NEXT STOP 2050

Long Range Transportation Plan

Adopted _____



Ozarks Transportation Organization
Metropolitan Planning Organization
Springfield, Missouri

www.OzarksTransportation.org

DRAFT

Table of Contents

INTRODUCING NEXT STOP 2050

Welcome i
Meet the OTO ii
About Next Stop 2050 ii
Planning Together iii

PART 1 • THE STARTING POINT

1.01 Existing Conditions 1
1.02 System Performance 10
1.03 Community Context 24
1.04 Public Engagement 32

PART 2 • THE PATH FORWARD

2.01 Goals and Policies 41
2.02 Investment Plan 46

PART 3 • THE JOURNEY AHEAD

3.01 Action Plan 83

APPENDICES

Appendix A. Design Standards A-1
Appendix B. FY 2027-2030 Programmed Projects B-1
Appendix C. Destination 2045 Progress Report C-1
Appendix D. Prioritization Glossary D-1
Appendix E. CU Transit PTASP Performance Measures E-1
Appendix F. Land Use and Parcel Characteristics F-1
Appendix G. Travel Demand Model Report G-1
Appendix H. Public Engagement and Consultation H-1

Introducing Next Stop 2050

Welcome

Transportation shapes how we live, work, and connect every day. It provides access to jobs, schools, healthcare, recreation, and the people and places that matter most. As our region continues to grow and evolve, we have an opportunity to build a transportation system that is safe, connected, resilient, and prepared for the future.

Next Stop 2050 is the Ozarks Transportation Organization's long range transportation plan (LRTP) for the Springfield metropolitan area. Updated every five years, the LRTP establishes a shared vision for transportation investments and identifies the policies, strategies, and projects needed to guide regional decision-making through 2050.

Next Stop 2050 was developed through collaboration among local governments, transportation agencies, community stakeholders, and the public. The planning process combined technical analysis, performance data, adopted local plans, and extensive public engagement to identify regional transportation needs, establish priorities, and develop strategies for the future.

The pages that follow describe the transportation system we have today and the shared vision for where we're headed tomorrow.

Why Next Stop 2050?

Every trip begins with a destination. Next Stop 2050 reflects the region's shared vision for the future and the transportation investments needed to help get us there.

Meet OTO

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) for the Springfield metropolitan area. OTO brings together local governments, transportation agencies, and community partners to make transportation decisions that cross city and county boundaries. Rather than planning roads, transit, bicycle facilities, and other transportation investments one community at a time, OTO provides a forum for developing a coordinated regional transportation system.

Federal law requires an MPO for every urbanized area with a population greater than 50,000. The OTO planning area includes the urbanized portions of Greene and Christian Counties, along with areas expected to become urbanized over the next 20 years.

The Springfield metropolitan area has a population greater than 200,000, making OTO a Transportation Management Area (TMA). This designation includes additional federal planning responsibilities beyond those required of smaller metropolitan planning organizations.

As a TMA, OTO maintains a Congestion Management Process, develops federally required transportation plans and programs, selects projects for inclusion in the Transportation Improvement Program (TIP), and undergoes a federal certification review every four years by the Federal Highway Administration and Federal Transit Administration.

A Regional Partnership

OTO's decision-making process is built on collaboration. Membership includes elected and appointed officials representing Greene and Christian Counties and the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. State and federal transportation agencies also participate, ensuring regional priorities are coordinated with state and national transportation programs.

Technical staff from member governments and partner agencies serve on OTO's Technical Planning Committee, providing professional expertise and recommendations throughout the planning process.

Planning for a Growing Region

The OTO planning area continues to experience steady growth. Today, the planning area includes approximately 360,000 residents, while Greene and Christian Counties together have a population of more than 400,000. By 2050, the two-county region is expected to exceed 500,000 residents.

About Next Stop 2050

With an understanding of OTO's role, the next step is understanding the purpose of the region's long-range transportation plan. Next Stop 2050 is the Ozarks Transportation Organization's long-range transportation plan (LRTP) for the Springfield metropolitan area. Federal regulations require metropolitan planning organizations to update their long-range transportation plans at least every five years in air quality attainment areas and every four years in nonattainment and maintenance areas. OTO is in attainment and follows the five-year update cycle.

