



PLAN TRANSPORTATION 2040



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



Executive Summary

Long Range Transportation Plan

Adopted by Board of Directors: August 18, 2016
Amended by Board of Directors: February 16, 2017

WHERE TO FIND	
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GUIDE TO THE PLAN

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OTO Membership

→ The OTO membership includes cities, counties, transit providers, the Springfield Airport, and citizens of the Springfield urbanized area.

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Measuring Performance

→ The OTO tracks 11 measures to help gauge changes in transportation behavior and performance, as well as comply with federal law.

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Transportation 2040 Goals

→ The OTO is working to achieve 12 regional transportation goals with this newest long-range transportation plan.

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Transportation Funding Reality Through 2040

- Transportation funding sources include state and federal fuel taxes, MO vehicle sales tax and leasing fees, MO General Revenue, MO Healthnet, and local sales and property taxes.
- Projects were prioritized using criteria such as safety needs, congestion needs, environmental justice concerns, economic development potential, among others.
- A total of \$529,123,903 in needed non-transit related projects will not be funded with expected revenues through 2040.
- A total of \$601,380,217 in needed transit related projects will not be funded with expected revenues through 2040.

PG 8	PG 2-1
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What Transportation Projects Matter to You?

→ The OTO reached out to citizens across the region to ascertain public opinion, receiving a total of 483 responses to its survey.

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The Future of the Region

→ The OTO Region will have a population of 430,305 in 2040, an increase of 39% when compared to 2010.

AND EXECUTIVE SUMMARY

WHERE TO FIND

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PG 4-6

Roadway Congestion

→ Morning peak travel has improved since 2008, but evening peak travel has not.

PG 13

PG 4-11

Travel Demand Model

→ Even with currently programmed improvements implemented, congestion will expand in the OTO region by 2040.

PG 14

PG 4-14

Transportation Choices

→ Efforts have been made to improve public transit in the OTO region, for both City Utilities Transit and Human Service Agencies (elderly and disabled providers)

→ There are many Bicycle and Pedestrian policies and projects included in Transportation 2040.

PG 18

PG 4-21

Goods Movement

→ The OTO region has several key freight facilities, including railroads, interstates, and intermodal facilities.

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Ongoing Studies

→ OTO produces several reports on an ongoing basis, which provide continual feedback on the planning process.

PG 20

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Implementation

→ The actions included in this plan will be implemented through the Major Thoroughfare Plan and the Bicycle and Pedestrian Facilities Map.

→ The implementation plan includes actions for each of the 5 years of this planning cycle.

***This Executive Summary only highlights
Transportation 2040. For complete project lists and
other details, visit:***

<http://www.ozarkstransportation.org>

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.

Members

- | | |
|---------------|--------------------|
| → Battlefield | → Willard |
| → Nixa | → Christian County |
| → Ozark | → Greene County |
| → Republic | → City Utilities |
| → Springfield | → SGF Airport |
| → Strafford | → Citizens |

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. 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.

VISION

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

MEASURING PERFORMANCE

OTO has 11 Performance Measures that are tracked annually. Federal transportation law has established 7 National Goals and a subsequent set of measures, for which OTO will be adopting targets over the next few years as guidance becomes available. In the meantime, OTO has maintained the following 11 measures:

1. Vehicle Miles Traveled per Capita
2. Modal Balance
3. Bicycle/Pedestrian Network Completion
4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled
5. On-Time Performance of Transit System
6. Percent Housing within 1/4-mile of a Bus Route
7. Average Commute Time
8. Peak Travel Time
9. Percent Roadways in Good Condition
10. Bridge Condition
11. Ozone Levels

TRANSPORTATION 2040 GOALS

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 transportation system management and operations
7. Preserve 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

*“Thanks for presenting the
opportunity to give ideas.”*

~ Public Comment Received on Plan Draft ~

TRANSPORTATION FUNDING

Revenue Sources

- MO 7 ¢/gallon gas and diesel
- Federal 18.4 ¢/gallon gas
- Federal 24.4 ¢/gallon diesel
- MO Vehicle Sales Tax and Licensing Fees
- MO General Revenue
- MO Medicaid
- Local Sales and Property Taxes

Funding consists of federal and state revenue. With the passage of the FAST Act, 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.

