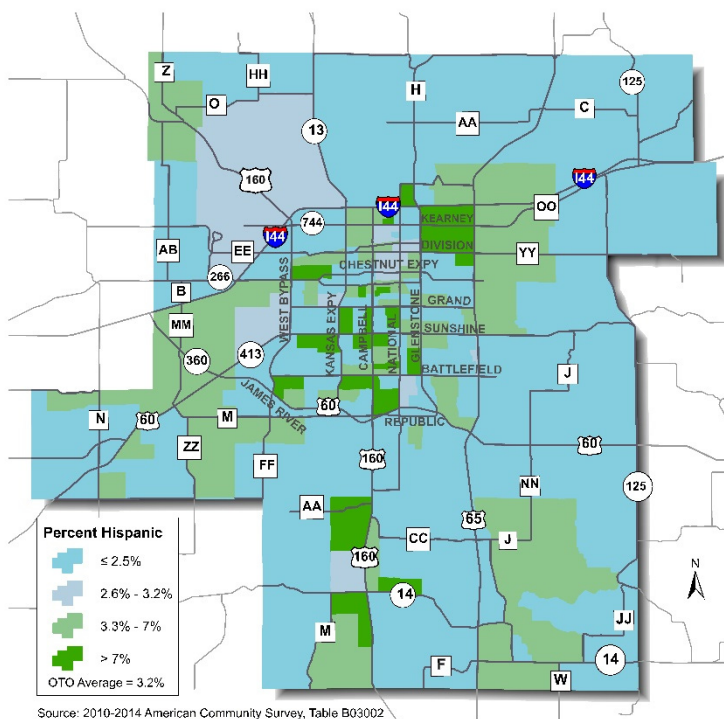
OTO has identified minority and Hispanic, low-income, disabled, elderly and youth, and limited English proficiency populations within the OTO region. Federal guidance identifies significant areas as those which contain more of the vulnerable population than the average for the region. The location of these populations has been compared to the location of the constrained projects included in the Long Range Transportation Plan once they are determined.

Minority and Hispanic Populations

Map 5-2: Minority Population



Map 5-3: Hispanic Population



There is a stronger minority and Hispanic presence in Springfield, though the Hispanic population does have a broader distribution among the surrounding communities, while the minority population is stronger in Springfield. Minority populations are defined as persons who identify as Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian or Other Pacific Islander.

Specific transportation projects that may need further examination to ensure no undue hardship is placed on minority and Hispanic populations would include:

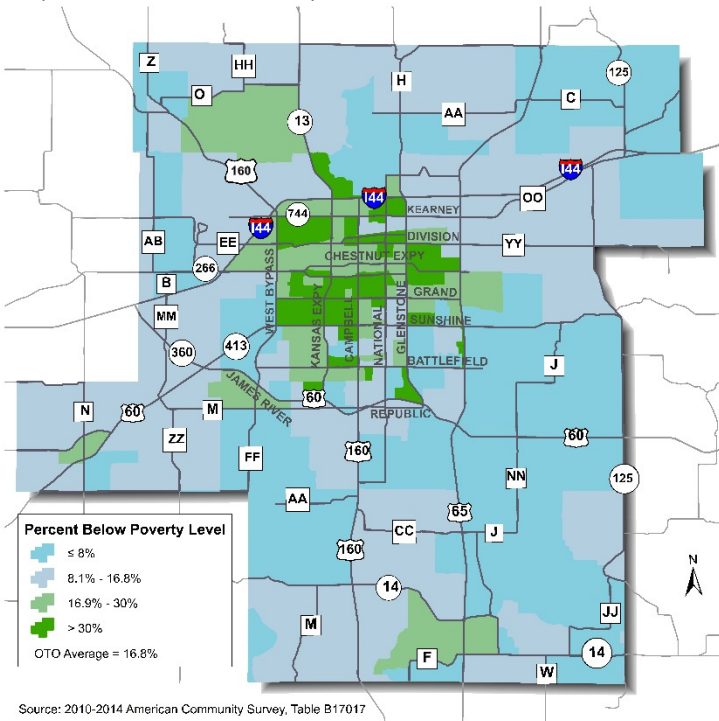
- G403 – Route 13 From WW to Norton Safety Improvements
- M122 – Route FF and Weaver Road Intersection Improvements
- M124 – Route 13 From WW to Norton Capacity and Safety Improvements
- M132 – Route 160 (Massey Boulevard) and Route CC Intersection Improvements
- M141 – Route 160 (Massey Boulevard) and Tracker Road Intersection Improvements
- M146 – Route M (Nicholas Road) and Route 14 (Mt. Vernon Street) Intersection Improvements
- M147 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M150 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M151 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M153 – Route 160 (Massey Boulevard) and South Street Intersection Improvements
- M156 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M157 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M409 – Kansas Expressway and Division Intersection Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M411 – Route 13 (Kansas Expressway) and Walnut Lawn Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M430 – Grade-Separated Railroad Crossing On Route MM
- M45 – Route YY (Division Street) and Eastgate Avenue Intersection Improvements
- M58 – I-44 and Route B/MM Interchange Improvements
- M59 – Route MM (Brookline Boulevard) Capacity Improvements
- M60 – Route MM (Brookline Boulevard) Capacity Improvements
- M85 – Route 13 (Kansas Expressway) And Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- N401 – Route 160 and Rosedale Intersection Improvements
- R401 – Route M and Repmo Drive Intersection Improvements
- SP24 – Campbell Avenue and Republic Intersection Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP401 – Division from National to Glenstone Capacity Improvements
- SP403 – Primrose from South to Kimbrough Capacity Improvements
- SP404 – Republic from Chase to Fairview Capacity Improvements

Low-Income Population

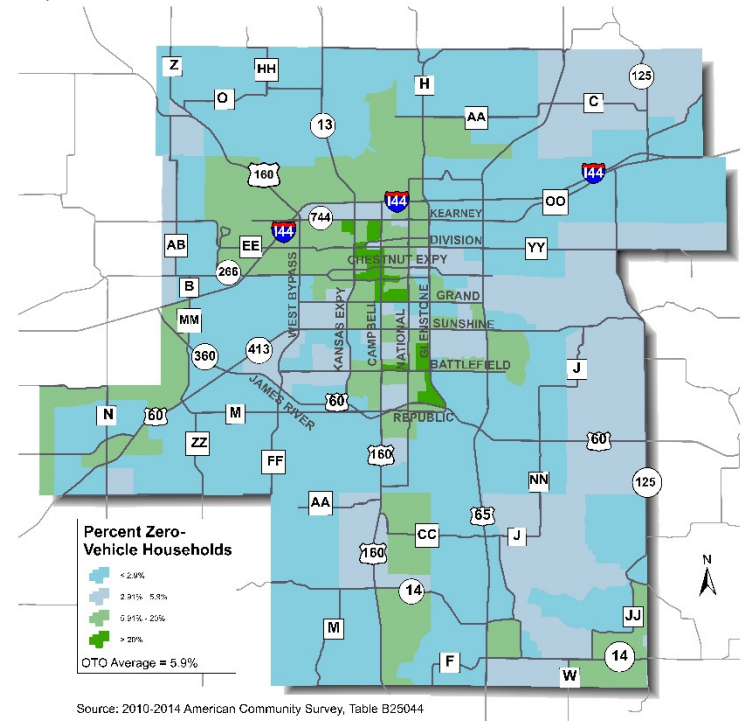
The population below the poverty level is concentrated in Springfield and Republic, though there are strong pockets in central Nixa and Ozark, as well as north of I-44 near Willard and along I-44 near Strafford.

The households without a vehicle are mostly located in Springfield, with other portions allocated near the city centers of Republic and Ozark, as well as along US 160 south.

Map 5-4: Percent Below Poverty Level



Map 5-5: Percent Zero Vehicle Households



Specific transportation projects that may need further examination to ensure no undue hardship is placed on low-income populations would include:

- G403 – Route 13 From WW to Norton Safety Improvements
- G405 – West Bypass and Farm Road 146 Intersection Improvements
- M13 – Route 160 (West Bypass) and Route 744 (Kearney Street) Intersection Improvements
- M409 – Kansas Expressway and Division Intersection Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M411 – Route 13 (Kansas Expressway) and Walnut Lawn Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M48 – Loop 44 (Chestnut Expressway) Capacity, Safety, and System Improvements
- M75 – Route D (Sunshine Street) Capacity and Operational Improvements
- M85 – Route 13 (Kansas Expressway) and Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP401 – Division from National to Glenstone Capacity Improvements

The population that is disabled is mostly located in central and northwest Springfield.

- M13 – Route 160 (West Bypass) and Route 744 (Kearney Street) Intersection Improvements
- M409 – Kansas Expressway and Division Intersection Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M430 – Grade-Separated Railroad Crossing on Route MM
- M48 – Loop 44 (Chestnut Expressway) Capacity, Safety, and System Improvements
- M58 – I-44 and Route B/MM Interchange Improvements
- M59 – Route MM (Brookline Boulevard) Capacity Improvements
- M60 – Route MM (Brookline Boulevard) Capacity Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- SP401 – Division from National to Glenstone Capacity Improvements

Percent Disabled

Lightest Green	≤ 5%
Light Green	5.1% - 11.1%
Medium Green	11.2% - 20%
Dark Green	> 20%

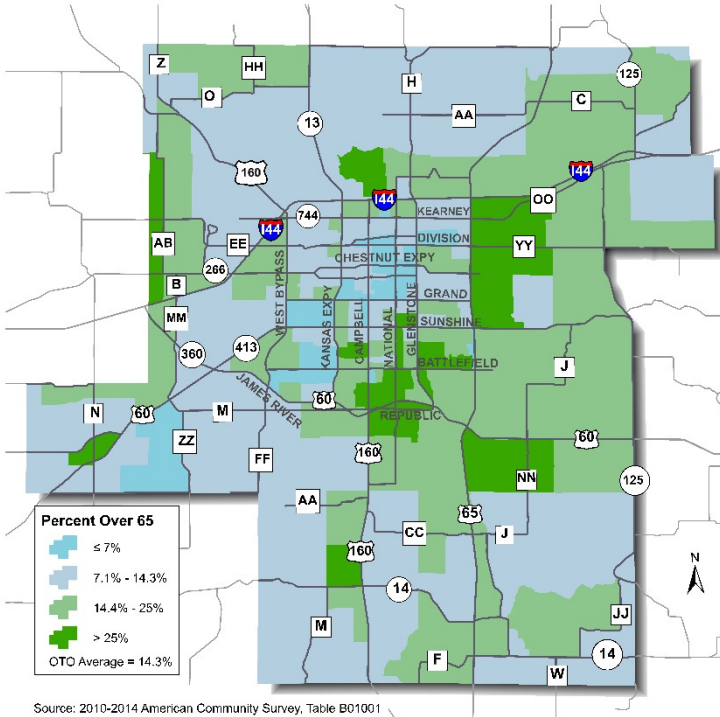
OTO Average = 11.1%

Source: 2009-2013 American Community Survey, Table C23023

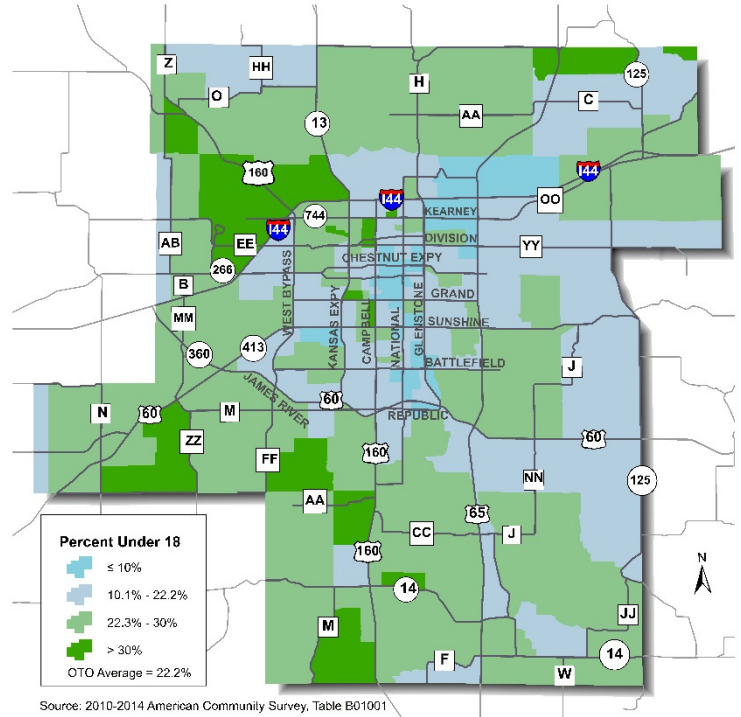
Elderly and Youth Populations

The elderly and youth populations in the region are not generally co-located. The elderly population is more concentrated along the eastern portion of Greene County, while the youth population resides mostly in western Greene County and in Christian County.

Map 5-7: Percent Over Age 65



Map 5-8: Percent Aged Under 18



Specific transportation projects that may need further examination to ensure no undue hardship is placed on elderly populations would include:

- M102 – Route 60 Freeway Improvements
- M113 – Route 60 and Route 174 (Independence Street) Intersection Improvements
- M128 – Route 65 Capacity Improvements
- M129 – Route 65 and Evans Road Interchange Improvements
- M141 – Route 160 (Massey Boulevard) and Tracker Road Intersection Improvements
- M142 – Route 160 (Massey Boulevard) and Kathryn Street/Aldersgate Drive Intersection Improvements
- M143 – Route 160 (Massey Boulevard) and Northview Road Intersection Improvements
- M144 – Route 160 (Massey Boulevard) and Wasson Drive Intersection Improvements
- M146 – Route M (Nicholas Road) and Route 14 (Mt. Vernon Street) Intersection Improvements
- M147 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M150 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M151 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2

- M45 – Route YY (Division Street) and Eastgate Avenue Intersection Improvements
- M75 – Route D (Sunshine Street) Capacity and Operational Improvements
- M85 – Route 13 (Kansas Expressway) and Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- SP24 – Campbell Avenue and Republic Intersection Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP403 – Primrose from South to Kimbrough Capacity Improvements
- SP404 – Republic from Chase to Fairview Capacity Improvements

Specific transportation projects that may need further examination to ensure no undue hardship is placed on youth populations would include:

- G403 – Route 13 from WW to Norton Safety Improvements
- M124 – Route 13 from WW to Norton Capacity and Safety Improvements
- M132 – Route 160 (Massey Boulevard) and Route CC Intersection Improvements
- M141 – Route 160 (Massey Boulevard) and Tracker Road Intersection Improvements
- M156 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M157 – Route 14 (Mt. Vernon Street) Capacity Improvements
- N401 – Route 160 and Rosedale Intersection Improvements
- R401 – Route M and Repmo Drive Intersection Improvements
- R8 – Oakwood Avenue Improvements
- W1 – Route 160 Expansion to Four Lanes
- W4 – Route AB and Route 160 Intersection Improvements
- W5 – Miller Road Widening Project

Limited English-Proficient Population

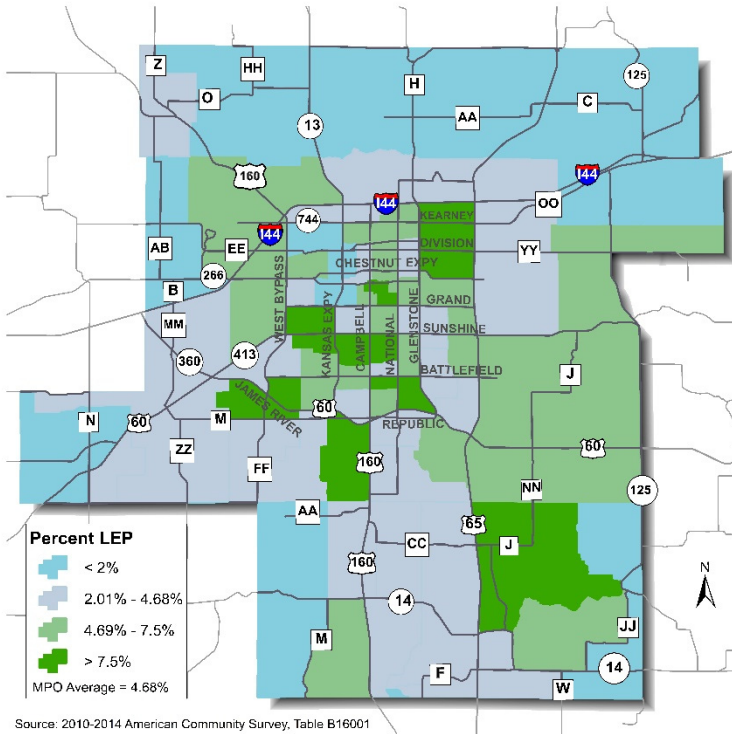
OTO regularly updates the Limited English-Proficient Plan, following federal guidance to properly identify the LEP population in the region, as well as what languages are needed to improve communication with those populations. Demographics of the OTO region are also well-tracked through the OTO Title VI Program, which also incorporates the LEP Plan.

At last analysis in 2013, the OTO had four populations that are considered significant:

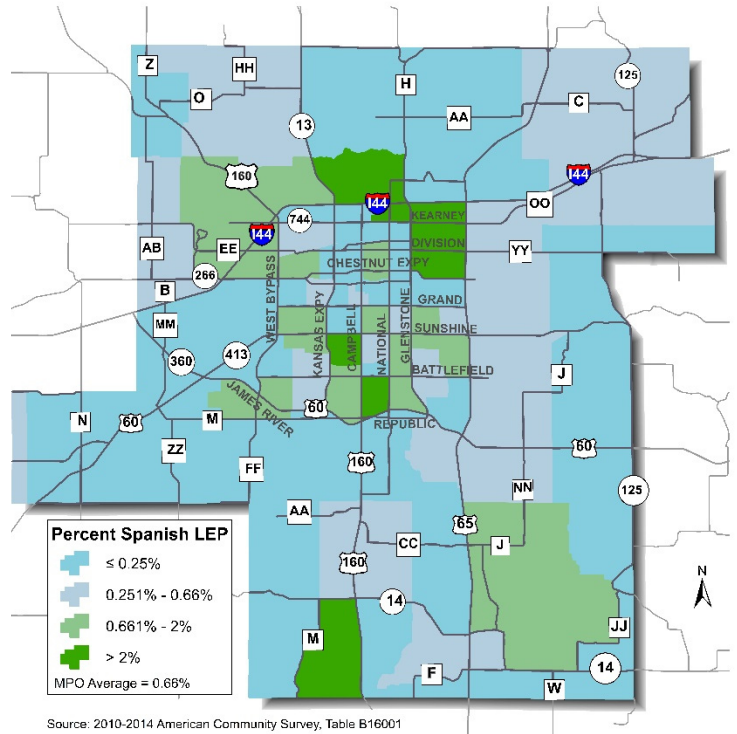
- | | |
|-----------|-----------|
| • Spanish | • Chinese |
| • German | • French |

To engage the largest of these populations, OTO has translated the LEP Plan into Spanish and provided the surveys for this Plan into Spanish. OTO meeting agendas, including LRTP subcommittee meetings, provide information in Spanish advising that assistance is available.