The plan looks ahead to the year 2050, evaluating current conditions, forecasting future transportation needs, and identifying a shared vision for the region. It establishes goals, policies, strategies, and priority transportation investments that guide decision-making across the region.

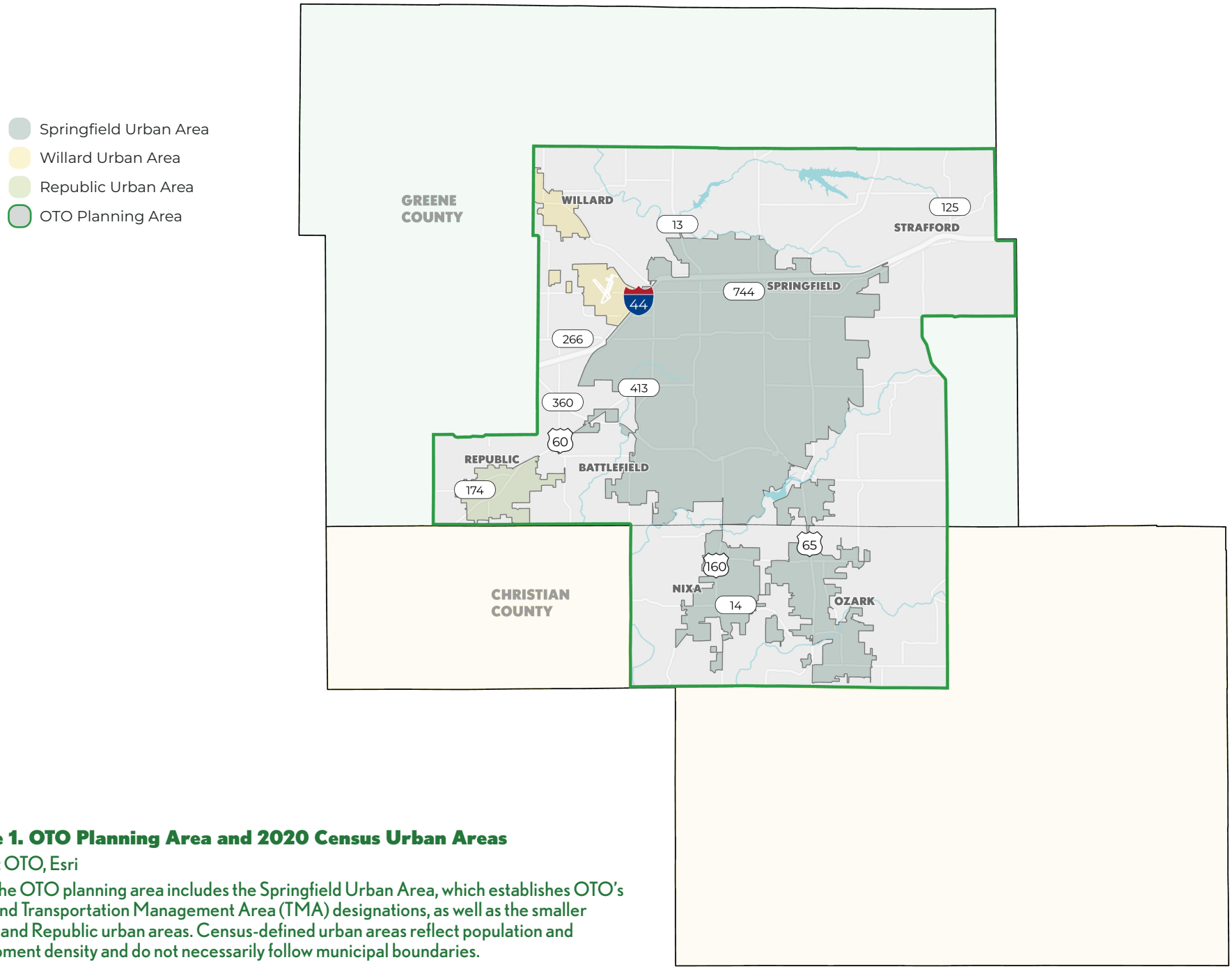


Figure 1. OTO Planning Area and 2020 Census Urban Areas

Source: OTO, Esri

Note: The OTO planning area includes the Springfield Urban Area, which establishes OTO's MPO and Transportation Management Area (TMA) designations, as well as the smaller Willard and Republic urban areas. Census-defined urban areas reflect population and development density and do not necessarily follow municipal boundaries.