Funding projections carry through the end of the Plan timeframe of 2040. OTO plans, programs, and authorizes improvement, expansion, or maintenance revenues. OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act.

Prioritization Factors

Prioritization factors were based on the goals set within the Plan. Each factor includes a set of criteria, which are assigned points. Once projects were scored, the potential list was compared against available funding. The results can be seen within the constrained project list found in Chapter 7 of the Plan.

1. Priority Projects - 25 Points
2. Safety - 25 Points
3. Congestion Management - 20 Points
4. Environmental Justice - 5 Points
5. Multi-Modal - 10 Points
6. Economic Development - 15 Points

Key Projects Planned through 2040

- Kansas extension in Greene County
- \$10 million in bike/ped improvements
- Maintenance of current transportation system
- Current transit bus routes and service levels
- Designation of I-244 around Springfield
- Traffic Management Center operations
- Route 14 Improvements

REALITY THROUGH 2040

*Because of the lack of transportation revenue, only **46 PERCENT** of the projects needed can be built with current funding levels. Transportation needs were prioritized based on the prioritization factors.*

Available Funding (non-transit)	\$1,224,814,372
Operations and Maintenance	(\$73,574,000)
Taking Care of the System	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped Improvements	(\$10,000,000)
Rail Crossing Improvements	(\$4,000,000)
Scoping for New Projects	(\$500,000)
Roadway Improvements Needed	(\$1,246,864,275)
Funding Shortfall (non-transit)	(\$529,123,903)

Available Transit Funding	\$348,221,517
Transit Needs (through 2040)	(\$949,601,734)
Transit Funding Shortfall	(\$601,380,217)

A complete list of projects, funded and not funded, can be found in Chapter 7 of *Transportation 2040* at www.OzarksTransportation.org

Key Projects Not Planned Due to Lack of Funding

- I-44 lane additions
- Increase in transit frequency and additional transit routes
- Kansas extension in Christian County
- West Bypass extension
- Route CC relocation
- Route ZZ Boulevard improvements
- Route 60 west improvements

WHAT TRANSPORTATION PROJECTS MATTER TO YOU?

PUBLIC INPUT OPPORTUNITIES

- Republic Business Expo
- Nixa Business Expo
- Ozark Business Expo
- Ozark Greenways Annual Meeting
- Safe and Sound Saturday
- Farmer's Market of the Ozarks

DRAFT COMMENT OPPORTUNITIES

- Online Public Meeting
- Republic Business Expo
- Nixa Business Expo
- Ozark Business Expo
- Public Meeting at Library Station

OTO undertook an intensive public involvement process, which included a survey titled, "What transportation projects matter to you?" This survey, with 483 responses, was made available in English and Spanish and could be completed online or in-person at any of the many events OTO attended for outreach.



Survey priorities included road connections between Green and Christian Counties, as well as connections within Christian County. Congestion, safety, and road condition were cited as primary concerns. Funding priorities included new construction, bicycle lanes and trails, and intersection/interchange improvements. The top three options for funding transportation included increasing the gas tax, government backed low-interest loans and bonds, and public-private partnerships.



To receive public comment on the draft plan, OTO staff went back out to similar events, with displays including the Major Thoroughfare Plan and Bicycle and Pedestrian Facilities Plan maps. Concurrent with this outreach effort, OTO held a month-long online public meeting, where the public could make comments, ask questions, and communicate with OTO staff regarding plan recommendations. This feedback was incorporated into the final plan draft which also received a final chance for public comment before it was brought to the Board of Directors for approval.