Map 5-9: Percent LEP



Map 5-10: Percent Spanish LEP



Specific transportation projects that may need further examination to ensure no undue hardship is placed on Limited English Proficient, including Spanish LEP, populations would include:

- G11 – East/West Arterial – Kansas Extension to Campbell Avenue
- G403 – Route 13 from WW to Norton Safety Improvements
- G405 – West Bypass and Farm Road 156 Intersection Improvements
- G6 – Kansas Expressway Extension – Republic Road to Weaver
- G7 – Kansas Expressway Extension – Weaver Road to Plainview Road
- G8 – Kansas Expressway Extension – Plainview to Cox Road
- M127 – Route 160 and Farm Road 192 (Steinert Road) Intersection Improvements
- M128 – Route 65 Capacity Improvements
- M146 – Route M (Nicholas Road) and Route 14 (Mt. Vernon Street) Intersection Improvements
- M147 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M150 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M151 – Route 14 (Mt. Vernon Street) Capacity Improvements
- M153 – Route 160 (Massey Boulevard) and South Street Intersection Improvements
- M160 - Route 65 Capacity Improvements
- M167 – Route 14 (Jackson Street) Capacity Improvements
- M408 – Route 14 (Jackson Street) Capacity Improvements
- M410 – Business 65 (Glenstone) Capacity and Safety Corridor and Intersection Improvements
- M420 – Route 60 (James River Freeway) Capacity and Operational Improvements Phase 2
- M45 – Route YY (Division Street) and Eastgate Avenue Intersection Improvements

- M48 – Loop 44 (Chestnut Expressway) Capacity, Safety, and System Improvements
- M85 – Route 13 (Kansas Expressway) and Sunset Street Intersection Improvements
- M87 – Route 60 (James River Freeway) Capacity and Operational Improvements
- M88 – Campbell Avenue, Route 160 Safety and System Improvements
- N401 – Route 160 and Rosedale Intersection Improvements
- O6 – Route 14 (Jackson Street) and Route NN (9th Street) Intersection Improvements
- SP24 – Campbell Avenue and Republic Intersection Improvements
- SP28 – Battlefield Road and Fremont Avenue Intersection Improvements, Fremont Avenue Improvements
- SP401 – Division from National to Glenstone Capacity Improvements
- SP404 – Republic from Chase to Fairview Capacity Improvements

Air Quality

Air quality throughout the region is regulated through the Clean Air Act, which was last amended in 1990. The Clean Air Act and its Amendments requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. When areas exceed the levels set by these standards, they are considered non-attainment. The 7 regulated pollutants include:

- | | |
|--|---|
| • Carbon Monoxide | • Particulate Matter (PM _{2.5}) |
| • Lead | • Ozone |
| • Nitrogen Dioxide | • Sulfur Dioxide |
| • Particulate Matter (PM ₁₀) | |

If these standards are not met, then an area become known as non-attainment. Should an area come back into attainment, then they are on a 20-year maintenance plan, during which time, the area must continue to stay in attainment, or the process starts all over. Currently, no part of the OTO region is non-attainment for any of these pollutants.

Ozone and PM_{2.5}

Ozone and PM_{2.5} are two pollutants that are impacted by mobile emissions. Ground-level ozone is the byproduct of several pollutants (NO_x and VOCs) reacting with heat, especially over the course of the day. Particulate matter is the term for a mixture of solid particles and liquid droplets found in the air. Fine particulate matter is the main cause behind haze in parts of the United States. Sources include emissions from power plants, industry, and automobiles.

Ozarks Clean Air Alliance

OTO was a founding member of the Ozarks Clean Air Alliance and has held several leadership positions within the organization. The Ozarks Clean Air Alliance currently serves an eleven county region. OCAA started in 2007 as a subcommittee of the Environmental Collaborative at the Community Partnership of the Ozarks. The group has grown into an active coalition of stakeholders including city, county, and state government officials, local businesses and non-profits, area utility companies, and interested citizens.

Clean Air Action Plan

The Clean Air Action Plan was first adopted in 2009 and originally only addressed ground-level ozone pollutant concerns. Over the past few years, the plan and efforts of the OCAA have grown to include fine particulate matter (PM_{2.5}). The Clean Air Action Plan now serves as the Path Forward Document for the Ozone and PM Advance Programs through EPA.

The Advance Program is a collaborative effort between EPA, states, tribes, and local governments. The program encourages reductions in ozone and fine particulate matter attainment areas to help these areas meet the NAAQS. The goal is to help keep these areas in attainment.

Transportation Conformity

Violating Ozone and PM_{2.5} limits can impose additional requirements upon a metropolitan planning area within a non-attainment area. These requirements are known as transportation conformity. This means that the projects proposed in an MPO's long range transportation program, as well as those programmed in the transportation improvement program, must help keep the region within attainment.

Conformity is established by a regional emissions analysis, which determines if projected emissions for the Plan and TIP exceed emissions limits established by a State Implementation Plan (SIP). A SIP contains region-specific information and goals on appropriate emissions levels that will keep a region in attainment. The regional emissions analysis must be conducted following a process established by EPA. This includes providing data produced by the OTO travel demand model. The recently completed travel demand model by OTO meets the requirements for air quality analysis. When finalized, the conformity determination shows that the total emissions projected for the long range transportation plan or TIP are within the on-road mobile source emission limits established by the SIP. Transportation conformity is a public process that must include interagency consultation.

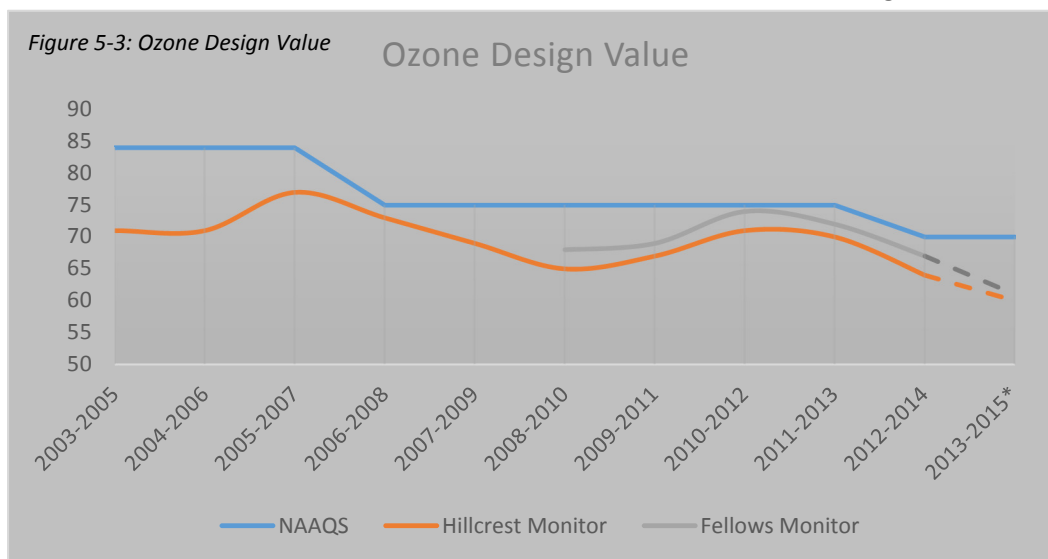
Staying in attainment is ideal for the OTO region. If OTO were to be non-attainment, the LRTP and TIP must be updated more frequently and some TIP amendments could also trigger a conformity analysis. Also, the initial conformity determination timeframe is considerably short.

When to Determine Conformity

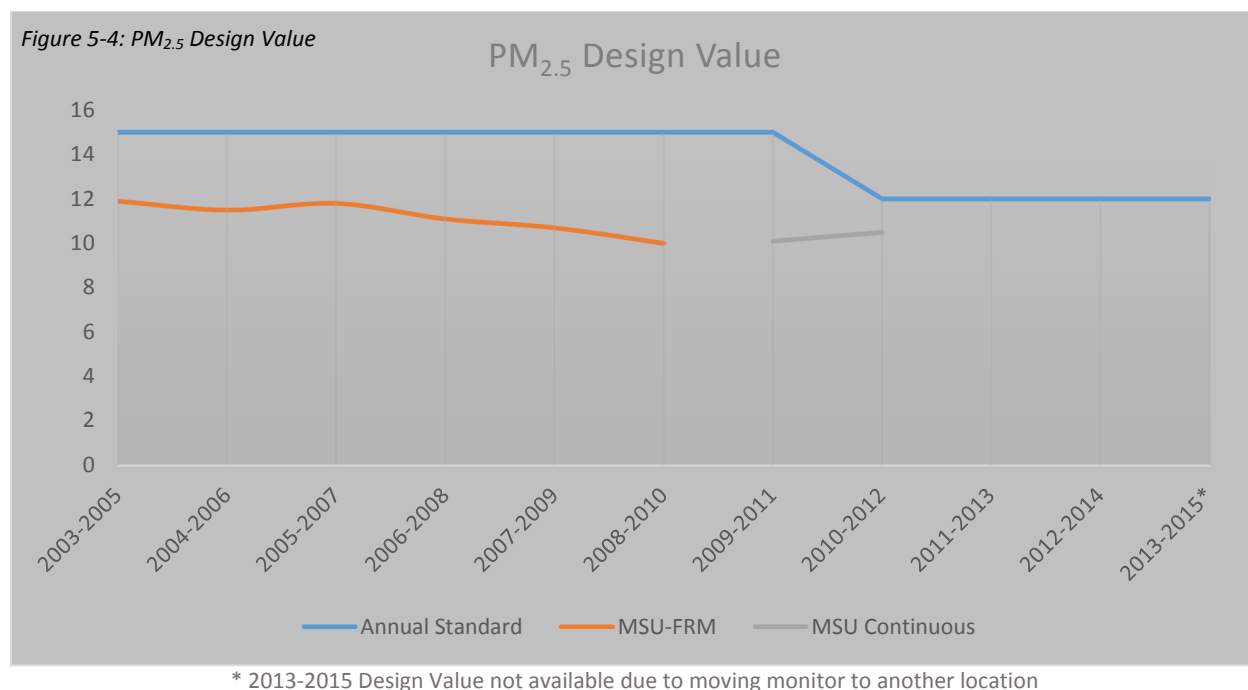
- On a long range transportation plan or TIP
 - At least every four years
 - 24 months after SIP motor vehicle emissions budgets are found adequate or are approved
 - Within 12 months after new non-attainment designations become effective
- Prior to acceptance of a new or updated long range transportation plan, TIP, and certain plan or TIP amendments
- Prior to the first time a non-exempt federal project is adopted, accepted, approved, or funded (project-level conformity)
 - Applies 12 months after the effective date of non-attainment designation

Meeting the Standards

Even as the standard for Ozone becomes stricter, the OTO region has continued to meet it. The Springfield area has 2 Ozone monitors, one at Fellows Lake and one at Hillcrest High School.



Similar results have been seen with fine particulate matter.



Water Quality

According to the Victoria Transport Policy Institute, roads and parking facilities concentrate stormwater, increase flooding and siltation, reduce surface and groundwater recharge, and create physical barriers

to fish. Manholes in the roadway can also be a source of infiltration for stormwater into the sewer system.

The Missouri Department of Transportation and local OTO jurisdictions are mindful of requirements to protect water quality during roadway construction. Ozark Greenways has piloted efforts to use trail easements along waterways for riparian corridors, also providing education to farmers on the impacts of cattle in the waterways.

OTO member jurisdictions do need to be aware of impacts from the new Clean Water Rule from EPA. This rule clearly defines and protects tributaries that impact the health of downstream waters. The inclusion of tributaries has expanded which waterways a community may need to protect when designing and constructing a project.

Resiliency

Resilience in transportation can also be referred to as reliability or risk management and considers the transportation network's ability to adapt to unexpected conditions without catastrophically failing.

Reliability in the sense of daily traffic has been considered previously. Extreme weather events can have an additional impact on the resiliency of the transportation system.

Flooding is a major concern along roadways in the OTO area. There have been a number of events that have damaged roadways and necessitated repair in 2015. The flooding has also highlighted those locations lacking alternate routes. Unfortunately, flooding issues can be transient depending upon where the rain falls within the watershed.

OTO has initiated a Traffic Incident Management subcommittee who will review strategies to help the region respond when unexpected events impact the movement of traffic. Strategies include incident response, using ITS and dynamic message signs, and specialized signal timing plans.

Financial Capacity

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for the implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented through 2040.

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds. With the passage of the FAST Act and an increase in state revenues, MoDOT has a more stable funding outlook than what has been the case for the previous few years. This will allow OTO to be confident in the funding levels projected to 2040. The cost share with MoDOT is still suspended, and OTO has not included that funding in its projections, but it should be noted that the availability of that funding would increase the number of projects that could be completed in the region.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 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 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.

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.

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 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Federal - Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

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.

Statewide Surface Transportation Block Grant Program

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.

Highway Safety Improvement Program

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.

Open Container Transfer Provision

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.

Federal – Regional Suballocated

The Surface Transportation Block Grant Program (STP) funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

STP-Urban

STP-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.

Small-Urban

The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri Highways and Transportation Commission allocates \$3.5 million in surface transportation program funds annually to this small-urban program. Project eligibility is the same as that described under the STP-Urban program. Currently, the City of Republic receives this funding in the OTO area, but this is changing now that they are part of the Springfield Urbanized area, while the City of Willard will start receiving Small-Urban as they are now their own urbanized area. As of July 7, 2016, the Missouri and Highways Commission discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

Bridge Rehabilitation and Maintenance

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. As of July 7, 2016, the Missouri and Highways Commission also discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

STP-Set Aside (formerly TAP)

The STP-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School.

Local

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein. In aggregate, these funding sources generate about \$50 million per year, however, the local system is vastly larger than the federal-aid system and much of this funding is dedicated to activities on the local system. The projected funding from local sources is that amount required to match federal-aid projects as requested by the local jurisdictions and to cover operations and maintenance needs.

Sales Tax

The Cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements.

Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

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

Missouri Transportation Finance Corporation

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

Neighborhood Improvement District (or Community Improvement District)

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

Charges for Services

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

The City of Republic levies a fee for street lights which nets about \$105,550 per year.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$106,800 for the road and bridge fund.

County Funding Sources

The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.

Programmed Projects

The OTO has already identified funding and programmed projects for the 2015-2018 Transportation Improvement Program. Additional projects will be programmed for 2019 with the new TIP to be developed this spring. These can be seen in the Appendix. For this reason, funding projections start in the year 2018.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2040. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act, as well as the improving economy. An inflation rate of 1 percent has been used to develop projections through 2040. Initial year estimates were derived from MoDOT and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Operations and Maintenance

MoDOT Operations and Maintenance Revenues are projected to be \$50,601,000 through 2040, based on the FY 2017 allocation of \$1,948,000 to the OTO region. The source of this funding is MoDOT Operations. Local funding for Operations and Maintenance is projected to be \$22,973,000. This funding is projected to grow one-percent per year.