While the LRTP establishes the long-term direction, it is only one part of the transportation planning process. The Transportation Improvement Program (TIP) identifies the short-term projects expected to receive federal transportation funding, while project delivery moves those investments from planning to reality. Together, these efforts help ensure transportation investments are coordinated, fiscally responsible, and responsive to the region's evolving needs.



Figure 2. OTO Planning Area within the State of Missouri
Source: Esri, US Census Bureau

Planning Together

Next Stop 2050 was developed through a collaborative process involving local governments, transportation agencies, community organizations, and the public. Technical analysis, performance data, adopted local plans, and extensive public engagement helped identify transportation needs, establish regional priorities, and shape the goals, strategies, and projects included in the plan.

Throughout the planning process, OTO's advisory committees and the Board of Directors provided guidance, technical expertise, and policy direction that helped shape the plan, while ensuring it reflects regional priorities and meets federal planning requirements:

- Board of Directors - Establishes policy direction and approves the final plan



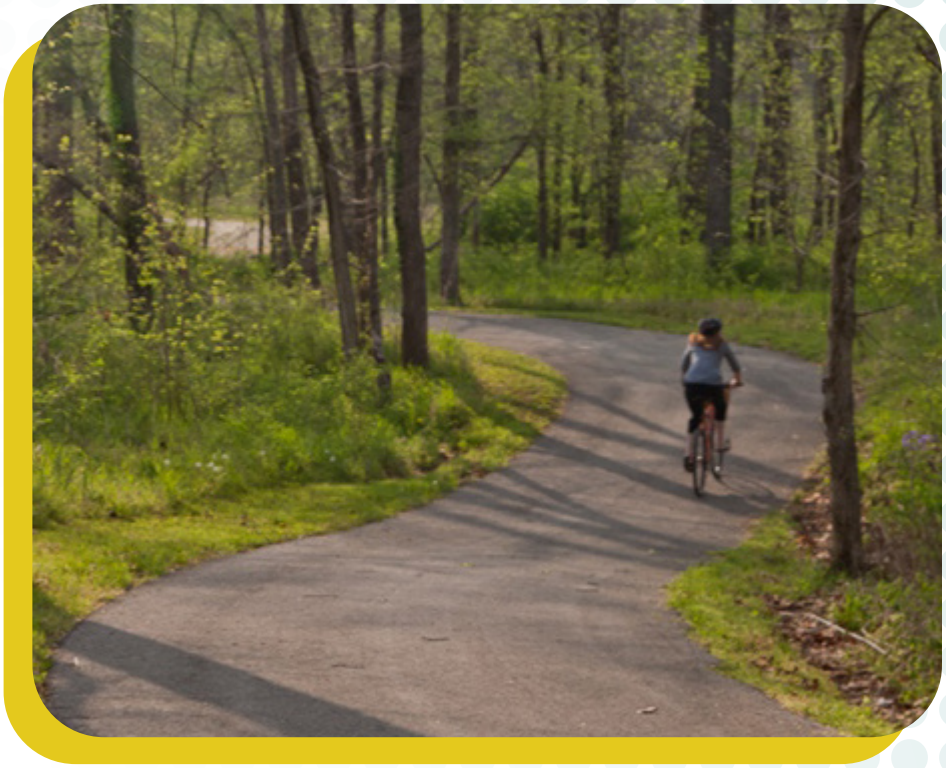
Figure 3. Relationship Between Long Range Planning, Transportation Programming and Project Delivery