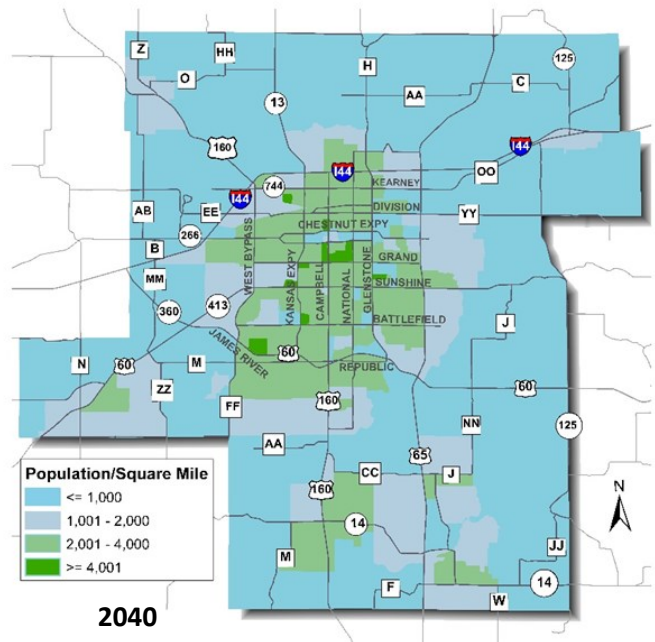
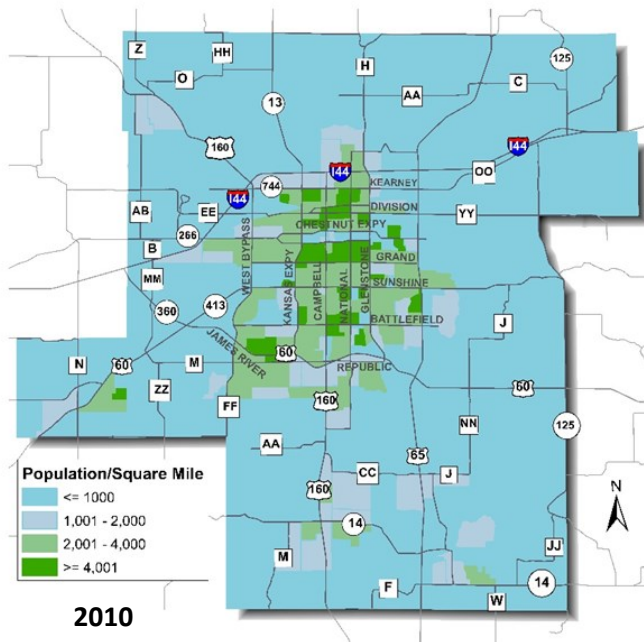
THE FUTURE OF THE REGION

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.

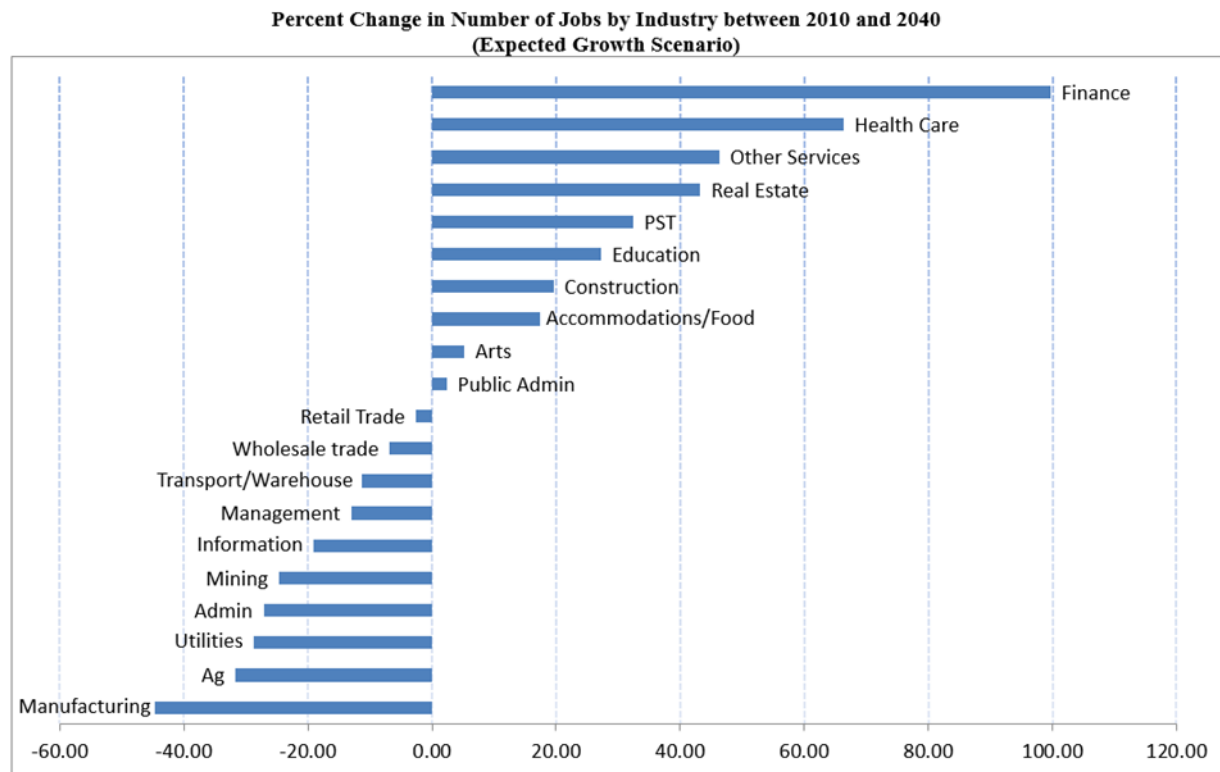
Jurisdiction	1990	2000	2010	2014 Estimate
Christian (All)	32,644	54,285	77,422	82,101
Christian (MPO)	--	14,049	16,196	--
Greene (All)	207,949	240,391	275,174	285,865
Greene (MPO)	--	54,459	68,934	--
Battlefield	1,526	2,385	5,590	5,925
Fremont Hills	201	597	826	856
Nixa	4,707	12,124	19,022	20,570
Ozark	4,243	9,665	17,820	18,871
Republic	6,292	8,438	14,751	15,680
Springfield	140,494	151,580	159,498	165,378
Strafford	1,166	1,845	2,358	2,366
Willard	2,177	3,193	5,288	5,454
OTO Region	--	258,335	310,283	--