Table 6-1: Operations and Maintenance Revenue

Timeframe	MoDOT	Local
2018-2022	\$ 10,037,000	\$ 4,557,000
2023-2027	\$ 10,549,000	\$ 4,789,000
2028-2032	\$ 11,087,000	\$ 5,034,000
2033-2037	\$ 11,653,000	\$ 5,290,000
2038-2040	\$ 7,275,000	\$ 3,303,000
TOTAL	\$ 50,601,000	\$ 22,973,000

Roadway Revenue Estimates through 2040

2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Flex	\$24,172,220	\$25,363,664	\$25,375,338	\$25,387,244	\$25,399,389
TOTAL	\$35,872,220	\$37,063,664	\$37,075,338	\$37,087,244	\$37,216,389
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$780,300	\$795,906	\$811,824	\$828,061	\$844,622
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
TOTAL	\$7,917,444	\$8,075,793	\$8,237,309	\$8,402,055	\$8,570,096

TOTAL	\$43,789,664	\$45,139,457	\$45,312,646	\$45,489,299	\$45,786,485
--------------	---------------------	---------------------	---------------------	---------------------	---------------------

2023-2027

Table 6-3: Roadway Revenue Estimates 2023-2027

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	\$9,384,920	\$9,478,769	\$9,573,557	\$9,669,292	\$9,765,985
Safety	\$2,550,250	\$2,575,753	\$2,601,510	\$2,627,525	\$2,653,800
Flex	\$25,659,577	\$25,922,491	\$26,188,160	\$26,456,614	\$26,727,885
TOTAL	\$37,594,747	\$37,977,012	\$38,363,227	\$38,753,432	\$39,147,671
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$6,317,771	\$6,444,127	\$6,573,009	\$6,704,469	\$6,838,559
TAP	\$861,514	\$878,745	\$896,319	\$914,246	\$932,531
Local Match	\$1,562,213	\$1,593,457	\$1,625,326	\$1,657,832	\$1,690,989
TOTAL	\$8,741,498	\$8,916,328	\$9,094,654	\$9,276,548	\$9,462,078

TOTAL	\$46,336,245	\$46,893,340	\$47,457,881	\$48,029,979	\$48,609,749
--------------	---------------------	---------------------	---------------------	---------------------	---------------------

2028-2032

Table 6-4: Roadway Revenue Estimates 2028-2032

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	\$9,863,645	\$9,962,282	\$10,061,905	\$10,162,524	\$10,264,149
Safety	\$2,680,338	\$2,707,142	\$2,734,213	\$2,761,555	\$2,789,171
Flex	\$27,002,002	\$27,278,998	\$27,558,902	\$27,841,749	\$28,127,568
TOTAL	\$39,545,986	\$39,948,421	\$40,355,020	\$40,765,828	\$41,180,888
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$6,975,330	\$7,114,836	\$7,257,133	\$7,402,276	\$7,550,321
TAP	\$951,181	\$970,205	\$989,609	\$1,009,401	\$1,029,589
Local Match	\$1,724,809	\$1,759,305	\$1,794,491	\$1,830,381	\$1,866,989
TOTAL	\$9,651,320	\$9,844,346	\$10,041,233	\$10,242,058	\$10,446,899

TOTAL	\$49,197,306	\$49,792,768	\$50,396,254	\$51,007,886	\$51,627,787
--------------	---------------------	---------------------	---------------------	---------------------	---------------------

2033-2037

Table 6-5: Roadway Revenue Estimates 2033-2037

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	\$10,366,790	\$10,470,458	\$10,575,163	\$10,680,914	\$10,787,724
Safety	\$2,817,063	\$2,845,233	\$2,873,686	\$2,902,422	\$2,931,447
Flex	\$28,416,394	\$28,708,260	\$29,003,198	\$29,301,242	\$29,602,427
TOTAL	\$41,600,247	\$42,023,951	\$42,452,046	\$42,884,579	\$43,321,597
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$7,701,328	\$7,855,354	\$8,012,461	\$8,172,711	\$8,336,165
TAP	\$1,050,181	\$1,071,185	\$1,092,608	\$1,114,461	\$1,136,750
Local Match	\$1,904,328	\$1,942,415	\$1,981,263	\$2,020,888	\$2,061,306
TOTAL	\$10,655,837	\$10,868,954	\$11,086,333	\$11,308,060	\$11,534,221

TOTAL	\$52,256,084	\$52,892,905	\$53,538,379	\$54,192,639	\$54,855,818
--------------	---------------------	---------------------	---------------------	---------------------	---------------------

2038-2040 and TOTAL

Table 6-6: Roadway Revenue Estimates
2038-2040 and Total

MODOT Allocated Funding for OTO area				
	2038	2039	2040	
TCOS	\$10,895,601	\$11,004,557	\$11,114,602	\$230,174,837
Safety	\$2,960,761	\$2,990,369	\$3,020,272	\$62,547,510
Flex	\$29,906,788	\$30,214,358	\$30,525,175	\$630,139,644
TOTAL	\$43,763,149	\$44,209,284	\$44,660,050	\$922,861,991
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds				

Suballocated Funding				
STP-Urban	\$8,502,888	\$8,672,946	\$8,846,405	\$165,056,648
TAP	\$1,159,485	\$1,182,674	\$1,206,328	\$22,507,725
Local Match	\$2,102,532	\$2,144,583	\$2,187,475	\$40,814,008
TOTAL	\$11,764,905	\$12,000,203	\$12,240,207	\$228,378,381

TOTAL	\$55,528,055	\$56,209,487	\$56,900,257	\$1,151,240,372
--------------	---------------------	---------------------	---------------------	------------------------

With the funding projected for operations and maintenance, the total revenue projected through 2040 is \$1,224,814,372.

Transit Funding Projections

Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

Federal Transit Funding

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

Bus and Bus Facilities (5339)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Revenue Estimates

2018-2022

Table 6-7: Transit Revenue Estimates 2018-2022

Source	2018	2019	2020	2021	2022
FTA 5307	\$2,655,918	\$2,709,036	\$2,763,217	\$2,818,481	\$2,874,851
FTA 5310	\$276,610	\$282,142	\$287,785	\$293,540	\$299,411
FTA 5339	\$278,608	\$284,180	\$289,864	\$295,661	\$301,575
City Utilities Local Share	\$7,842,000	\$7,791,000	\$7,907,000	\$8,548,000	\$8,804,440
State of Missouri	\$29,324	\$29,617	\$29,913	\$30,213	\$30,515
Medicaid	\$29,279	\$29,572	\$29,867	\$30,166	\$30,468
Other local agencies	\$29,864	\$30,461	\$31,070	\$31,691	\$32,325
TOTAL	\$11,141,602	\$11,156,008	\$11,338,717	\$12,047,753	\$12,373,584

2023-2027

Table 6-8: Transit Revenue Estimates 2023-2027

Source	2023	2024	2025	2026	2027
FTA 5307	\$2,932,348	\$2,990,995	\$3,050,815	\$3,111,831	\$3,174,068
FTA 5310	\$305,399	\$311,507	\$317,737	\$324,092	\$330,574
FTA 5339	\$307,606	\$313,758	\$320,033	\$326,434	\$332,963
City Utilities Local Share	\$9,068,573	\$9,340,630	\$9,620,849	\$9,909,475	\$10,206,759
State of Missouri	\$30,820	\$31,128	\$31,439	\$31,754	\$32,071
Medicaid	\$30,772	\$31,080	\$31,391	\$31,705	\$32,022
Other local agencies	\$32,972	\$33,631	\$34,304	\$34,990	\$35,690
TOTAL	\$12,708,491	\$13,052,730	\$13,406,569	\$13,770,281	\$14,144,146

2028-2032

Table 6-9: Transit Revenue Estimates 2028-2032

Source	2028	2029	2030	2031	2032
FTA 5307	\$3,237,549	\$3,302,300	\$3,368,346	\$3,435,713	\$3,504,427
FTA 5310	\$337,186	\$343,929	\$350,808	\$357,824	\$364,980
FTA 5339	\$339,622	\$346,414	\$353,343	\$360,410	\$367,618
City Utilities Local Share	\$10,512,962	\$10,828,351	\$11,153,201	\$11,487,797	\$11,832,431
State of Missouri	\$32,392	\$32,716	\$33,043	\$33,373	\$33,707
Medicaid	\$32,342	\$32,665	\$32,992	\$33,322	\$33,655
Other local agencies	\$36,404	\$37,132	\$37,874	\$38,632	\$39,404
TOTAL	\$14,528,456	\$14,923,507	\$15,329,607	\$15,747,071	\$16,176,223

2033-2037

Table 6-10: Transit Revenue Estimates 2033-2037

Source	2033	2034	2035	2036	2037
FTA 5307	\$3,574,516	\$3,646,006	\$3,718,926	\$3,793,305	\$3,869,171
FTA 5310	\$372,280	\$379,726	\$387,320	\$395,067	\$402,968
FTA 5339	\$374,970	\$382,469	\$390,119	\$397,921	\$405,880
City Utilities Local Share	\$12,187,404	\$12,553,026	\$12,929,617	\$13,317,505	\$13,717,031
State of Missouri	\$34,044	\$34,385	\$34,729	\$35,076	\$35,427
Medicaid	\$33,992	\$34,332	\$34,675	\$35,022	\$35,372
Other local agencies	\$40,192	\$40,996	\$41,816	\$42,653	\$43,506
TOTAL	\$16,617,399	\$17,070,940	\$17,537,202	\$18,016,548	\$18,509,353

2038-2040 and TOTAL

Table 6-11: Transit Revenue Estimates
2038-2040 and Total

Source	2038	2039	2040	TOTAL
FTA 5307	\$3,946,554	\$4,025,485	\$4,105,995	\$76,609,856
FTA 5310	\$411,027	\$419,248	\$427,633	\$7,978,794
FTA 5339	\$413,997	\$422,277	\$430,723	\$8,036,446
City Utilities Local Share	\$14,128,542	\$14,552,398	\$14,988,970	\$253,227,961
State of Missouri	\$35,781	\$36,139	\$36,500	\$754,105
Medicaid	\$35,726	\$36,083	\$36,444	\$752,942
Other local agencies	\$44,376	\$45,263	\$46,169	\$861,414
TOTAL	\$19,016,003	\$19,536,893	\$20,072,433	\$348,221,518

Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the 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. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

Project Submissions

Project needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2040. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and projected year of completion. The cost estimates were then inflated by three percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, the LRTP Subcommittee developed a set of prioritization factors based on the goals which had been set within the Plan. Each prioritization factor includes a set of criteria, which are assigned points. Projects were scored based on these criteria. A glossary defining each criterion is included in the Appendix.

Once projects are prioritized, the potential list was compared against available funding. The results can be seen in the constrained project list.

Prioritization Factors

Table 7-1: Prioritization Factors

Factors	Criteria	Points
1. Priority Projects		25
Located along a Priority Corridor of Regional Significance	Yes	25
	No	0
2. Safety		25
Fatal/Injury Crash Index	Worse than rates on similar OTO FCs	15
	Better than rates on similar OTO FCs	0
Safety Concern	Yes	5
	No	0
Improvement or Removal of At-Grade Railroad Crossing	Yes	5
	No	0
3. Congestion Management		20
Volume-to-Capacity Ratio	Current ≥ 0.86	7
	Future (2040) ≥ 0.86	5
Complies with MTP Access Management	Yes	3
	No	0
Included in Regional ITS Arch.	Yes	5
	No	0
4. Environmental Justice		5
	Inside 4 EJ Tracts	5
	Inside 3 EJ Tracts	4
	Inside 2 EJ Tracts	3
	Inside 1 EJ Tract	2
	Inside 0 EJ Tracts	0
5. Multi-modal		10
Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)	Connects more than 2 modes or services	7
	Facilitates transfer or intermodal potential between 1 to 2 modes	5
	No intermodal potential	0
Vehicle Trip Reduction	Project encourages reduction of trips/discourages SOV use	3
	No trip reduction	0
6. Economic Development		15
Improves access to major freight centers or corridors or is in the State Freight Plan	Yes	5
	No	0
Local Priority Project	Defined leadership and strong political support	10
	Unknown or no leadership or political support	0
TOTAL		100

Programmatic Project List

Maintenance - \$401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about \$419 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - \$18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - \$10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - \$4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Scoping - \$500,000

Scoping projects help identify the solution for an identified need. Often, an entire corridor must be examined to determine the appropriate project to address a problem. This funding is set aside for these broad scoping projects which may not exactly align with a proposed construction project within the constrained project list.

Operations and Maintenance - \$73,574,000

Maintenance costs include salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities, unlike the Maintenance category above, such as minor surface treatments, mowing, snow removal, replacing signs, striping, repairing guardrail; and repairing traffic signals.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is \$1,224,814,372. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,753,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about \$348,221,000 through 2040 with estimated needs of \$451,646,000. This would be the minimum to maintain the system as it is today. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is an additional \$10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project List

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	\$1,224,814,372	Available Funding (through 2040)	\$1,224,814,372
Maintenance	(\$401,000,000)	Total Needs (2018 Costs)	(\$1,753,938,275)
Safety	(\$18,000,000)	Funding Shortfall	(\$529,123,903)
Bike/Ped	(\$10,000,000)		
Rail	(\$4,000,000)		
Scoping	(\$500,000)		
Operations & Maintenance	(\$73,574,000)		
Funding for New Projects	\$717,740,372		

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	\$7,013,122	\$ -	\$ -	\$7,013,122	\$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	\$3,949,115	\$ -	\$ -	\$3,949,115	\$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	\$ -	\$11,068,865	\$12,831,848	\$23,900,713	\$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	\$ -	\$ -	\$24,401,898	\$24,401,898	\$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	\$ -	\$7,867,503	\$ -	\$7,867,503	\$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	\$3,004,999	\$ -	\$ -	\$3,004,999	\$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$112,910,177
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$44,911,468	\$44,911,468	\$157,821,645
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	\$ -	\$12,680,000	\$ -	\$12,680,000	\$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$1,639,091	\$ -	\$ -	\$1,639,091	\$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	\$3,170,001	\$ -	\$ -	\$3,170,001	\$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,347,332	\$ -	\$ -	\$1,347,332	\$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	\$ -	\$ -	\$2,851,522	\$2,851,522	\$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$19,592,595	\$ -	\$ -	\$19,592,595	\$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$7,748,205	\$ -	\$7,748,205	\$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$9,224,054	\$ -	\$9,224,054	\$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	\$2,513,272	\$ -	\$ -	\$2,513,272	\$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$14,257,609	\$14,257,609	\$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$28,515,218	\$28,515,218	\$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	\$467,687	\$ -	\$ -	\$467,687	\$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	\$1,564,785	\$ -	\$ -	\$1,564,785	\$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	\$2,106,778	\$ -	\$ -	\$2,106,778	\$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	\$ -	\$1,319,655	\$ -	\$1,319,655	\$266,819,447
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	\$6,000,000	\$11,975,000	\$19,750,000	\$37,725,000	\$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	\$ -	\$ -	\$21,386,413	\$21,386,413	\$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,986,578	\$ -	\$ -	\$1,986,578	\$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	\$2,841,090	\$ -	\$ -	\$2,841,090	\$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	\$2,731,818	\$ -	\$ -	\$2,731,818	\$333,490,346
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	\$1,092,727	\$ -	\$ -	\$1,092,727	\$334,583,073
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	\$ -	\$2,459,748	\$ -	\$2,459,748	\$337,042,821
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	\$2,185,454	\$ -	\$ -	\$2,185,454	\$339,228,275
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	\$1,715,581	\$ -	\$ -	\$1,715,581	\$340,943,856
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,622,545	\$ -	\$ -	\$2,622,545	\$343,566,401

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,098,036	\$ -	\$ -	\$2,098,036	\$345,664,437
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,240,090	\$ -	\$ -	\$2,240,090	\$347,904,527
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	\$6,685,304	\$ -	\$ -	\$6,685,304	\$354,589,831
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	\$8,741,816	\$ -	\$ -	\$8,741,816	\$363,331,647
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$ -	\$13,754,909	\$ -	\$13,754,909	\$377,086,556

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$4,294,417	\$ -	\$ -	\$4,294,417	\$381,380,973
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$5,734,631	\$ -	\$ -	\$5,734,631	\$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	\$ -	\$21,522,793	\$ -	\$21,522,793	\$408,638,397
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	\$ -	\$4,919,495	\$ -	\$4,919,495	\$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	\$ -	\$1,885,397	\$ -	\$1,885,397	\$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$ -	\$ -	\$1,524,138	\$1,524,138	\$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	\$ -	\$1,885,397	\$ -	\$1,885,397	\$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$3,114,272	\$ -	\$ -	\$3,114,272	\$421,967,096
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	\$2,185,454	\$ -	\$ -	\$2,185,454	\$424,152,550
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	\$ -	\$26,128,670	\$ -	\$26,128,670	\$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	\$499,376	\$ -	\$ -	\$499,376	\$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	\$2,921,952	\$ -	\$ -	\$2,921,952	\$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	\$ -	\$3,228,419	\$ -	\$3,228,419	\$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	\$1,381,207	\$ -	\$ -	\$1,381,207	\$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	\$ -	\$ -	\$1,461,405	\$1,461,405	\$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	\$1,115,510	\$ -	\$ -	\$1,115,510	\$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	\$ -	\$1,259,268	\$ -	\$1,259,268	\$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	\$1,654,061	\$ -	\$ -	\$1,654,061	\$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	\$642,523	\$ -	\$ -	\$642,523	\$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	\$ -	\$3,074,685	\$ -	\$3,074,685	\$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	\$12,321,590	\$ -	\$ -	\$12,321,590	\$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	\$ -	\$36,896,216	\$ -	\$36,896,216	\$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	\$ -	\$2,459,748	\$ -	\$2,459,748	\$519,197,180
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$ -	\$ -	\$28,515,218	\$28,515,218	\$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$9,555,801	\$12,298,739	\$ -	\$21,854,540	\$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	\$7,321,271	\$ -	\$ -	\$7,321,271	\$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	\$ -	\$ -	\$12,200,236	\$12,200,236	\$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	\$ -	\$ -	\$40,447,411	\$40,447,411	\$629,535,855

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	\$408,680	\$ -	\$ -	\$408,680	\$629,944,535
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	\$ -	\$21,483,437	\$ -	\$21,483,437	\$651,427,972
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	\$ -	\$2,593,804	\$ -	\$2,593,804	\$654,021,776
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	\$ -	\$348,054	\$ -	\$348,054	\$654,369,830
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	\$972,336	\$ -	\$ -	\$972,336	\$655,342,166
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	\$ -	\$ -	\$14,257,609	\$14,257,609	\$669,599,775

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$ -	\$16,418,816	\$ -	\$16,418,816	\$686,018,591
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	\$ -	\$14,758,486	\$ -	\$14,758,486	\$700,777,077
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	\$ -	\$657,983	\$ -	\$657,983	\$701,435,060
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$1,419,452	\$ -	\$ -	\$1,419,452	\$702,854,512
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	\$ -	\$4,919,495	\$ -	\$4,919,495	\$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	\$ -	\$1,362,700	\$ -	\$1,362,700	\$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE 00 TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	\$ -	\$1,967,798	\$ -	\$1,967,798	\$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	\$546,364	\$ -	\$ -	\$546,364	\$711,650,870

Transit Constrained List

Table 7-4: Transit Funding Summary

Available Funding (through 2040)	\$348,221,000
Total Needs (through 2040)	(\$949,601,734)
Funding Shortfall	(\$601,380,734)

As operating expenses continue to grow, City Utilities will need to delay vehicle and other capital purchases, and continue to seek outside funding to help maintain a state of good repair for the transit system. The ratepayers for City Utilities water, gas, and electricity, as well as farebox revenue and advertising are prioritized to cover operating expenses. As City Utilities develops its asset management plan, determining capital purchase needs will be more straightforward. In the meantime, this plan assumes these expenses will be the first delayed, in order to maintain fiscal constraint. Human Service Agencies rely on federal transit funding for vehicles. The costs shown are for the maximum vehicles available to the area. Need for replacement vehicles depends on the ability of local agencies to match the federal funds and the replacement cycles of their individual vehicles, as well as the service needs they are fulfilling.