» Technical Planning Committee - Reviews technical analyses, planning assumptions, and draft recommendations
» Local Coordinating Board for Transit - Provides guidance on transit needs and mobility for older adults and individuals with disabilities
» Bicycle and Pedestrian Advisory Committee - Reviews bicycle, pedestrian, and trail priorities
» Long Range Transportation Plan Subcommittee - Assists with plan development and provides staff guidance



Figure 4. Technical, Policy, and Public Input Informed the Development of Next Stop 2050

1.01 Existing Conditions



PART 1 · THE STARTING POINT

1.01 Existing Conditions

1.02 System Performance

1.03 Community Context

1.04 Public Engagement

PART 2 · THE PATH FORWARD

2.01 Goals and Policies

2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD

3.01 Action Plan

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Existing Conditions

Understanding today's transportation system provides the foundation for identifying tomorrow's needs. Existing conditions describe how the region is growing, where people live and work, how the transportation system functions today, and the opportunities and challenges that will shape future investment decisions.

Regional Growth and Development

The OTO planning area continues to experience steady growth as new residents, jobs, and housing expand across the region. While Springfield remains the region's largest employment center, surrounding communities have experienced some of the fastest rates of residential growth. These changes influence where people live, work, shop, and travel, increasing demand on the transportation system. Appendix F provides additional information and maps illustrating existing land use patterns and parcel characteristics throughout the OTO planning area

Understanding these growth patterns helps identify where future transportation investments may be needed to improve mobility, support economic development, and maintain regional connectivity.

Population

The estimated 2024 population of the OTO planning area was 357,897, representing approximately 72 percent of the Springfield Metropolitan Statistical Area (MSA) population. The MSA includes Greene, Christian, Webster, Polk, and Dallas Counties.

Between 2015 and 2024, Nixa, Republic, Ozark, and Springfield experienced the largest population increases among OTO member communities. Nixa added 5,379 residents, followed by Republic with 4,480, Ozark with 4,018, and Springfield with 3,458. Willard added 827 residents, while Battlefield and Strafford added 530 and 381 residents, respectively.

Within the five-county Springfield MSA, Christian County grew by 12,959 residents between 2015 and 2024. Greene County added the largest number of residents, increasing by 19,862 people over the same period.

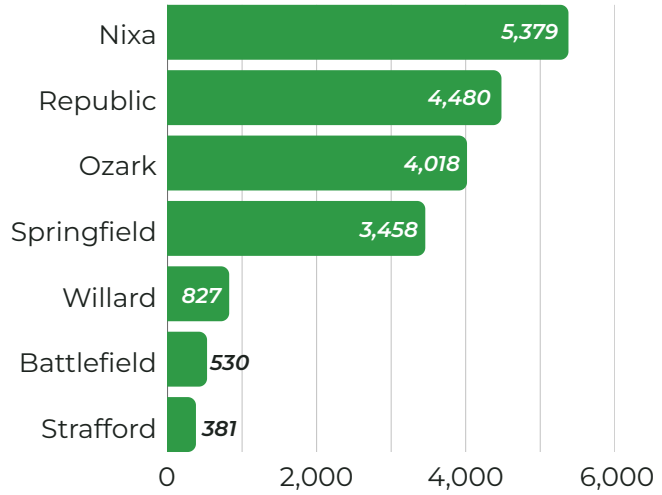


Figure 5. Population Change by OTO City, 2015-2024
Source: US Census Bureau Population Estimates Program

Table 1. Population Change by OTO Cities and Counties, 2015-2024

Source: US Census Bureau Population Estimate Program

Geography	2015	2024	Change	Percent Change	Annual Growth
Cities					
Battlefield	5,693	6,223	530	9.3%	0.99%
Nixa	20,943	26,322	5,379	25.7%	2.57%
Ozark	19,222	23,240	4,018	20.9%	2.13%
Republic	16,682	21,162	4,480	26.9%	2.68%
Springfield	166,775	170,233	3,458	2.1%	0.23%
Strafford	2,413	2,794	381	15.8%	1.64%
Willard	5,784	6,611	827	14.3%	1.50%
Counties					
Christian	83,077	96,036	12,959	15.6%	1.62%
Greene	287,312	307,174	19,862	6.9%	0.75%

Housing

Housing growth influences travel demand by shaping where people live and how easily they can reach jobs, schools, services, and daily destinations. From 2015 to 2024, approximately 16,600 housing units were constructed within the OTO area. Detached single-family homes accounted for almost 60 percent of the units constructed during this period.