Year	OTO Population
2000	258,335
2010	310,283
2040	430,305

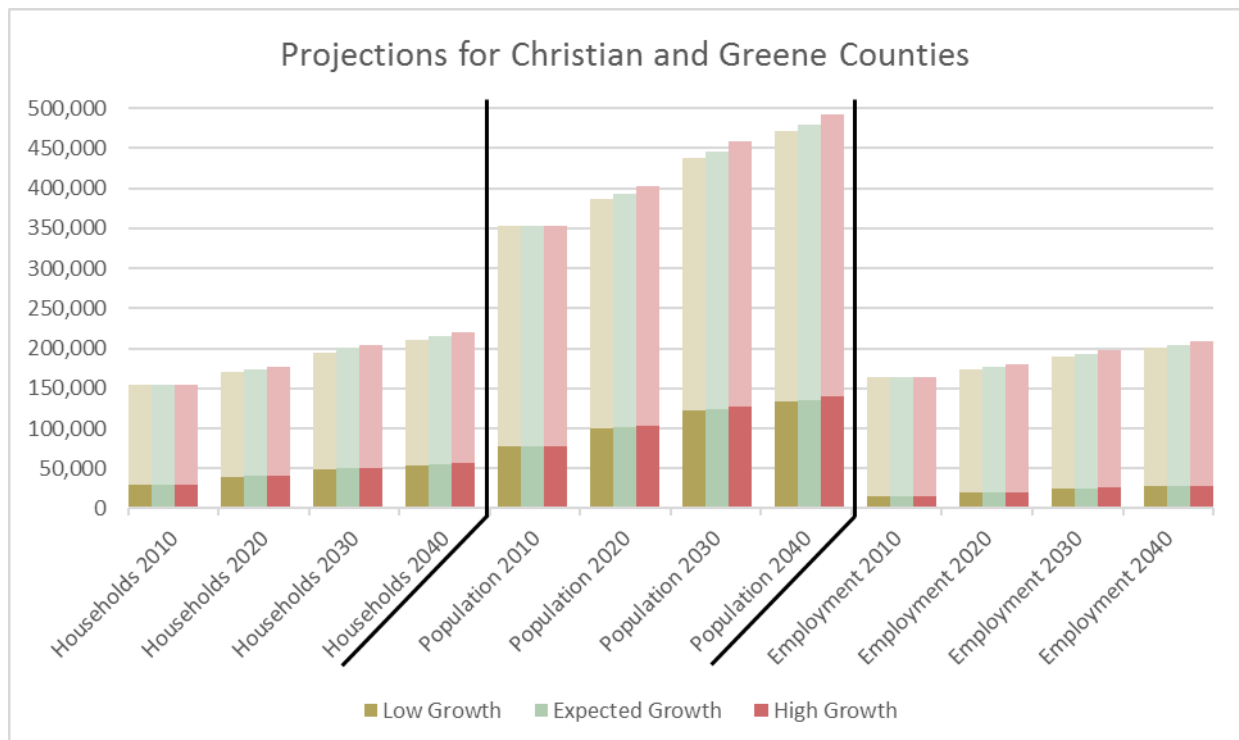
Population Projections indicate redistribution of population in the region, reducing density in the Springfield core and adding population and density to northern Christian County. Growth in Springfield and Greene County could be about 20 percent, while growth in Christian County could be over 70 percent.