Table 7-5: Transit Constrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
Operating Expenses	\$42,620,000	\$49,408,000	\$57,277,000	\$66,400,000	\$44,814,000
Preventative Maintenance	\$5,520,000	\$6,400,000	\$7,419,000	\$8,601,000	\$5,805,000
Planning	\$1,157,000	\$1,342,000	\$1,555,000	\$1,803,000	\$1,217,000
Security	\$182,000	\$211,000	\$245,000	\$284,000	\$192,000
ADA Enhancements	\$1,809,000	\$2,081,000	\$2,412,000	\$2,796,000	\$1,887,000
8 Fixed-Route and 4 Paratransit Buses	\$4,500,000	\$0	\$0	\$0	\$0
8 Fixed-Route and 4 Paratransit Buses	\$0	\$5,137,000	\$0	\$0	\$0
7 Fixed-Route and 1 Paratransit Buses	\$0	\$0	\$4,849,000	\$0	\$0
6 Fixed-Route Buses	\$0	\$0	\$0	\$4,673,900	\$0
2 Fixed-Route and 3 Paratransit Buses	\$0	\$0	\$0	\$0	\$2,380,000
Shelter/Signs/ Amenities	\$81,000	\$63,000	\$233,000	\$168,100	\$207,000
ITS	\$390,000	\$453,000	\$522,000	\$603,000	\$551,000
Other Agency Vehicles	\$1,799,000	\$1,987,000	\$2,193,000	\$2,422,000	\$1,572,000
TOTAL	\$58,058,000	\$67,082,000	\$76,705,000	\$87,751,000	\$58,625,000
REMAINING FUNDING	\$0	\$0	\$0	\$0	\$0

Unconstrained Project List

The unconstrained project list contains the remaining projects that were submitted, but not prioritized for funding. This list is also sorted by roadway name.

Table 7-6: Roadways Unconstrained List

ID	Location	Name	Roadway	Description	2018 Cost Estimate
O20	OZARK, CHRISTIAN COUNTY	MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH	17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	\$6,953,000
O1	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM	NEW ROADWAY	\$3,744,000
R10	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE FROM WADE STREET TO ROUTE 60	NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,539,000
R11	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,595,000
M55	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	\$2,845,000
M77	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$535,000
N6	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET	ROAD WIDENING	\$4,279,000
N7	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14	ROAD WIDENING	\$2,139,000
G10	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$25,000,000
R16	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$3,505,000
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$1,337,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	\$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	\$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	\$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	\$209,000
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$17,650,000
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$41,006,000
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$39,889,000
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	\$19,575,000
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$21,239,000
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	\$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	\$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$900,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	\$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	\$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	\$1,673,000
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	\$300,000
G402	GREENE COUNTY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	\$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	\$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	\$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$3,744,000
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	\$4,000,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	\$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	\$12,755,000
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	\$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	\$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	\$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	\$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	\$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	\$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	\$1,500,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	\$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	\$261,000
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	\$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	\$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	\$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	\$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	\$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$4,386,000
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$23,233,000
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	\$374,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	\$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	\$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	\$8,168,000
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$9,000,000
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	\$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	\$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	\$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	\$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	\$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	\$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	\$7,000,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	\$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	\$14,876,000
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	\$2,625,000
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	\$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	\$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	\$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	\$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	\$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	\$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	\$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	\$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	\$2,236,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	\$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	\$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	\$457,000
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,137,000
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	\$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	\$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	\$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	\$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	\$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	\$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	\$21,372,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$792,000
M120	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	\$374,000
M121	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	\$374,000
M80	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION	ROUTE ZZ FROM ROUTE M TO ROUTE MM	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM	\$10,601,000
R13	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174	INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$428,000
N1	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160	TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160	ROAD WIDENING	\$6,418,000
N403	NIXA	TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD	TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD	CAPACITY IMPROVEMENTS	\$2,500,000

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. Also included 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.

Table 7-7: Transit Unconstrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
10 Fixed-Route Buses	\$5,000,000	\$0	\$0	\$0	\$0
2 Fixed-Route Buses	\$0	\$1,160,000	\$0	\$0	\$0
8 Fixed-Route and 3 Paratransit Buses	\$0	\$0	\$5,879,000	\$0	\$0
4 Fixed-Route Buses	\$0	\$0	\$0	\$3,116,000	\$0
1 Paratransit Bus	\$0	\$0	\$0	\$0	\$226,000
Shelter/Signs/ Amenities	\$93,000	\$138,000	\$0	\$101,900	\$0
Route Study Level I Additional Costs	\$6,426,105	\$6,383,085	\$8,743,661	\$8,578,333	\$5,789,621
Route Study Level II Additional Costs	\$13,135,181	\$11,517,597	\$18,727,716	\$15,478,688	\$10,446,754
Route Study Level III Additional Costs	\$17,339,590	\$17,411,821	\$23,840,525	\$23,400,032	\$17,093,366
Route Study Level IV Additional Costs	\$19,385,976	\$16,909,144	\$27,665,828	\$22,724,475	\$15,337,024
Route Study Level V Additional Costs	\$49,579,852	\$47,097,901	\$70,296,315	\$63,295,641	\$45,753,264
Limited Stop Circulator	\$626,281	\$674,683	\$726,825	\$782,997	\$498,553
TOTAL	\$111,585,985	\$101,292,231	\$155,879,870	\$137,478,066	\$95,144,582

Transportation Plan 2040: Constrained Project List

Map 7-1

Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

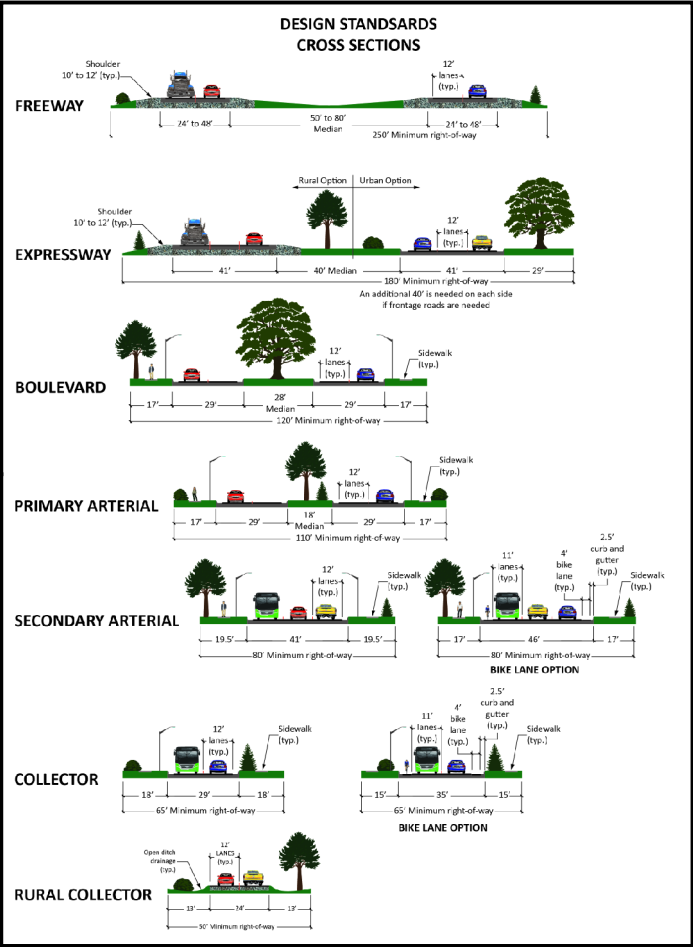
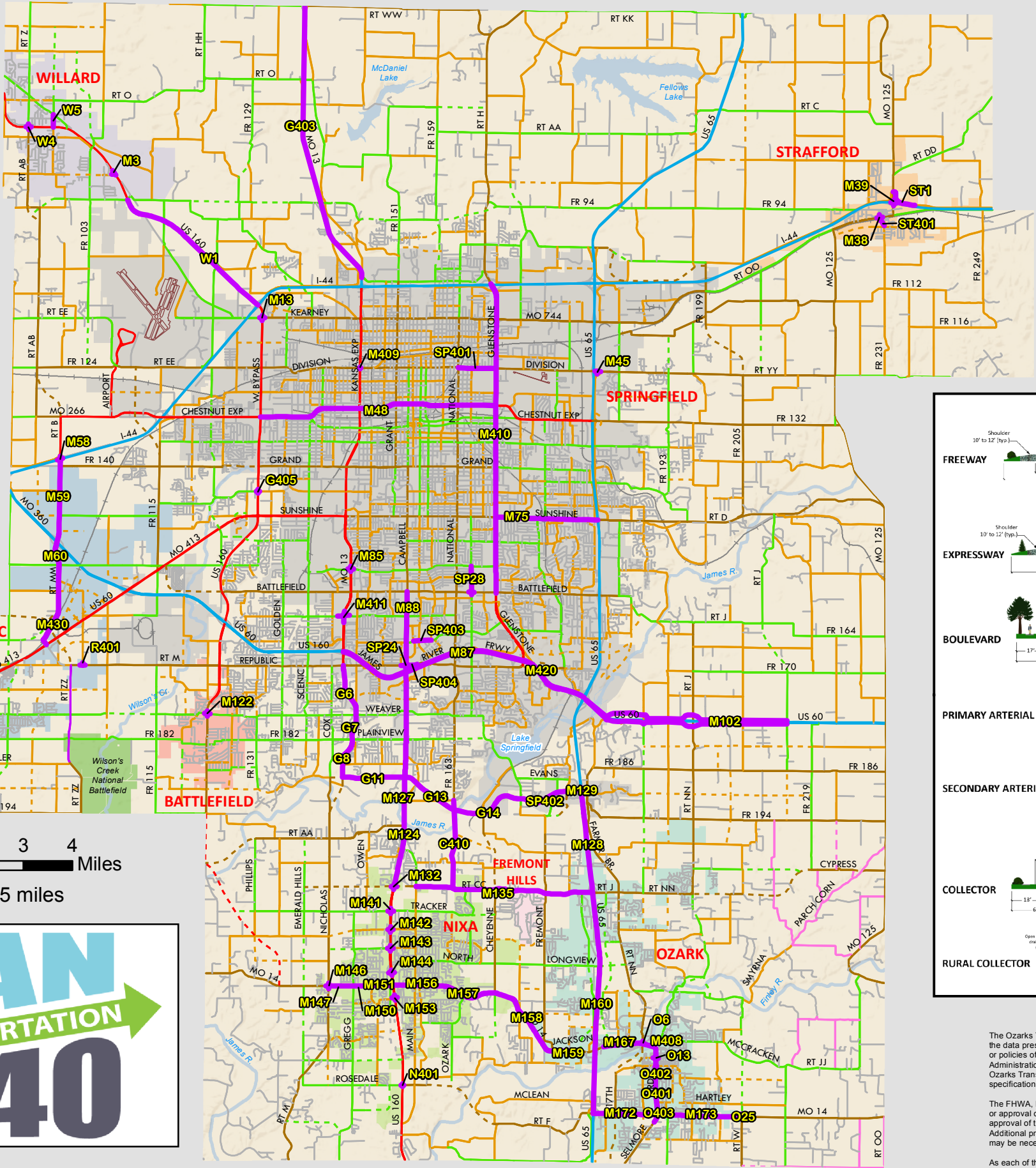
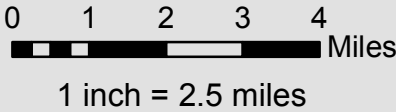
Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street

OTO LRTP

- Constrained Project

Projects Not Shown on Map: M49, M175, M176, M177, M401, SP30



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

Implementation Program

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, which are discussed in Chapter 2. 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.

Update

To update the Major Thoroughfare Plan for this LRTP update, OTO staff began meeting with local jurisdictions and the MTP Subcommittee in the fall of 2014. In the spring of 2015, OTO staff met again with local jurisdictions to review the changes. In all, over 300 changes have been recommended by OTO staff and member jurisdictions. These are included in Appendix 7. The changes were especially made available for public review during the various public meetings held in March 2016. Each jurisdiction has also been asked to adopt the Major Thoroughfare Plan alongside the OTO and that process is underway.

Bicycle and Pedestrian Facilities Map

The Bicycle and Pedestrian map shows those facilities which currently exist and those that should receive the most attention in the future. 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, priorities are included in the Goals and Actions of this Plan, as well as in Chapter 3. Both the map and the priorities should set the course for bicycle and pedestrian improvements.

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.

The map presented in *Transportation 2040* has been reviewed for additional connections and has been updated to reflect changes in member jurisdiction bicycle-pedestrian plans. More sections of trail have been identified and community connections have been emphasized.

Major Thoroughfare Plan

Map 8-1

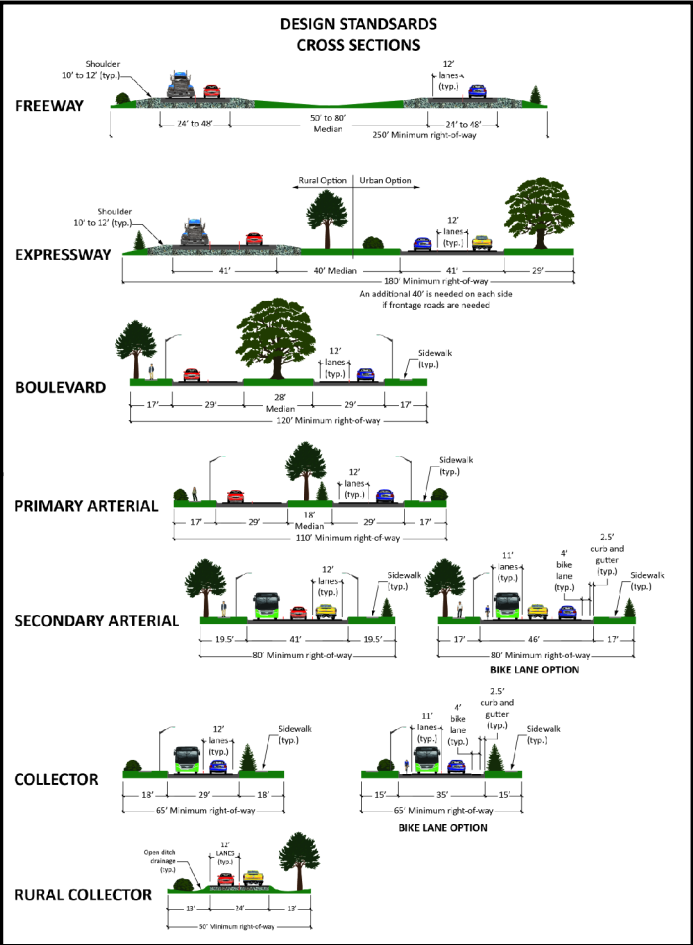
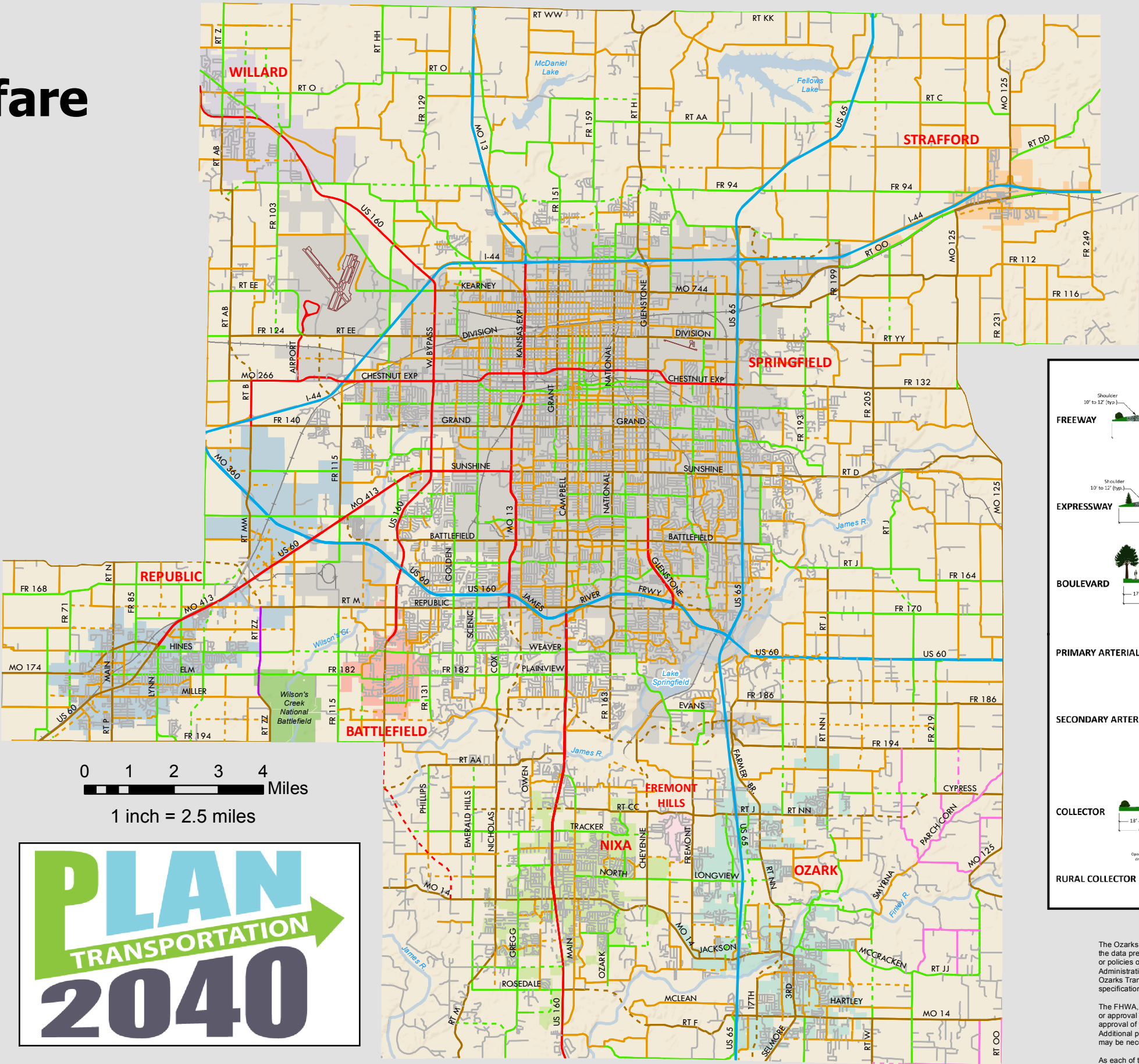
Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