Single-family construction was strongest in the unincorporated portion of Greene County within the OTO area, followed by Nixa, Republic, and Ozark. Multifamily construction was concentrated most heavily in Springfield, which accounted for more than 60 percent of multifamily housing units constructed in the OTO area between 2015 and 2024. Ozark, Republic, and Nixa also accounted for notable multifamily construction during the same period.

These housing patterns affect the transportation system in different ways. Continued single-family growth can increase demand on arterial and collector roads, while multifamily development may support shorter trips, transit use, and walking or bicycling when located near jobs, services, and existing transportation options.

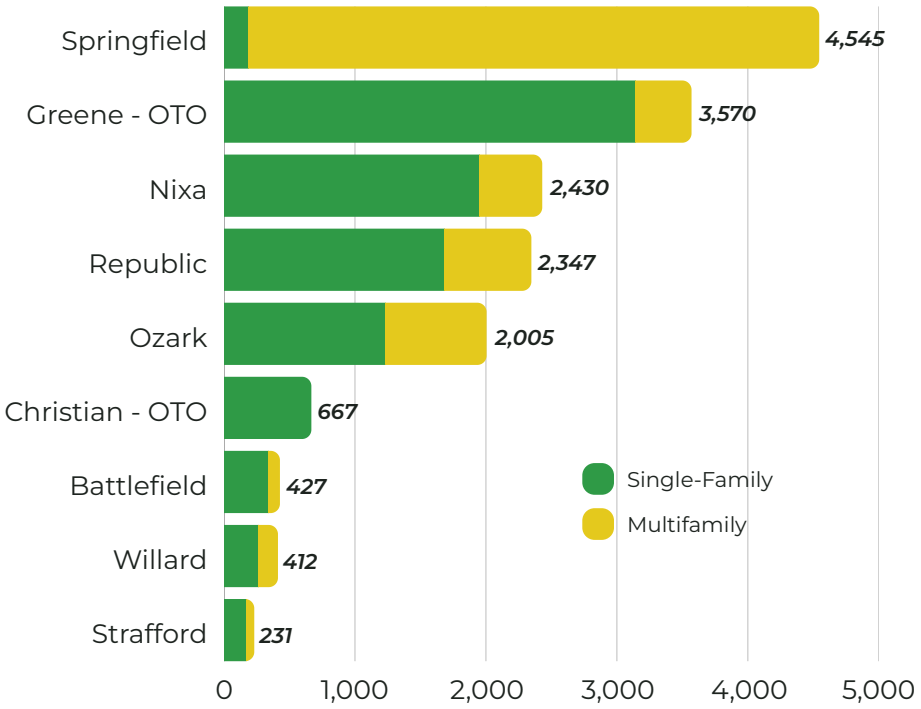


Figure 6. Housing Units Constructed by Type, 2015-2024

Source: OTO annual housing unit data, reported by local jurisdictions

Employment and Activity Centers

Employment patterns influence commuting, freight movement, and access to major activity centers. While the LRTP focuses on the OTO planning area, county-level employment trends provide context for understanding regional job growth.

From 2015 to 2024, annual average employment in the five-county Springfield MSA increased by approximately 28,500 jobs. Most of this growth occurred in Greene and Christian Counties, which together accounted for approximately 86 percent of the increase. Greene County added 20,576 jobs, increasing from

163,959 in 2015 to 184,534 in 2024. Christian County added 3,836 jobs, increasing from 16,662 to 20,498 during the same period.

Springfield remains the region's primary employment and activity center, with major job concentrations near hospitals, universities, downtown, and retail centers. These destinations generate travel throughout the day and influence needs for roadway access, transit service, bicycle and pedestrian connections, and freight movement.