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 remains strong in Springfield, with some growth seen in northern Christian County and the Republic area.



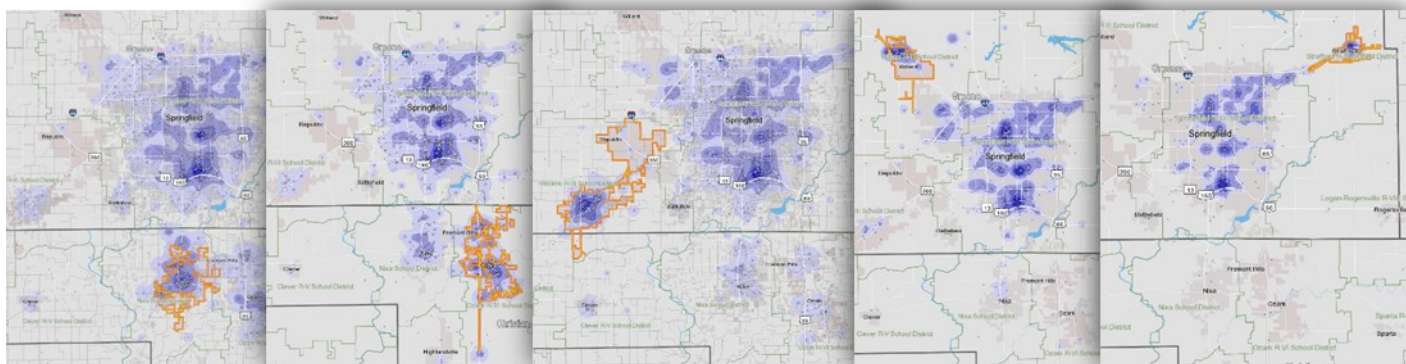
Three growth scenarios were developed—low, expected, and high. There is not a large difference between the three growth scenarios. Plan assumptions were made based on the expected growth scenario.



ROADWAY CONGESTION

As seen in the public input survey, congestion is a concern of residents throughout the region. 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. 60 and the Cox Health campus. Additional concentrations can be seen in OTO's more industrial areas.

Selected Employment Patterns



The OTO Congestion Management Process analyzed which OTO roadways are significantly delayed. This is a performance measure for the region. Morning peak travel has improved since 2008, but evening peak travel has not. It is thought that evening travel is influenced by factors other than commuting to and from work, while travel during the morning can mostly be attributed to school and work trips.