- Future Park
- ★ Connection to City Interior System
- Bike/Ped Trail
- Bike/Ped Trail - Future
- Trans America Trail
- The Link
- The Link - Proposed
- Bike Lane
- Bike Route
- Share the Road
- Bike Route - Future
- Sidewalk - Priority Corridor
- Railroad
- ~~~~~ River
- Lakes
- Park Property
- MO Department of Conservation
- Wilson's Creek NB
- School Property
- City Limits
- OTO Boundary

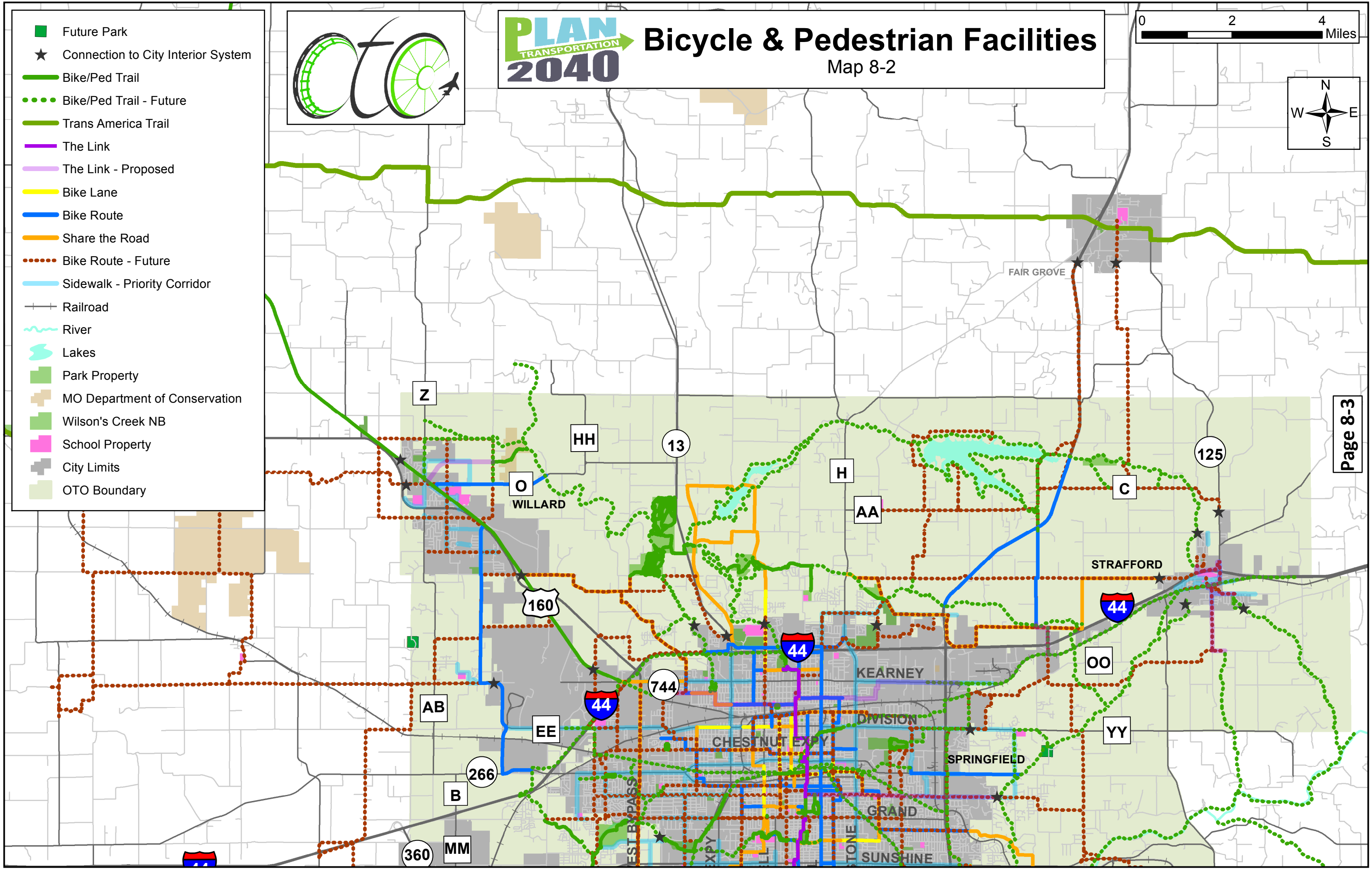
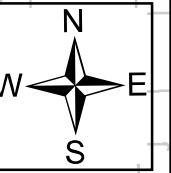


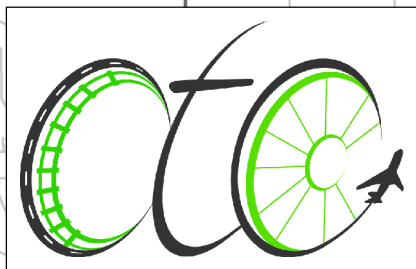
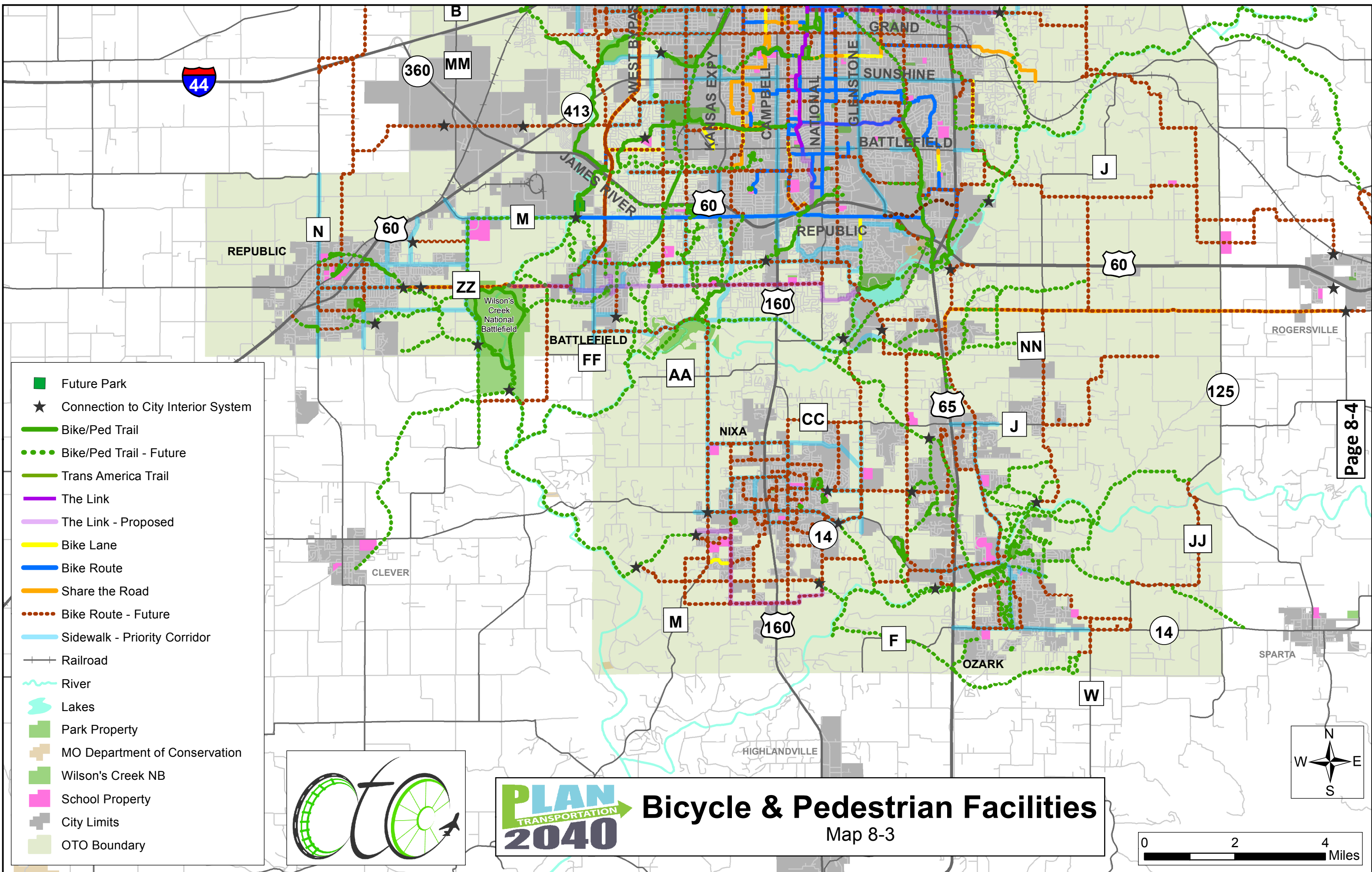
PLAN
TRANSPORTATION
2040

Bicycle & Pedestrian Facilities

Map 8-2

0 2 4 Miles





PLAN
TRANSPORTATION
2040

Bicycle & Pedestrian Facilities

Map 8-3

0 2 4 Miles

Implementation of *Transportation Plan 2040* Actions

Many of the Actions in Chapter 2 are ongoing and will find themselves integrated into the planning process while others are for specific products OTO can produce for member jurisdictions that will aid in the implementation of the Vision in this Plan. While Chapter 2 organizes the Actions by Goal, it is helpful to also see them organized by types of implementation.

Review Prioritization Processes

Multiple Actions refer to items that should be a part of the OTO Prioritization Process:

- Prioritize projects that encourage job creation, retention, and wage growth.
- Prioritize projects that support the recommendations of state and local highway safety plans.
- Continue to support safe routes to school through TAP prioritization.
- Give priority to Project Selection criteria for improvements that make bus stops more accessible.
- Emphasize system preservation when allocating available funding.
- Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.

System Performance

Several Actions refer to monitoring and improving system performance in the region:

- Use the congestion management system to identify improvements that reduce congestion and improve mobility.
- Publish an annual report documenting system performance.
- Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
- Promote transportation demand management (TDM) strategies.
- Encourage efficient traffic incident management (TIM) principles.
- Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.

Committees

Two new committees are recommended in the Actions:

- Develop a traffic incident management subcommittee.
- Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.

Best Practices

The Actions recommend developing model policies for adoption by OTO jurisdictions:

- Develop and provide to member jurisdictions model policies for a complete street network and other facilities.
- Share best practices via a single resource regarding bicycle and pedestrian facilities.
- Draft a model ordinance providing for subdivision street connections and cross access requirements and encourage area jurisdictions to adopt.

- Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.

Be a Resource

OTO is encouraged to be a resource for the region:

- Encourage a balanced multimodal system providing transportation to all.
- Review development proposals for compliance with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
- Make land use recommendations where gaps in commercial uses exist along arterials and proposed new arterials, expressways, and nodes.
- Create and support the position of a regional bicycle and pedestrian coordinator in partnership with and within the OTO region.
- Educate elected officials and the public regarding the need for additional stable transportation funding.
- Provide letters of support for activities related to *Transportation 2040* priorities.
- Provide presentations to elected officials, board, and community committees on the transportation system.
- Use media outlets to educate the public on transportation issues.

Provide for Consistency

Consistency across plans and across the region is encouraged by multiple Actions:

- Regularly update the Major Thoroughfare Plan and Bicycle/Pedestrian Plan to align with land use decisions by local governments.
- Encourage all jurisdictions to align their design standards with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
- Review local Emergency Management and Hazard Mitigation plans to ensure the transportation is included.
- Review roadway improvement projects for opportunities to provide for all modes of transportation.
- Encourage collaboration among OTO jurisdictions.

Planning Activities

Additional research and planning is necessary to prepare for future decision-making:

- Connect the bicycle network to national routes and provide local bicycle wayfinding.
- Conduct an inventory of flood-vulnerable transportation facilities.
- Look for opportunities to expand transit ridership.
- Identify a high-frequency transit corridor with fewer stops and develop a land use plan to promote the density needed to support transit.
- Continue to develop Bicycle and Pedestrian Implementation plans and update periodically to ensure relevancy.
- Amend Greene County Destination Plan to include Christian County.
- Inventory environmentally sensitive areas for consideration in planning decisions.

- Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
- Support water quality best practices where feasible.
- Identify essential freight corridors and monitor freight performance.
- Conduct a regional freight study to better understand needs and impacts of goods movement.

Support Existing Efforts

The Actions encourage OTO to be supporting of ongoing activities:

- Support the MoDOT Blueprint for Safety and other efforts to reduce traffic accidents.
- Support the coordination of education programs for bicyclists, pedestrians, and motorists.
- Continue to support efforts to bring inter-city passenger rail to Springfield.
- Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.

Implementation Schedule

The long range transportation plan is updated every five years, leaving a short timeframe in which to conduct activities that promote and implement the Goals in the Plan.

Ongoing

- Publish annual system performance report.
- Each year, produce an additional trail implementation plan.
- Continue Ozarks Clean Air Alliance participation to help monitor air quality.
- When programming projects, report on multi-modal opportunities.
- Inform and encourage members to use OTO as a resource.
- Support existing efforts as needed.

Year 1

- Review Prioritization Processes to incorporate recommended priorities.
- Integrate system performance into planning process.
- Establish TIM Subcommittee.
- Establish Funding Opportunity Subcommittee.
- Participate on Southwest Regional Freight Advisory Committee.
- Re-Establish Let's Go Smart website to promote multi-modalism, safety, and TDM.
- Finalize adoption of MTP by member jurisdictions.

Year 2

- Add Christian County to Greene County Destination Plan and include bicycle wayfinding plan.
- Conduct hazards/environmental assessment, including engendered species and flood-vulnerable facilities, as well as a review of applicable hazard mitigation plans.
- Use contacts through SW Freight Advisory Committee to analyze local goods movement and identify freight corridors.
- Develop MTP and Bicycle/Pedestrian review process that includes land use.

Year 3

- Develop a series of model ordinances for complete streets, subdivision street connections, and neighborhood connectivity.
- Explore barriers to transit use.
- Create high-frequency transit corridor plan.

Years 4 and 5

- Encourage adoption of model ordinance concepts through prioritization process.
- Assess progress of *Transportation Plan 2040* and success of Actions in achieving Goals.
- Begin update to *Transportation Plan 2040*.

Rules for Administrative Modification in the LRTP

LRTP Amendments require 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, Missouri Department of Transportation, and U.S. DOT.

23 CFR § 450.104 Definitions

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) 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 is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Revisions Requiring Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section below);
2. Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
3. Moving a project between the Unconstrained and Constrained lists;
4. Changes to the Major Thoroughfare Plan;
5. Increases to a project's total cost estimate greater than 15 percent (or any amount greater than \$2,000,000);
6. 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.

Revisions Allowed as Administrative Modifications:

1. Increases in a project's cost estimate less than 15 percent (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor increases to the termini of a non-capacity project (no more than ¼-mile);
4. Moving a project from one time band to another, provided fiscal constraint is maintained;
5. Adding a project to the unconstrained list.

Appendix 1 – Public Input Survey

What transportation projects matter to you?



Before you begin – a little about us

The Ozarks Transportation Organization (OTO) brings together local communities to prioritize transportation funding.

OTO is collecting input for our **Long Range Transportation Plan**, which looks to 2040 to set a vision for the future of transportation in the Springfield metropolitan region. This survey will help guide plan development and future project selection. We ask you to review 14 priority projects, then just answer another 13 questions.

Thank you for taking the time to complete this survey. In return for your participation, we are offering the chance to **WIN** an **Amazon Kindle Fire HD 7** or one of several gas cards. If you choose to enter the drawing, you will be directed to a separate questionnaire after this survey where you can provide contact information. This information will not be tied to your answers here.

Survey

Priority Projects

OTO has identified priority corridors of regional significance. We want to know if projects from this list match regional priorities. Please tell us if each of these projects belong on the priority list with an up or down vote.

#1. Should this project be a priority?		YES	NO
#1A.	U.S. 65 - Six Lanes from James River Freeway to Route F in Ozark	<input type="checkbox"/>	<input type="checkbox"/>
#1B.	State Highway 14 - from west of Nixa to East of Ozark	<input type="checkbox"/>	<input type="checkbox"/>
#1C.	Business Route 65 in Ozark from U.S. 65 to 3rd Street	<input type="checkbox"/>	<input type="checkbox"/>
#1D.	James River Freeway - Six Lanes from U.S. 65 to West Bypass/Route FF	<input type="checkbox"/>	<input type="checkbox"/>
#1E.	U.S. 60 - Convert to a Freeway from Springfield to Rogersville	<input type="checkbox"/>	<input type="checkbox"/>
#1F.	I-44 - Widen to Six Lanes	<input type="checkbox"/>	<input type="checkbox"/>
#1G.	Route 160 - Four Lanes from Springfield to Willard	<input type="checkbox"/>	<input type="checkbox"/>
#1H.	U.S. 65 and Kearney Street Interchange Improvements	<input type="checkbox"/>	<input type="checkbox"/>
#1I.	U.S. 160 - Six Lanes from Springfield to Nixa	<input type="checkbox"/>	<input type="checkbox"/>
#1J.	Intelligent Transportation System (ITS) Improvements	<input type="checkbox"/>	<input type="checkbox"/>
#1K.	I-244 - Designate an Interstate Loop around Springfield	<input type="checkbox"/>	<input type="checkbox"/>
#1L.	Route 60 - Upgrade to Expressway west of Republic	<input type="checkbox"/>	<input type="checkbox"/>
#1M.	Kansas Expressway/Cox Road/Nicholas Road Corridor Improvements between Springfield and Nixa	<input type="checkbox"/>	<input type="checkbox"/>
#1N.	MM in Republic - Widen to 3 Lanes from I-44 to U.S. 60	<input type="checkbox"/>	<input type="checkbox"/>

#2. Are there projects we should add to the list above?

#3. Do you have ideas about specific transportation projects/locations for projects?

Transportation Issues

#4. What do you believe are the most important transportation issues facing the Ozarks Transportation Organization region? *Check all that apply.*

- ☐ Building and maintaining a competitive regional economy
- ☐ Cleaning up the environment/improving air quality
- ☐ Curbing urban/suburban sprawl
- ☐ Preserve the existing transportation system
- ☐ Reducing highway congestion
- ☐ Increased access to transit
- ☐ Decreased funding for transportation infrastructure
- ☐ Improving parks and recreational opportunities
- ☐ Reducing crime
- ☐ Revitalizing urban centers and towns
- ☐ Improving safety on the roads for both motorized and non-motorized vehicles
- ☐ Other

#5. What are the top transportation problems you are most concerned with? *Check all that apply.*

- ☐ Traffic congestion
- ☐ Poor pavement condition
- ☐ Lack of public transportation (bus, rail, etc.)
- ☐ Lack of biking/walking options (bike lanes, sidewalks, crosswalks, etc.)
- ☐ Safety (i.e., speeding, red light running, accidents, etc.)
- ☐ Rising transportation costs (fuel costs, transit fares, etc.)
- ☐ Other

#6. What is the most critical transportation problem in your NEIGHBORHOOD? *Check one.*

- ☐ Lack of highway or road network
- ☐ Lack of sidewalks/crosswalks
- ☐ Lack of bicycle lanes/trails
- ☐ Lack of transit service
- ☐ Lack of safe access to transit and/or lack of amenities (i.e., shelter, benches, trash bins, etc.)
- ☐ Lack of coordination between land use and transportation (roadway type does not match character of surrounding land)
- ☐ Safety issues (i.e., speeding, red light running, accidents, etc.)
- ☐ Traffic congestion
- ☐ Other

#7. How would you prefer to spend your tax dollars for transportation?

Please allocate 100 points among the choices below.

Bicycle lanes and trails	
Sidewalks/crosswalks	
Buses (more efficient buses, shelter, etc.)	
New highway construction (new lanes or roads)	
Intersection/Interchange Improvements	
Highway operations (i.e., coordinating traffic signals)	
Traveler information (i.e. electronic message signs, 511, highway advisory, radio)	
Passenger rail (Amtrak)	
TOTAL	100

#8. If additional funding is needed to improve transportation in the region, which of the following potential funding sources would you support?

Rank the top 3, with 1 being the most preferred and 3 being the least.

Increase in gas tax	<input type="checkbox"/>
Increase in sales tax (statewide)	<input type="checkbox"/>
Increase in sales tax (local or regional)	<input type="checkbox"/>
Increase in vehicle registration fees	<input type="checkbox"/>
Tolls	<input type="checkbox"/>
Government backed low-interest loans and bonds	<input type="checkbox"/>
Private-Public Partnerships	<input type="checkbox"/>

About Yourself

#9. How do you normally get around the region?
For example - car, bike, bus...

Primary	<input type="text"/>
Secondary	<input type="text"/>

#10. What is your vision of transportation in the OTO region in 2040?

#11. What is your home zip code?

#12. What is your work zip code?

#13. What is your age?

- ☐ Younger than 18
- ☐ 18 – 24
- ☐ 25 – 34
- ☐ 35 – 44
- ☐ 45 – 54
- ☐ 55 – 64
- ☐ 65 or older
- ☐ Prefer not to answer

Last Question – You can win!

Would you like to enter a contest especially for those who provide input on Transportation Plan 2040? You have a chance to win a Kindle Fire HD 7 or one of several gas gift cards.

If you select YES, please enter your contact information. This information will not be stored with these survey responses.

<input type="checkbox"/> Yes	Name: <input type="text"/>
<input type="checkbox"/> No	Email: <input type="text"/>
	Phone: <input type="text"/>

Terms and Conditions - <http://ozarkstransportation.org/Documents/OTOLRTPGiveawayTC.html>

Appendix 2 – 2014 Performance Measures Report

This report can be found at

<http://www.ozarkstransportation.org/Documents/June%20web%20upload/PerformanceMeasuresThroughDec2014.pdf>.

Appendix 3 – Roadway and Bike/Ped Design Standards

INSERT BOOKLET

Appendix 4 – Model Report

The 2012 Travel Demand Model Report can be found here -

<http://www.ozarkstransportation.org/Documents/TravelDemandModel2012.pdf>.