Within the OTO planning area, 2023 LEHD Origin-Destination Employment Statistics identified approximately 197,900 jobs across a variety of industries. Health Care and Social Assistance accounted for the largest share, with 38,956 jobs (19.7 percent), followed by Retail Trade (23,774), Accommodation and Food Services (18,467), and Manufacturing (15,953). Educational Services (12,834) and Transportation and Warehousing (12,822) were also major employment sectors. The range of employment sectors contributes to different travel patterns, including daily commuting, customer and service trips, and freight movement.

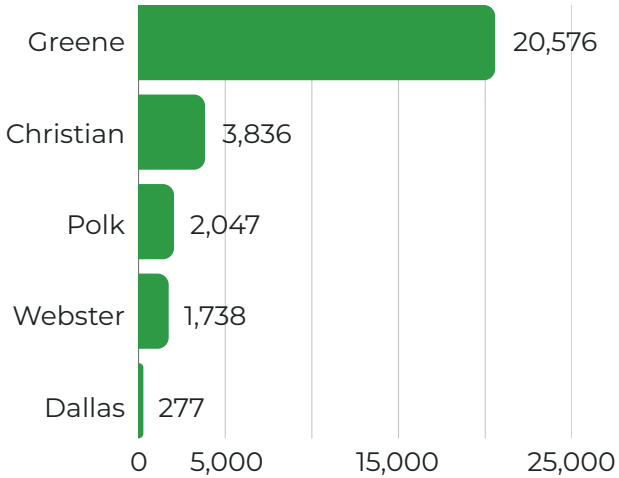


Figure 7. Employment Growth by County, 2015-2024
Source: US Census Bureau Center for Economic Studies, Quarterly Workforce Indicators

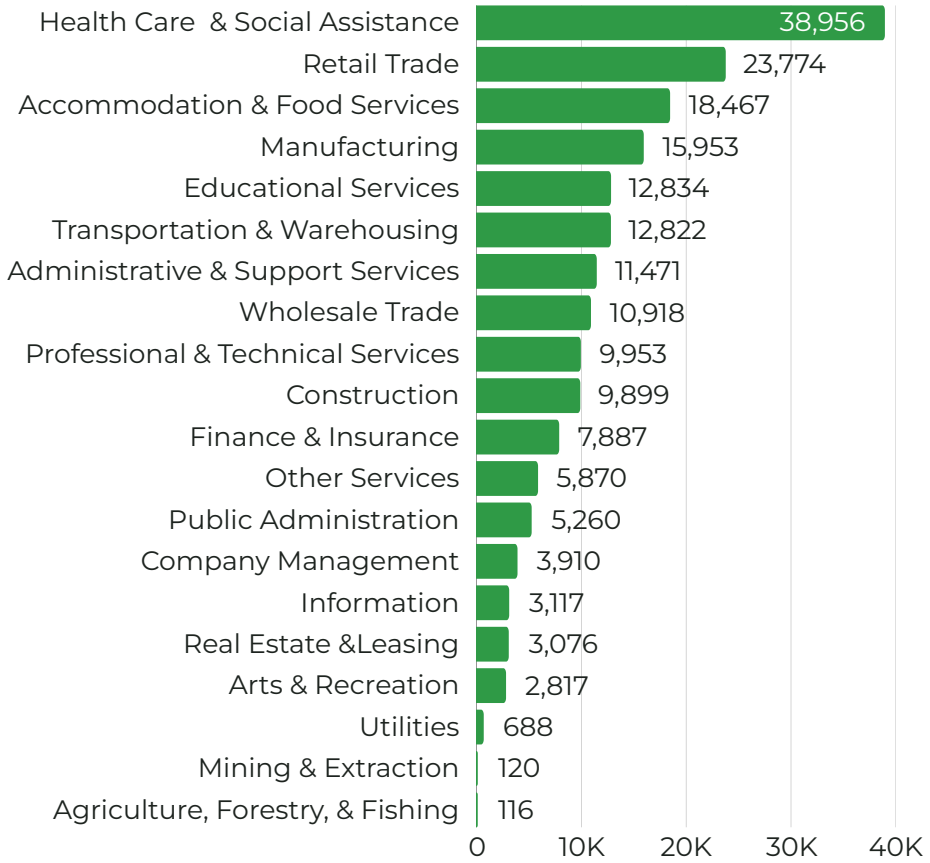


Figure 8. Jobs by Industry Sector, 2023
Source: US Census Bureau, LEHD OnTheMap, 2023
Note: Jobs are based on workplace locations within the OTO planning area. Industries are grouped using NAICS sectors.