	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%

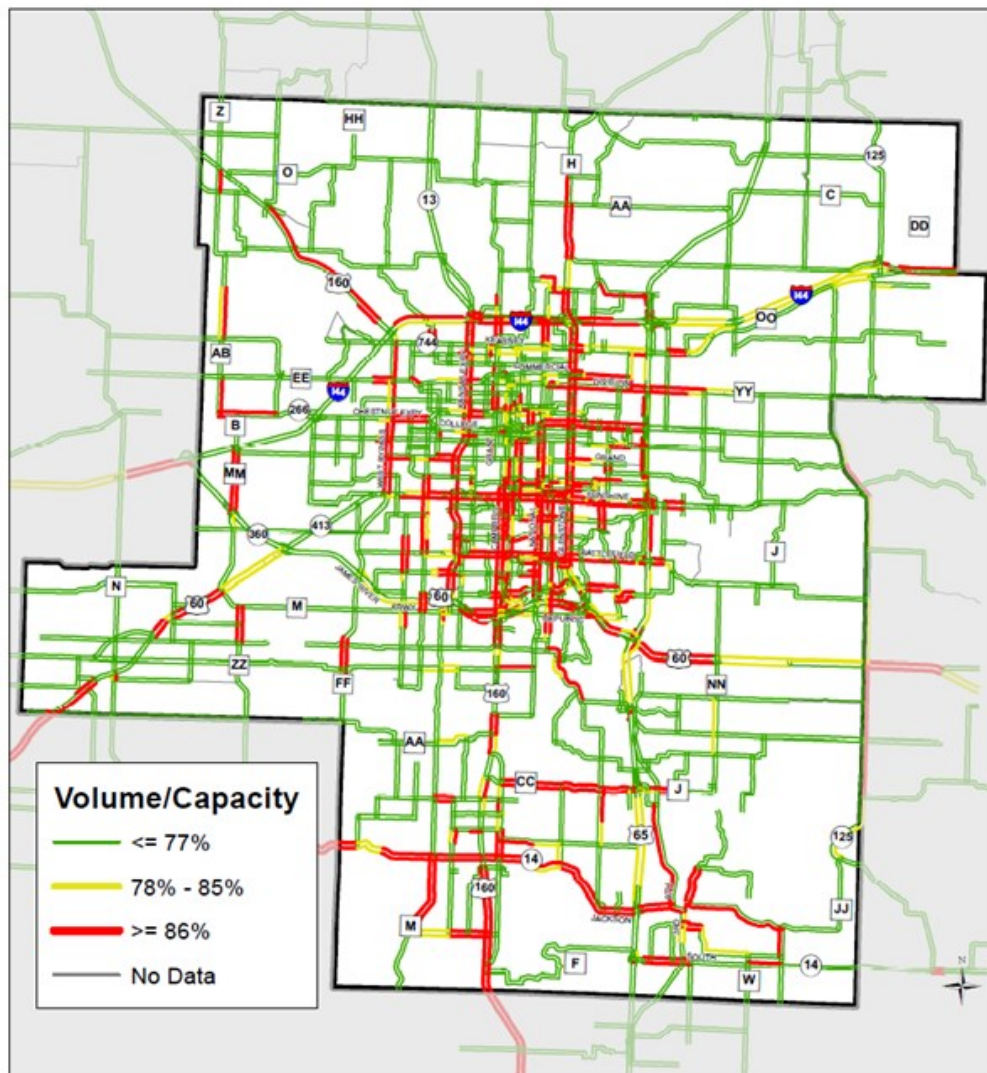
	PM Peak Total		
	2005	2008	2012
Miles 20+ mph below speed limit	18.37	46.23	48.93
Total Travel Time Mileage	264.27	354.8	339.48
Percent Significantly Delayed	7%	13%	14%

Average OTO Travel Time to Work is less than 23 minutes.

TRAVEL DEMAND MODEL

To analyze congestion in the future, OTO commissioned a travel demand model, which uses a variety of socioeconomic and traffic inputs to determine where people will be driving in 2040. With no improvements made to the transportation system, other than what was committed to at the time of the model, congestion on OTO's arterials is predicted to be more widespread. Congestion is forecast to increase for Ozark south of CC on U.S. 65, along Highways 14 and CC in Christian County, on U.S. 160 south of Nixa, and along U.S. 60 heading southwest from Republic. Congestion is also thought to be more diffuse throughout Springfield.