Appendix 5 – FY 2018-2020 Transportation Improvement Program Project List

INSERT PROJECT LIST HERE

Appendix 6 – Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

OTO maintains a map showing the Priority Projects of Regional Significance. Projects along these corridors received the total point value.

2. Safety

2.1. Fatal/Injury Crash Index

Worse rates on similar OTO FCs = 15 Points

Better than rates on similar OTO FCs = 0

MoDOT tracks crash rates along roadways in the OTO region. Each roadway is classified according to the Federal Functional Classification System. A combined Injury and Fatal 3 Year Average Crash Rate was determined for each type of roadway according to the Federal Functional Classification. This same rate for an individual project's roadway was compared to the rate by functional class. A project with a worse crash rate than the rate for similar functional classifications received the total point value.

2.2. Safety Concern

Yes = 5 Points

No = 0 Points

The MoDOT Southwest District maintains a list of locations with safety needs and concerns. This list was referenced to determine if a project was a safety concern. If a project appeared in the Southwest District Safety Plan, it received the total point value.

2.3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 5

If a project improves or removes an at-grade railroad crossing, it received the total point value.

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current greater than or equal to 0.86 = 7 Points

Future (2040) greater than or equal to 0.86 = 5 Points

The OTO manages a travel demand model which calculates the volume-to-capacity ratio for the roadways in the OTO region. Generally, a roadway must be a minor arterial on the federal functional classification system to be included in the travel demand model. The model includes a base scenario and a future no-build scenario. In this case, the base year is 2012 and that is used for the "Current" V/C for scoring. The no-build scenario is for 2040, but also includes projects committed through 2018. The ratio of 0.86 was chosen as that is considered Level of Service E (or at capacity). A project along a roadway in the Base 2012 Scenario receives the 7 points if it's volume-to-capacity ratio is greater than or equal to 0.86. The project can separately receive points if it is along a roadway that is also at 0.86 in the 2040 No-Build Scenario.

3.2. Complies with Major Thoroughfare Plan Access Management

Yes = 3 Points

No = 0 Points

The OTO maintains a Major Thoroughfare Plan with Design Standards, which directs how roadways in the region should be designed and built. Projects which are described as improving access management and building to the standard, as well as new projects which will be built with access management, receive the total point value.

3.3. Included in Regional ITS Architecture

Yes = 5

No = 0

The Regional ITS Architecture is a plan which includes Intelligent Transportation System improvements needed throughout the region. If a project includes ITS technologies, it receives the total point value.

4. Environmental Justice

4.1. Environmental Justice Tracts

Inside 4 EJ Tracts = 5 points

Inside 3 EJ Tracts = 4 points

Inside 2 EJ Tracts = 3 points

Inside 1 EJ Tract = 2 points

Inside 0 EJ Tracts = 0 points

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority, Elderly and/or Under Age 18, Low-Income, and Disabled. Each of these categories has been mapped by Census Tract. If the value for a category is greater than the average for the MPO area as a whole, then it is considered an EJ (environmental justice) tract. If the project falls within one or more EJ Tracts, then it receives points on a sliding scale.

5. Multi-Modal

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

Connects more than 2 modes or services = 7 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 5 points

No intermodal potential = 0 points

A project can receive the total point value of 7 points if it connects more than 2 modes, but if it only connects to one or two additional modes, then it can only receive 5 points. A single-mode project does not receive points in this category.

5.2. Vehicle Trip Reduction

Project encourages reduction of trips/discourages SOV use = 3 points

No trip reduction = 0 points

SOV means single-occupancy vehicle. If a project includes bicycle and/or pedestrian accommodations, it receives the total point value.

6. Economic Development

6.1. Improves Access to Major Freight Centers or Corridors or is in the State Freight Plan

Yes = 5

No = 0

Access to Major Freight Centers is defined as along a U.S. Highway or direct access to a U.S. Highway and connecting routes that connect one U.S. route to another. If a project met this requirement it received the total point value. Projects along assets listed on the Southwest District map in the Statewide Freight Plan were considered a Yes for total point value.

6.2. Local Priority Project

Defined leadership and strong political support = 10

Unknown or no leadership or no political support = 0

Each jurisdiction was asked to identify priority projects. Identified projects received the total point value.

Appendix 7 – MTP Change Notes

Battlefield

- B1. Remove the future Secondary Arterial between South Farm Road 115 and South Farm Road 111.
- B2. Remove the future Collector between South Farm Road 115 and a point approximately 83 feet west of South State Highway FF.
- B3. Remove the future Collector between West Farm Road 190 and a future Collector (B2).
- B4. Remove the future Local Street that would serve as an outer road for South State Highway FF.
- B5. Remove the future Local Street between South Lewis Street and the future Local Street (B4).
- B6. Remove the future Secondary Arterial between West 3rd Street and West Elm Street.
- B7. Reclassify South Ridgecrest Drive between West Sexton Street and West Republic Street: Local Street to Collector.
- B8. Reclassify South Farm Road 125 between West Republic Street and West Farm Road 172: Local Street to Collector. Remove the future Collector that runs the same length.
- B9. Reclassify West Farm Road 172 between South Farm Road 125 and South Ridgeview Avenue: Local Street to Collector. Remove the future Collector that runs the same length.
- B10. Reclassify South Ridgeview Avenue between West Farm Road 172 and a point approximately 138 feet south of West Eagle Crest Street: Local Street to Collector. Remove the future Collector the runs the same length.
- B11. Reclassify West Eagle Crest Street between South Ridgeview Avenue and South Hemlock Avenue: Local Street to Collector.
- B12. Reclassify West Randall Road between South Ridgecrest Drive and South Prairie View Avenue: Local Street to Collector.
- B13. Reclassify South Ridgecrest Drive between West Randall Road and South Western Avenue: Local Street to Collector.
- B14. Reclassify South Farm Road 131 between South Ridgecrest Drive and a point approximately 170 feet south of West Blakey Street: Local Street to Collector.
- B15. Realign the future Collector between West Farm Road 178 and South Ridgecrest Drive to connect South Farm Road 131 and West Farm Road 178.
- B16. Realign the intersections of West Farm Road 178/South Farm Road 131 and West Farm Road 178/South Ridgecrest Drive to match the updated aerials.
- B17. Reclassify South Mary Ann Avenue between West Sexton Street and West Randall Road: Local Street to Collector.

- B18. Remove the future Secondary Arterial between West Farm Road 178 and West Weaver Road.
- B19. Reclassify West Coach Drive between West Farm Road 178 and South Old Wire Road: Local Street to Secondary Arterial.
- B20. Reclassify South Old Wire Road between West Coach Drive and West Weaver Road: Collector to Secondary Arterial.
- B21. Reclassify South Lewis Road between West Weaver Road and West Farm Road 178: Secondary Arterial to Local Street.
- B22. Reclassify West Weaver Road Between South Gold Road and South Old Wire Road: Secondary Arterial to Local Street.
- B23. Realign future Secondary Arterial between West Apple Blossom Terrace and South Cloverdale Lane.
- B24. Add a Secondary Arterial to extend West Azalea Street to South Geranium Lane.
- B25. Add portion of West Azalea Street between South Morning Glory Lane and a point approximately 0.06 miles east of South Honeysuckle Lane: Secondary Arterial.
- B26. Add South Geranium Lane as an existing Local Street.
- B27. Remove the future Local Street west of the intersection of West Azalea Street/South State Highway FF.
- B28. Realign the future Collector between West Farm Road 190 and the removed future Local Street west of South State Highway FF (B4) to extend to South State Highway FF.
- B29. Add a Local Street connecting South Aspen Drive from the intersection of West Carnation Lane/South Aspen Drive and the intersection of West Elm Street/South Aspen Drive.
- B30. Add a Local Street between West Cloverleaf Terrace and West Apple Blossom Terrace named Cottonwood.
- B31. Extend South Cloverdale Lane south from West Cloverleaf Terrace to West Azalea Street. The portion between West Cloverleaf Terrace and West Apple Blossom Terrace is a Collector and the portion between West Apple Blossom Terrace and West Azalea Street is a Secondary Arterial. This change will also remove the proposed Collector and Secondary Arterial spanning the same distances.

Nixa

- N1. Remove the future Expressway between Rosedale and State Highway 14.
- N2. Add a future Collector between Inman and Rosedale.
- N3. Reclassify Rosedale between Gregg and US Highway 160: Expressway to Secondary Arterial.
- N4. Reclassify Rosedale west of Gregg: Expressway to Secondary Arterial.

- N5. Reclassify Scott Wayne between Main and Walleye: Collector to Local Street.
- N6. Reclassify Tracker between Old Castle and a point approximately 0.85 miles west of the intersection of Tracker and Old Castle, and remove the future secondary arterial: Local Street to Secondary Arterial.
- N7. Remove the future Secondary Arterial between a point on North approximately 76 feet west of Old Castle and a point on State Highway 14 approximately 913 feet east of Ridgecrest.
- N8. Remove the future Collector approximately 464 feet north of the Weldon/Taylor/Walleye. Reclassify Weldon between the intersection of Taylor/Walleye and Roubidoux: Local Street to Collector.
- N9. Remove the portion of the future Secondary Arterial that runs along South Elegant Drive from Ozark to a point approximately 170 feet north of Crystal. Reclassify South Elegant Drive from the same points: Local Street to Secondary Arterial.
- N10. Remove the future Collector between a point on Cheyenne approximately 0.23 miles north of State Highway 14 and a future Secondary Arterial (N7).
- N11. Realign the future Collector between a point on Fremont approximately 180 feet north of McGuffey and Cheyenne to swing south below the southern tip of Fremont Hills.
- N12. Realign the future Collector between Roubidoux and a point on Cheyenne approximately 0.5 miles north of North.
- N13. Reclassify North between Cheyenne and Main: Primary Arterial to Secondary Arterial.
- N14. Reclassify Westwind between Crenshaw and a point approximately 0.38 miles south of Crenshaw: Collector to Primary arterial.
- N15. Reclassify State Highway F between Aven Spring and Riverdale: Local Street to Collector. Remove the future Collector between the same points.
- N16. Reclassify Itaska: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial over Itaska.
- N17. Reclassify West between Bryant and a point approximately 140 feet south of Livingston: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial covering the same portion of West.
- N18. Reclassify Inman between Gregg and Shamrock: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial that covers the same portion of Inman.
- N19. Remove the future Secondary Arterial between Inman/Firefly intersection and a point on State Highway M approximately 838 feet northeast of Inman.
- N20. Realign future Secondary Arterial between Inman and US Highway 160 to align with Inman.
- N21. Reclassify Shamrock between Gooch and West Rosedale: Local Street to Secondary Arterial. Remove Portion of future Secondary Arterial the runs the same portion of Shamrock.

- N22. Reclassify Bedrock between Dewberry and a point approximately 219 feet north of Dewberry: Local Street to Secondary Arterial. Remove future Secondary Arterial that spans the same portion of Bedrock.
- N23. Reclassify Jerico between North and Roubidoux: Local Street to Collector. Remove portion of future collector that covers the same length.
- N24. Reclassify Cedar between Main and approximately 149 feet east of Lake Shore: Local Street to Primary Arterial. Remove future Primary Arterial that spans the same distance.
- N25. Realign the future Primary Arterial between Emerald Hills and Cedar.
- N26. Reclassify State Highway F between the intersection of McClean/Riverdale and the west end of McClean: Local Street to Expressway. Remove portion of future Expressway the covers the same portion of road.
- N27. Realign the future Expressway between Rosedale and State Highway F to line up with the McClean/HWY F intersection. Reclassify the same stretch of road: future Expressway to future Primary Arterial.
- N28. Realign the future Primary Arterial (Kansas Expressway extension) between West Farm Road 190 and Nicholas to the Nicholas alignment.
- N29. Remove future Primary Expressway (Kansas Expressway extension western alignment) portion that intersects Dewberry at a point approximately 656 feet east of bedrock.
- N30. Realign the future Secondary Arterial between Gregg and Nicholas to connect to Nicholas approximately 0.25 miles north of Dewberry and to the intersection of Gregg/Northview.
- N31. Add a Secondary Arterial on Cheyenne between State Highway 14 and a point approximately 430 feet south of Timber Springs.
- N32. Realign Timber Springs between Cheyenne and Timberhill to connect with Cheyenne.
- N33. Reclassify Old Castle between State Highway CC and Tracker: Local Street to Secondary Arterial. Remove the future Secondary arterial that covered the same span of Old Castle.
- N34. Reclassify Old Castle between North and E Meridian Avenue: Local Street to Secondary Arterial. Remove the future Secondary Arterial that covered the same span of Old Castle.
- N35. Realign the future Secondary Arterial between Tracker and E Meridian Avenue to align to Old Castle.
- N36. Realign the future Collector to connect to the east/west future collector (N11) swinging south of the southern tip of Fremont Hills.
- N37. Remove portion of future Secondary Arterial that intersects Nicholas at a point approximately 0.26 miles north of Dewberry to stop at the future Primary Arterial (Kansas Expressway Extension/Nicholas) approximately 0.17 miles northeast of where it runs into Nicholas.
- N38. Realign the future Collector between Norton and Truman to connect with Truman.

- N39. Reclassify Truman between a points approximately 121 feet south of Livingston and approximately 187 feet north of Baily: Local Street to Collector.
- N40. Reclassify Truman between State Highway 14 and a point approximately 132 feet south of Heather Glen: Local Street to Collector.
- N41. Realign the future Collector between the northern (N40) and southern (N39) portions of Truman to connect the two portions.
- N42. Realign the future Collector between Bryant and the future Collector (N41) to connect the two.
- N43. Reclassify Dustin between Truman and the western end of Chestnut Bend: Local Street to Collector. Remove portion of future Collector spanning the same portion.
- N44. Add a future Collector between Pembroke and Silver Oak.
- N45. Remove future Secondary Arterial between Butterfield and Old Bittersweet.
- N46. Remove future Secondary Arterial between West and Rosedale.
- N47. Add future Local Street between West and Harrison. Intersecting US Highway 160 at a point approximately 0.26 miles south of South Street.