2040 Existing plus Committed Network



TRANSPORTATION CHOICES

2012 Transit Route Study

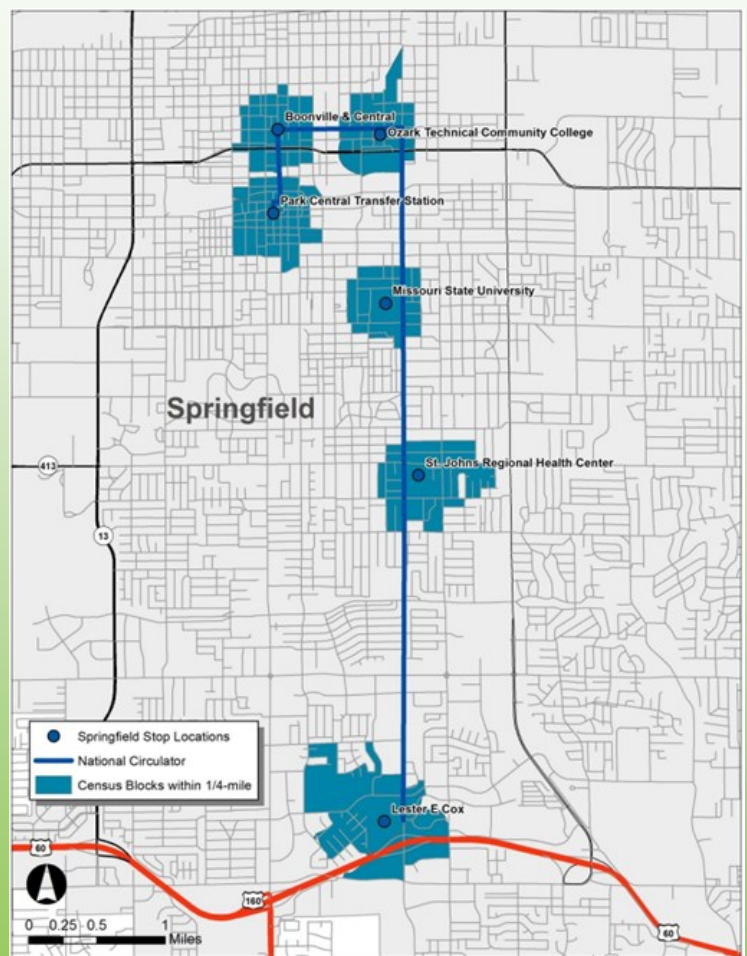
OTO, in partnership with City Utilities Transit, conducted an in-depth transit analysis of both the existing fixed-route transit system and a proposed regional system in 2012. The purpose of the study was to determine how well the current fixed-route serves local needs, identify opportunities for improvement, test scenarios, and evaluate a regional service concept. The study made recommendations for 5 levels of improvement:

1. Improve Reliability
2. Improve Frequency
3. Expand East-West Options on Far South Side
4. Additional Frequency Improvements and Limited Stop Service
5. 15-Minute Frequency and 1/2-mile Spacing

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

From this plan, the Limited Stop Circulator was determined to be the most feasible, connecting the Medical Mile with MSU, OTC, Government Plaza, and the downtown transfer station, using National.

Implementation of all five levels and the limited stop circulator, inflated to 2040, would cost \$585,666,834.



Transit Options

City Utilities

Transit

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.

- 28 fixed-route buses
- 7 paratransit buses
- 100 shelters
- 200 benches
- Monday-Saturday 6am to 6:35 pm
- Night service 6:10 pm to 11pm
- Sundays 7:10 am to 11:10 pm
- Holidays 8:10 am to 6:10 pm
- 365 days per year
- 12 Day routes
- 7 Saturday/Evening routes
- 4 Sunday/Holiday routes

Current transit demand has remained steady with 1.5 million unlinked passenger trips in 2015.

Missouri State

University

Missouri State University contracts with a private provider for regular shuttle service in and around the MSU campus. The service is available to the public at no charge.

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 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 elderly and disabled in Springfield, and the general public in Christian and Greene Counties.

Greyhound Lines, Inc.

Greyhound serves 3,700 destinations in North America, with 39 locations in Missouri, including Springfield, Kansas City, St. Louis, and Branson.

Bicycle and Pedestrian Options

TOP 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.

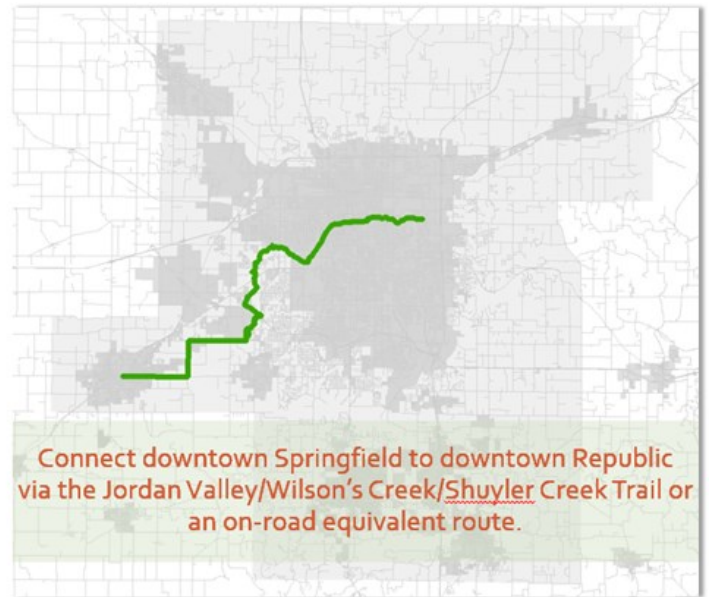
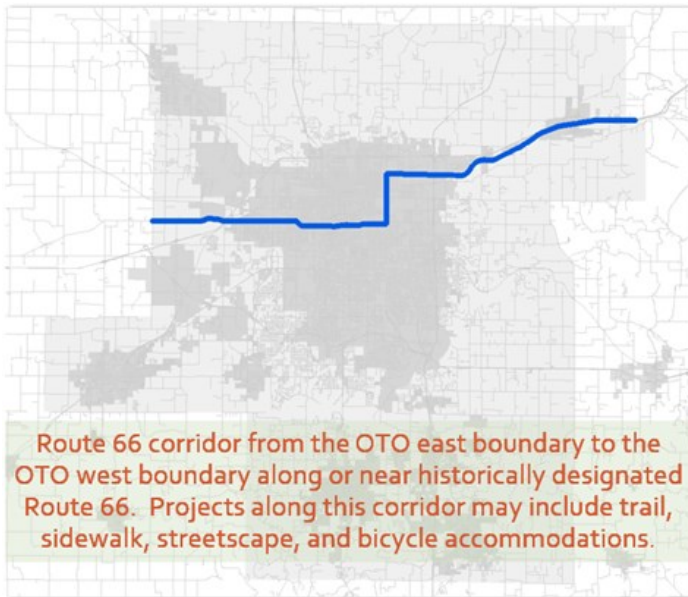
ADDITIONAL POLICY PRIORITIES

- North-South Connections between Trails, including the Link in Springfield
- Streetscapes in Urban Centers
- Trail Connections between Communities
- Development of a Loop Trail around Springfield
- Reclamation of Rail Bed, including flowing 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

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

The Link 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 low. 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.



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**

GOODS MOVEMENT

The Missouri State Freight Plan outlines how freight moves through Missouri, highlighting major facilities throughout the state and the Springfield region.

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
 - 2 air-to-truck/rail
 - 3 rail-to-truck
 - 1 truck-to-truck

Freight Generators



Source: MoDOT, ESRI, and ATRI

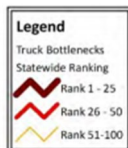
The rail line traveling through Springfield is the major carrier of coal from the Powder River Basin to Memphis, where it is then distributed throughout the southeastern United States. Springfield is also a source for several of the top 100 freight generators in Missouri.

That said, one of the top 25 truck bottlenecks in the state is located on Kearney, west of U.S. 65 and the rail network is mostly over capacity.

Truck Bottlenecks

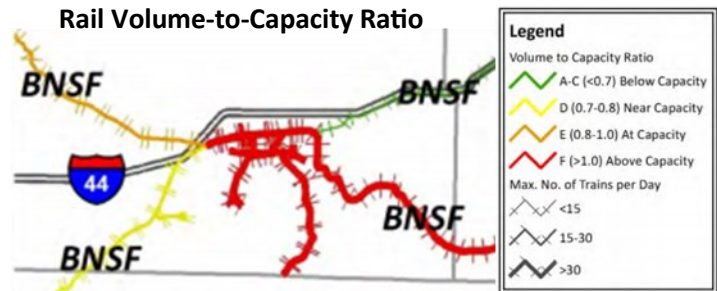


Source: CDM Smith, ATRI, ESRI



Data Sources: MoDOT and ATRI

Rail Volume-to-Capacity Ratio



State Freight Plan Recommendations

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

ONGOING STUDIES

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.

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.

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.

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.

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.

L RTP 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.

IMPLEMENTATION TOOLS

Major Thoroughfare Plan

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.

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.

Implementation Plan

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 (FY 2017)

- 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 (FY 2018)

- 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 (FY 2019)

- 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 (FYS 2020-2021)

- 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*.



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.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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