- N48. Add a future Local Street between West and City Del.
- N49. Add a future Local Street between Butterfield and the future Local Street between West and City Del (N48).
- N50. Add a future Local Street headed east approximately 488 feet and turning south approximately 880 feet, from a point on the future local street (N48) approximately 480 feet south of it's intersection with West Street.
- N51. Add a future Local Street between Harrison and Trail Point.
- N52. Reclassify Firefly between Inman and State Hwy M: Local Street to Collector.
- N53. Remove portion of the future Collector between Walleye and Tracker north of Tracker.
- N54. Reclassify Roubidoux between Jerico and the future Collector connecting to Cheyenne (N12).

Ozark

- O1. Reclassify North Hidden Creek Drive between East County Line and Heather: Local Street to Collector.
- O2. Reclassify North 22nd Street between points approximately 780 feet south of West Jackson and 1,273 feet south of West Jackson: Local Street to Collector.
- O3. Reclassify North 17th Street between West Clay and West Lakeland: Local Street to Secondary Arterial. Remove portion of the future Secondary Arterial that ran the length of the same segment.

- O4. Realign future Collector between East County Line and East Southernview to connect to South Farm Road 203.
- O5. Add East Houghton Drive as a Collector and remove a portion of the future collector that spans the length of East Houghton Drive.
- O6. Realign the future Collector between North 22nd Street and McCauley to connect the two.
- O7. Add Summit between Sandstone and Stargrass as a Rural Collector.
- O8. Reclassify North Bluestem between West Merle and East Southernview: Local Street to Collector.
- O9. Add a future Secondary Arterial as a replacement for North Riverside between Greenbridge and a point on North Smallin approximately 0.38 miles east of East Riverbluff, intersecting North Riverside just at the end of the North side of the Bridge.
- O10. Reclassify Cottonwood between East Farm Road 194 and south along Cottonwood approximately 0.69 miles: Local Street to Rural Collector.
- O11. Reclassify Heather between East Blue Sky and North Hidden Creek Drive: Local Street to Collector.
- O12. Reclassify North Smallin between North Pheasant and Houghton/East Hemlock and a point approximately 0.41 miles east of East Riverbluff: Primary Arterial to Secondary Arterial.
- O13. Reclassify North Pheasant between East Stone Brook and State Highway NN: Primary Arterial to Secondary Arterial.
- O14. Reclassify the future Primary Arterial between North Pheasant and East Cardinal: future Primary Arterial to future Secondary Arterial.
- O15. Reclassify the future Primary Arterial between North Smallin and East Hemlock: future Primary Arterial to future Secondary Arterial.
- O16. Reclassify East Greenbridge between North Hawkins and North Riverside: Primary Arterial to Secondary Arterial.
- O17. Reclassify North Hawkins between East Greenbridge and approximate 0.64 miles south: Primary Arterial to Secondary Arterial.

Republic

- R1. Reclassify West Farm Road 178 between South Farm Road 71 and South Martone Lane: Secondary Arterial to Collector.
- R2. Reclassify West Farm Road 178 between South Farm Road 59 and South Marton Lane: Local Street to Collector.

- R3. Reclassify West Farm Road 174 between South Wilsons Creek Boulevard and North Oakwood Avenue: Secondary Arterial to Collector.
- R4. Reclassify East Miller Road between South State Highway ZZ and South Main Street: Secondary Arterial to Collector.
- R5. Realign the future Collector between East Rosewood Street and a point along US Highway 60 East approximately 303 feet south of South Morningside Avenue.
- R6. Reclassify East Rosewood Street between points approximately 100 feet west of South Morningside Avenue and 62 feet east of South Linwood Avenue: Local Street to Collector.
- R7. Reclassify East Kentwood Street between the northern and southern portions of North Oakwood Avenue: Local Street to Secondary Arterial.
- R8. Reclassify North Oakwood Avenue between East Kentwood Street and East Elm Street: Local Street to Secondary Arterial.
- R9. N/A
- R10. Reclassification of East Williamsburg Walk between South Farm Road 89 and West Farm Road 194: Local Street to Secondary Arterial.
- R11. Add a future Collector between West Frisco Boulevard and West Farm Road 194.
- R12. Add a future Secondary Arterial between South Farm Road 67 and the future Collector connecting West Farm Road 194 and West Frisco Boulevard (R11).
- R13. Reclassify the future Secondary Arterial west off of State Highway MM approximately 0.5 miles south of West Farm Road 144: future Secondary Arterial to future Collector.
- R14. Add a future Collector between a point along West Farm Road 144 approximately 0.45 miles west of State Highway MM and the future Collector headed west off of State Highway MM approximately 0.5 miles south of West Farm Road 144 (R13).
- R15. Reclassify East Freedom Street between North Lynn Avenue and North Liberty Avenue: Local Street to Secondary Arterial
- R16. Reclassify North Liberty Avenue between East Freedom Street and East Independence Street: Local Street to Secondary Arterial.
- R17. Reclassify East Independence Street between North Liberty Avenue and US 60 East: Local Street to Secondary Arterial.
- R18. N/A
- R19. Reclassify the portion of South Bailey Street between West North Street and West Wade Street: Local Street to Secondary Arterial.
- R20. Realign the future Collector between West Farm Road 182 and East Hines Street to run into the south end of North Jester Avenue.

- R21. Realign the future Collector between East Hines Street and West Farm Road 170 to run into North White Rock Avenue instead of Hines.
- R22. Add a future Collector between points approximately 0.25 miles north of West Farm Road 188 on South Farm Road 67 and South Kansas Avenue.
- R23. Add a future Collector between the intersection of North Main Street/East Lapis Street and South Farm Road 71/West Farm Road 174.
- R24. Reclassify South Wilsons Creek Boulevard between West Republic Road and West Farm Road 186: Primary Arterial to Boulevard.
- R25. Realign the future Primary Arterial between West Republic Road and South State Highway MM.
- R26. Realign the future Primary Arterial between Farm Road 97 and the ZZ extension (R25).
- R27. Realign the future Secondary Arterial between the ZZ extension (R25) and the intersection of South Farm Road 99/West Farm Road 168.
- R28. N/A
- R29. Add a future Collector between West Farm Road 144 and West Farm Road 140.
- R30. Realign the future Collector between South Colorado Avenue and West Miller Road to connect at the west end of Miller.
- R31. Realign South Colorado Avenue to extend to Civic Boulevard and remove the portion of future Collector that spans the same distance.
- R32. Add a future Local Street between points along South Illinois Avenue approximately 456 feet east of Civic Boulevard and 511 feet east of the end point of South Colorado Avenue along the future Collector.
- R33. Remove portion of West Miller Road that connects to US 60 West.
- R34. Add a future Local Street between the intersection of South Illinois Avenue/Civic Boulevard and the future Collector that would be the extension of Frisco Boulevard.
- R35. Add a future Local Street between points approximately 290 feet south of US 60 West along South Colorado Avenue and 600 feet north of South Colorado Avenue along the future Collector (R30) between South Colorado Avenue and West Miller Road.
- R36. Add a future Local Street between the intersection of South Colorado Avenue/Civic Boulevard and a point approximately 313 feet northwest of that intersection.
- R37. Add a future Local Street between the future Collector (R30) and the future Local Street (R38), running parallel to South Colorado Avenue and the future collector that extends Colorado.
- R38. Add a future Local Street connecting the future Local Street running parallel to South Colorado Avenue (R37) and the future Collector that would be the extension of South Colorado Avenue.

- R39. Reclassify future Secondary Arterial between West Farm Road 178 and South Farm Road 59: Secondary Arterial to Collector.
- R40. Reclassify East Rosewood Street between South Pinewood Ave and South Brasswood Ave: Local Street to Collector.
- R41. Reclassify South Brasswood Ave between East Elm Street and West Farm Road 186: Local Street to Collector.

Springfield

- S1. Remove the Future Collector between Weaver Road and Quail Creek Avenue
- S2. Reclassify South Farm Road 115/ South Haseltine Road from West Farm Road 164 to West State Highway M: Secondary Arterial to Local Street.
- S3. Remove the Future Collector between South Haseltine Road/South Farm Road 115 and S Farm Road 107.
- S4. Reclassify West Inman Road from South Hutchinson Road to South Haseltine Road: Collector to Local Street.
- S5. Realign the Future Collector from Zimmer Avenue to the Future Collector connecting to the Future Collector that will be McCurry Avenue.
- S6. Reclassify East Olive Street between East Saint Louis Street and North Campbell Avenue: Secondary Arterial to Collector.
- S7. Reclassify North Boonville Avenue between Park Central North and West Division Street: Secondary Arterial to Collector.
- S8. Remove the Future Expressway between I44/US160 intersection and North State Highway 13.
- S9. Remove the Future Secondary Arterial between North State Highway 13 and East Farm Road 94.
- S10. Reclassify the Future Collector between East Kearney Street and approximately 1/10 of a mile South of East Jean Street: Future Collector to Existing Collector.
- S11. Remove the Future Collector between East Cherry Street and South Devonshire Dr.
- S12. Remove the Future Secondary Arterial between East Cherry Street and the intersection of North Oak Grove Avenue/East Saint Louis Street.
- S13. Remove the Future Collector at a point on North Fremont approximately 530 feet north of East Sun Valley.
- S14. Remove the Future Primary Arterial between the intersection of North Fremont/East Sun Valley and the Future Secondary Arterial that extends east from South Farm Road 175.
- S15. Remove the Future Primary Arterial intersecting US Highway 65 at a point approximately 0.41 miles south of East Evans Road.

- S16. Remove the Primary Arterial between South Glenstone Avenue and the intersection of East Republic Street/South Lone Pine Avenue.
- S17. Realign the future Primary Arterial between South Southwood Road and the future Secondary Arterial that intersects South Farm Road 175 (S18).
- S18. Realign the future Secondary Arterial intersecting South Farm Road 175 at a point approximately 511 feet east of North Fremont to avoid a body of water.
- S19. Realign East Farm Road 188 to connect to South Southwood Road.
- S20. Add South Southwood Road between East Evans Road and the roundabout at East Riverbluff Boulevard: Collector. Remove the future Collector in the along the same roadway.
- S21. Add East Riverbluff Boulevard between East Evans Road and the roundabout at South Southwood Road: Primary Arterial. Remove the future Primary Arterial along the same roadway.
- S22. Add South Southwood Road South of the roundabout at South Southwood Road and East Riverbluff Boulevard: Primary Arterial. Remove portion of future Primary Arterial over the same portion of the roadway.
- S23. Add Local Street between points approximately 0.08 miles east and 0.23 miles east of South Southwood Road along East Farm Road 188.
- S24. Add Local Street between East Riverbluff Boulevard and Local Street surrounding the Mercy Medical Center.
- S25. Reclassify South Farm Road 143 between West Twin Bridges Lane and East Farm Road 186: Collector to Primary Arterial.
- S26. Reclassify East Millwood Drive between South Farm Road 189 and South Lookout Ridge Drive: Local Street to Collector.
- S27. Reclassify South Walmart Access road at the intersection of East Sunshine Street and South Farm Road 129: Local Street to Collector.
- S28. Reclassify South Farm Road 203 between East County Line Road and East Farm Road 192: Local Street to Collector.
- S29. Remove the future Collector between what was the Republic Road extension and South Glenstone Avenue.
- S30. Add a Future Local Street connecting Washita Street to West Sunshine Street.
- S31. Reclassify West Nichols Street between South West By Pass and North Kansas Expressway: Secondary Arterial to Collector.
- S32. Add a future Secondary Arterial between South Farm Road 129 and West Farm Road 148.
- S33. Add McCurry Avenue as a completed Collector between West Sunshine Street and Washita St.

- S34. Add a Future Collector connecting the future extension of Zimmer Avenue to the future extension of McCurry Avenue.
- S35. Add a Future Collector extending McCurry Avenue south to the Future Secondary Arterial that connects West Seminole Street to South Farm Road 123.
- S36. Add an existing Local Street named Washita Street between McCurry Avenue and approximately 164 feet west of Zimmer Avenue.
- S37. Add a Future Local Street extending Washita Street east to Zimmer Ave.
- S38. Reclassify West Walnut Lawn Street between South Campbell Avenue and South National Avenue: Collector to Secondary Arterial.
- S39. Reclassify South Lone Pine Avenue between East Galloway Street and East Republic Street: Secondary Arterial to Collector.

Strafford

- ST1. Reclassify North Farm Road 249 between East Farm Road 104 and East State Highway OO: Local Street to Collector.
- ST2. Reclassify East Farm Road 104 between North Farm Road 249 and the OTO border (Greene and Webster County Borders): Collector to Local Street.
- ST3. Reclassify Bumgarner Boulevard between South Madison Avenue and a point approximately 0.15 miles west of South Lincoln Avenue: Local Street to Collector.
- ST4. Add a future Collector between South State Highway 125 and Bumgarner Boulevard.

Willard

- W1. Add a future Collector between East Hughes Road and East Granite Road.
- W2. Reclassify East Hughes Road between U.S. Highway 160 East and a point approximately 156 feet west of South Megan Lane: Local Street to Collector
- W3. Reclassify East Granite Road between East Hughes Road and a point approximately 100 feet east of South Red Rock Court: Local Street to Collector.
- W4. Add a future Collector between points along North Farm Road 101 approximately 0.46 miles south of West State Highway EE and approximately 0.49 miles north of West State Highway EE. Also intersecting West State Highway EE at a point approximately 0.23 miles west of North Farm Road 101.
- W5. Realign the future Secondary Arterial between West Farm Road 68 and South Hunt Road to run into the intersection of South Hunt Road and West Farm Road 84.

Christian County

- CC1. Remove the future Collector between North Farmer Branch and East Southernview. The proposed route goes through the quarry.
- CC2. Remove the future Collector between Parch Corn and Cottonwood.
- CC3. Reclassify Nicholas Road between a point approximately 0.56 miles north of State Highway AA and State Highway 14: Collector to Primary Arterial.
- CC4. Reclassify Owens Road between State Highway AA and Tracker Road: Secondary Arterial to Collector.
- CC5. Remove the future Primary Arterial between North US 65 and East Farm Road 194.
- CC6. Reclassify Quarry Road between Bornemann and State Highway JJ: Collector to Rural Collector.
- CC7. Reclassify Bornemann between Quarry Road and Arbour: Collector to Rural Collector.
- CC8. Reclassify Arbour between Bornemann and State Highway JJ: Collector to Rural Collector.
- CC9. Reclassify Rochester between State Highway JJ and Arbour: Collector to Rural Collector.
- CC10. Reclassify Smyrna west of State Highway 125 to the intersection of Smyrna/Parched Corn: Collector to Rural Collector.
- CC11. Reclassify Parched Corn between Smyrna and North State Highway 125: Collector to Rural Collector.
- CC12. Reclassify Hunter between Parched Corn and Cypress: Collector to Rural Collector.
- CC13. Reclassify Glade between State Highway 125 and Briar: Collector to Rural Collector.
- CC14. Reclassify Briar between Glade and State Highway 125: Collector to Rural Collector.
- CC15. Reclassify the future Collector between East Farm Road 194 and Cypress: future Collector to future Rural Collector.
- CC16. Reclassify Cottonwood between Parched Corn and a point approximately 0.69 miles south of East Farm Road 194: Collector to Rural Collector.
- CC17. Reclassify State Highway OO between State Highway 14 and Summit: Collector to Rural Collector.
- CC18. Reclassify Davis between State Highway 14 and Summit: Collector to Rural Collector.
- CC19. Reclassify Summit between the State Highway OO and Sandstone: Collector to Rural Collector.
- CC20. Reclassify the future Collector between Summit and State Highway W: future Collector to future Rural Collector.

Greene County

- GC1. Reclassify South Overlook Trail between South Riverbend Road and West Farm Road 190: Collector to Local Street.
- GC2. Add a future Collector between West Farm Road 190 and South Farm Road 131.
- GC3. Realign State Highway FF to run straight south into West Blue Springs.
- GC4. Remove the future Primary Arterial between South State Highway J and South Farm Road 205.
- GC5. Reclassify North Farm Road 209 between East State Highway OO and East Farm Road 116: Local Street to Secondary Arterial.
- GC6. Add a new future Secondary Arterial between the intersection of North Farm Road 209/East Farm Road 116 and a point along East Division Street approximately 0.62 miles east of North Farm Road 203.
- GC7. Reclassify East Farm Road 116 between North Le Compte Road and North Farm Road 99: Secondary Arterial to Primary Arterial.
- GC8. Reclassify East Farm Road 112 between North Farm Road 99 and North State Highway 125: Collector to Primary Arterial.
- GC9. Reclassify South Farm Road 213 between East Farm Road 170 and East Farm Road 185: Local Street to Secondary Arterial.
- GC10. Add a new future Secondary Arterial between the intersection of East Farm Road 164/South State Highway J and the intersection of East Farm Road 170/South Farm Road 213.
- GC11. Realign the future Primary Arterial between South Farm Road 143 and South U.S. 65.
- GC12. Realign the future Secondary Arterial between South Farm Road 141 and South Farm Road 141.
- GC13. Remove the future Secondary Arterial between South Farm Road 141 and South Farm Road 139.
- GC14. Reclassify West Farm Road 186 between South Fairview Avenue and South 160 Outer Road: Local Street to Collector.
- GC15. Reclassify West Farm Road 190 east of South Farm Road 131: Secondary Arterial to Local Street.
- GC16. Reclassify West Farm Road 190 west of South Farm Road 139: Secondary Arterial to Collector.
- GC17. Reclassify the future Secondary arterial between South Farm Road 141 and South Farm Road 143: future Secondary Arterial to future Primary Arterial.
- GC18. Reclassify South Farm Road 141 between West Farm Road 190 and a point approximately 0.20 miles south of West Farm Road 192: Secondary Arterial to Primary Arterial.
- GC19. Reclassify South Farm Road 69 between West Farm Road 168 and West State Highway TT: Local Street to Collector.

- GC20. Add a future Secondary Arterial between the intersection of West Farm Road 168/South Farm Road 97 and West Farm Road 170.
- GC21. Add a future Primary Arterial between the intersection of North State Highway B/West State Highway 226 and a point along North State Highway AB approximately 0.86 miles north of West State Highway 226.
- GC22. Realign the future Primary Arterial straightening out North State Highway AB at West Farm Road 94.
- GC23. Realign the future Secondary Arterial connecting East Herbert Lane and the future Primary Arterial straightening out North State Highway AB (GC22).
- GC24. Reclassify East Herbert Lane west of East Hughes Road: Local Street to Secondary Arterial.
- GC25. Reclassify West Farm Road 76 between North Farm Road 129 and North Farm Road 137: Local Street to Collector.
- GC26. Reclassify North Farm Road 137 between West Farm Road 76 and West State Highway O: Local Street to Collector.
- GC27. Add a future Collector between East Farm Road 84 and the intersection of East Farm Road 84/North Farm Road 205.
- GC28. Reclassify North Farm Road 205 north of East Farm Road 84: Local Street to Collector.
- GC29. Add a future Collector between North Farm Road 205 and East State Highway C.
- GC30. Reclassify North Farm Road 175 between East State Highway AA and East Farm Road 66: Local Street to Collector.
- GC31. Reclassify North Farm Road 151 between West Farm Road 76 and West Farm Road 84: Collector to Secondary Arterial.
- GC32. Reclassify North Farm Road 151 between West Farm Road 84 and a point approximately 0.27 miles south: Collector to Secondary Arterial.
- GC33. Reclassify West Farm Road 84 between the north and south portions of North Farm Road 151: Collector to Secondary Arterial.
- GC34. Add a future Collector between the intersections of East Farm Road 88/North Farm Road 175 and East Farm Road 88/North Farm Road 169.
- GC35. Reclassify North Farm Road 169 from East Farm Road 88 north approximately 0.17 miles: Secondary Arterial to Collector.
- GC36. Add a future Collector between East Farm Road 68 and East State Highway C.
- GC37. Reclassify North Farm Road 215 between East Farm Road 94 and the OTO border: Local Street to Collector.

- GC38. Reclassify North Farm Road 239 from North State Highway 125 to the OTO border: Local Street to Collector.
- GC39. Reclassify North Farm Road 223 from East Farm Road 84 north to the OTO border: Local Street to Collector.
- GC40. Reclassify East Farm Road 80 between North Farm Road 223 and North Farm Road 215: Local Street to Collector.
- GC41. Reclassify North Farm Road 227 between East State Highway C and North State Highway 125: Local Street to Collector.
- GC42. Reclassify North Farm Road 243 between East State Highway DD and East Farm Road 80: Local Street to Collector.
- GC43. Reclassify East Farm Road 80 between North Farm Road 243 and North State Highway 125: Local Street to Collector.
- GC44. Reclassify North Farm Road 237 between East Farm Road 112 and East Division Street: Local Street to Collector.
- GC45. Reclassify East Farm Road 116 between North Farm Road 241 and North Farm Road 237: Local Street to Collector.
- GC46. Reclassify North Farm Road 241 between East Farm Road 116 and East Farm Road 112: Local Street to Collector.
- GC47. Reclassify North Farm Road 227 between East Division Street and East Farm Road 112: Local Street to Collector.
- GC48. Reclassify North Farm Road 213 between East Division Street and East Farm Road 116: Local Street to Collector.
- GC49. Reclassify North Farm Road 213 between East Farm Road 112 and East State Highway OO: Local Street to Collector.
- GC50. Reclassify East Farm Road 128 between North Farm Road 205 and North Farm Road 217: Local Street to Collector.
- GC51. Reclassify North Farm Road 217 between East Farm Road 128 and East Division Street: Local Street to Collector.
- GC52. Reclassify South Farm Road 221 between East Farm Road 138 and East Farm Road 132: Local Street to Collector.
- GC53. Reclassify South Farm Road 219 between East Farm Road 156 and East Farm Road 170: Local Street to Collector.
- GC54. Reclassify East Farm Road 168 between South Farm Road 205 and South Farm Road 219: Local Street to Collector.

- GC55. Reclassify South Farm Road 227 between East Farm Road 156 and East Farm Road 174: Local Street to Collector.
- GC56. Reclassify East Farm Road 174 between South State Highway 125 and South Farm Road 227: Local Street to Collector.
- GC57. Reclassify South Farm Road 229 between U.S. Highway 60 and East Farm Road 174: Local Street to Collector.
- GC58. Reclassify South Farm Road 223 between East Farm Road 164 and East Farm Road 170: Local Street to Collector.
- GC59. Reclassify East Farm Road 146 between East State Highway D and East Farm Road 148: Local Street to Collector.
- GC60. Reclassify East Farm Road 148 between South State Highway 125 and East Farm Road 146: Local Street to Collector.
- GC61. Reclassify South Farm Road 219 between East Farm Road 150 and East Farm Road 148: Local Street to Collector.
- GC62. Reclassify East Farm Road 170 between South State Highway J and South State Highway 125: Collector to Secondary Arterial.
- GC63. Reclassify East Farm Road 62 from North Farm Road 223 north to the OTO border: Local Street to Collector.
- GC64. Reclassify East Farm Road 62 from North Farm Road 239 east to the OTO border: Local Street to Collector.
- GC65. Reclassify East Farm Road 148 from East State Highway D to a point approximately 0.41 miles east: Collector to Local Street.
- GC66. Reclassify East Farm Road 132 east of North Farm Road 185: Secondary Arterial to Primary Arterial.
- GC67. Remove the Future Collector between South Marlborough Avenue and West Battlefield Road.
- GC68. Add a Future Collector connecting East Farm Road 100 and East Beverly Hills Drive.
- GC69. Reclassify East Beverly Hills Drive east of North Farm Road 151: Local Street to Collector.
- GC70. Remove the future Collector between Weaver Road and East Lakewood Street.
- GC71. Realign the future Secondary Arterial extending East Farm Road 96 east to East Farm Road 94.
- GC72. Remove the future Collector connecting West Westview Street and West Farm Road 168.
- GC73. Reclassify West Westview Street between South Walnut Hill Avenue and South Scenic Avenue: Collector to Local Street.
- GC74. Reclassify West Farm Road 76 between North Farm Road 145 and North Farm Road 141: Secondary Arterial to Collector.

- GC75. Reclassify North Farm Road 141 between West Farm Road 76 and West Farm Road 86: Collector to Secondary Arterial.
- GC76. Reclassify West Farm Road 86 between North Farm Road 145 and North Farm Road 141: Collector to Secondary Arterial.
- GC77. Reclassify North Farm Road 145 between West Farm Road 86 and West Farm Road 84: Collector to Secondary Arterial.
- GC78. Reclassify West Farm Road 84 between North Farm Road 145 and North Farm Road 151: Collector to Secondary Arterial.

MODOT

- MO1. Reclassify State Highway AA between Shoemaker and Phillips: Collector to Primary Arterial.
- MO2. Reclassify South State Highway MM between West Farm Road 160 and a point approximately 456 feet north of West Morning Star Lane: Local Street to Primary Arterial.
- MO3. Reclassify West Kearney Street between Springfield Branson National Airport and U.S. Highway 160: Primary Arterial to Secondary Arterial.
- MO4. Add a future Collector for the realignment of North Eastgate Avenue at the intersection with West Chestnut Expressway.
- MO5. Add a future Collector for the realignment of North Eastgate Avenue at the intersection with East Division Street.
- MO6. Reclassify East Evergreen Street east of North State Highway 125: Local Street to Collector.
- MO7. Reclassify Rosedale between U.S. Highway 160 and a point approximately 0.25 miles east of South Main Street: Expressway to Primary Arterial.

OTO Staff Changes

- OTO1. Remove the future Secondary Arterial that would connect West Farm Road 76 over McDaniel Lake.
- OTO2. Reclassify North Summit Avenue between North Norton Road and East Smith Street: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial to end at the intersection of North Summit Avenue/East Smith Street.
- OTO3. Realign the future Collector running east located approximately 0.18 miles north of West Farm Road 102 along North Farm Road 151.
- OTO4. Reclassify West Smith Street between North Ohara Avenue and a point approximately 126 feet west of North Western Avenue: Local Street to Collector.

- OTO5. Realign the future Collector between West Smith Street and the intersection of West Farm Road 106/North Farm Road 125.
- OTO6. Reclassify East Lakewood Street between South Roanoke Avenue and a point approximately 170 feet east of South Holland Ave: Local Street to Collector. Realign the future Collector to line up with East Lakewood Street.
- OTO7. Reclassify the portion of West 160 Outer Road the spans approximately 233 feet west of West Lakewood Street: Local Street to Collector. Realign future Collector to line up with this intersection.
- OTO8. Reclassify East Gasconade Street between South U.S. Highway 65 and South Bedford Avenue: Local Street to Collector.
- OTO9. Reclassify East El Dorado Street between South Bedford Avenue and a point approximately 38 feet east of South Woodstock Drive: Local Street to Collector.
- OTO10. Add a Collector named South Bedford Avenue between East Gasconade Street and East El Dorado Street.
- OTO11. Remove the future Collector runs between South U.S. Highway 65 and East El Dorado Street.
- OTO12. Add an extension segment to South Kimbrough Avenue heading south approximately 126 feet from East Powell Street.
- OTO13. Reclassify South Anabranh Boulevard between West Battlefield Road and West Rockwood Street: Local Street to Collector.
- OTO14. Reclassify West Rockwood Street between South Anabranh Boulevard and South Barrington Avenue: Local Street to Collector.
- OTO15. Reclassify South Barrington Avenue between South Farm Road 129 and a point approximately 643 feet northwest of West Greenway Drive: Local Street to Collector.
- OTO16. Realign future Collector to complete South Barrington Avenue.
- OTO17. Add portion of South Barrington Avenue to connect future Collector (OTO18) and West Rockwood Street.
- OTO18. Reclassify West El Camino Alto Drive between East Monastery Street and a point approximately 0.38 miles west of South Lyon Avenue: Local Street to Collector.
- OTO19. Reclassify East Monastery Street between West El Camino Alto Drive and South Roanoke Avenue: Local Street to Collector.
- OTO20. Reclassify the future Primary Arterial between North Smallin and East Greenbridge: future Primary Arterial to future Secondary Arterial.
- OTO21. Reclassify the future Primary Arterial between North Hawkins and East Hartley: future Primary Arterial to Secondary Arterial.
- OTO22. Reclassify Salers between East Hartley and East South: Primary Arterial to Secondary Arterial.

- OTO23. Realign and reclassify the future Primary Arterial between North Riverside and North State Highway NN to connect to West Stonehill at a point approximately 0.54 miles east of North State Highway NN: future Primary Arterial to future Secondary Arterial.
- OTO24. Reclassify West Stonehill between North State Highway NN and the future Secondary Arterial (OTO25): Local Street to Secondary Arterial.
- OTO25. Reclassify Maynard between State Highway 14 and Union Chapel: Collector to Local Street.
- OTO26. Realign the future expressway that would be the FF extension to connect with State Highway 14 at a point approximately 0.24 miles west of Maynard.
- OTO27. Reclassify East Evans Road between South Southwood Road and East Riverbluff Boulevard: Secondary Arterial to Local Street.
- OTO28. Reclassify Riverdale between Aven Spring and Cave Hollow: Local Street to Secondary Arterial.
- OTO29. Reclassify North Farm Road 159 between points approximately 0.05 miles north of East Farm Road 100 and 0.24 miles south of East Farm Road 100: Local Street to Secondary Arterial.
- OTO30. Reclassify East Palomino Lane east of South Farm Road 205: Local Street to Collector.
- OTO31. Reclassify South Harmony Avenue between points approximately 0.07 and 0.18 miles south of East Tranquility Street: Local Street to Collector.
- OTO32. Add a future Collector between the south end of Countryman to connect to South 21st Street.
- OTO33. Realign the future Collector extending east off of East Lark to align with the property line.
- OTO34. Realign the future Collector extending north off of East Hartley.
- OTO35. Remove errant line work.

Major Thoroughfare Plan With Changes Noted

Map A7-1

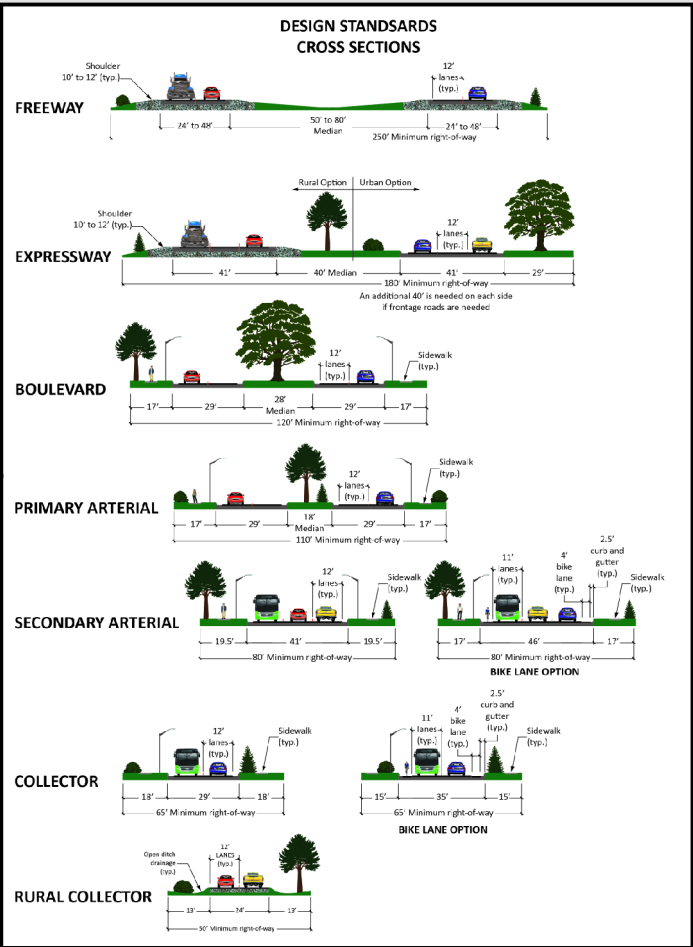
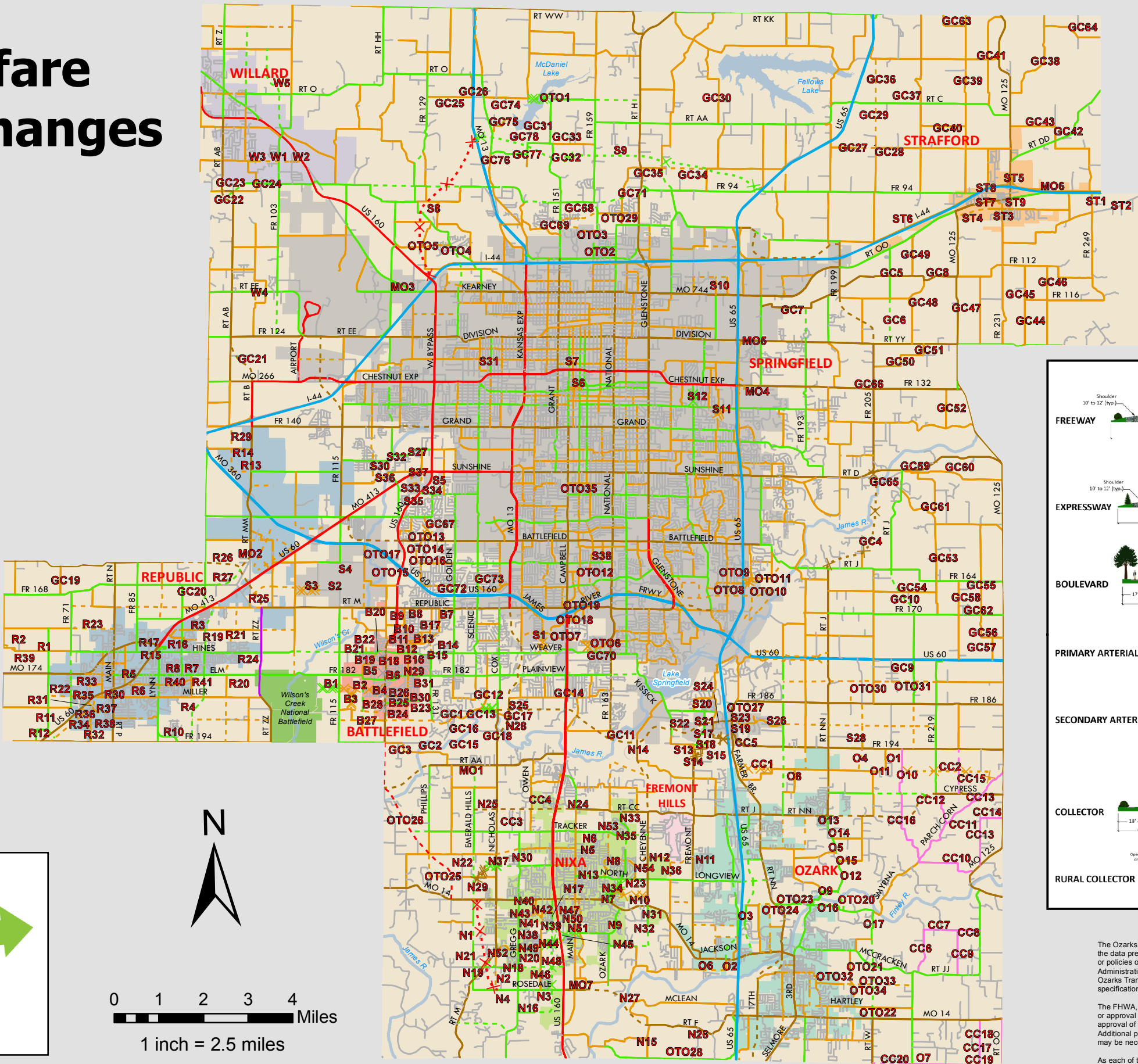
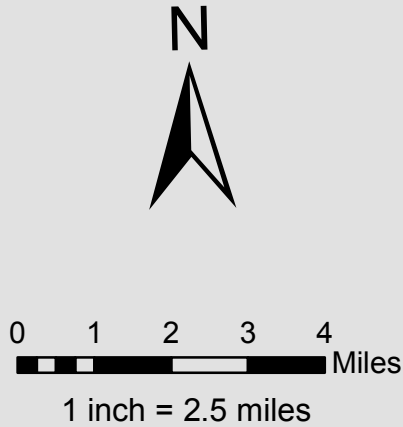
Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.