The following employment density map illustrates the concentration of jobs in central and southern Springfield, including major medical, commercial, and institutional areas. Additional employment concentrations are evident along the I-44 corridor and within Republic, Nixa, and Ozark, demonstrating the distribution of employment destinations throughout the planning area.

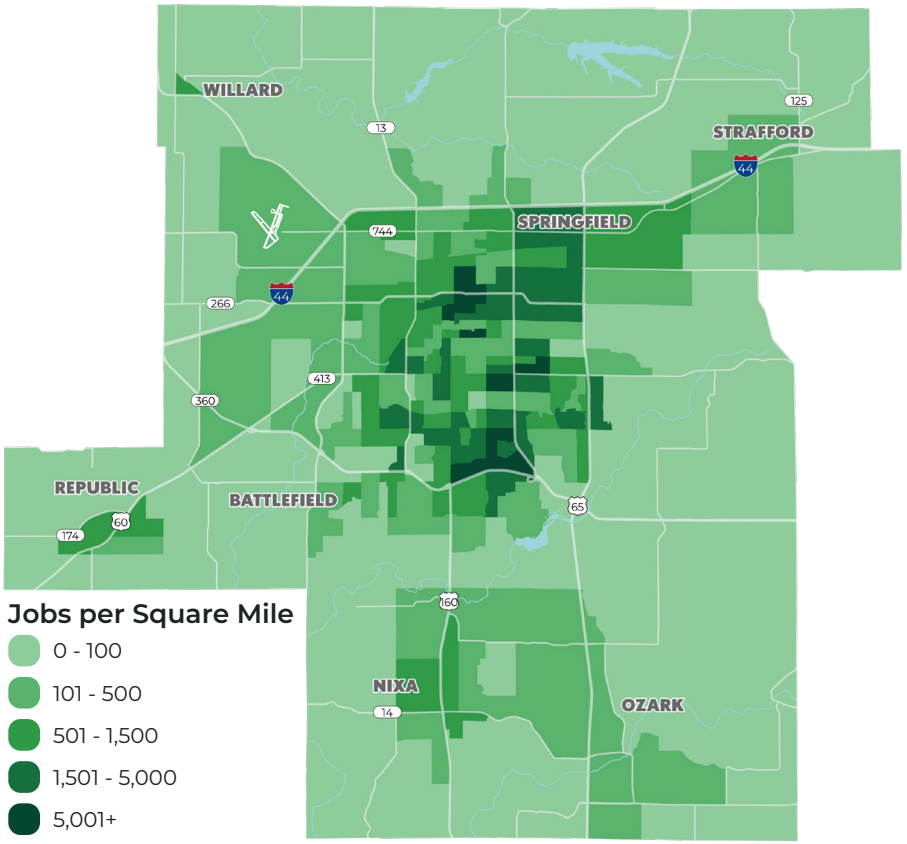


Figure 9. Employment Density by Census Block Group, 2023
Source: US Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2023

Commuting Patterns

Commuting patterns reflect the relationship between where people live and where jobs and services are located. As population and housing growth continue in communities surrounding Springfield, regional travel demand is shaped by trips between residential areas, employment centers, schools, services, and other daily destinations.

Average commute times have remained relatively stable across the region. The average commute time for Greene and Christian Counties was 22.6 minutes in the 2020–2024 ACS 5-year estimates, unchanged from the previous estimate period. The average for OTO cities was 22.9 minutes, a slight decrease from the previous estimate period.

Christian County continues to have a longer average commute time than Greene County, reflecting the relationship between growing residential areas in Christian County and employment centers in Greene County. While Christian County gained employment between 2015 and 2024, its population growth outpaced its share of regional job growth. This reinforces the continued importance of connections between Christian County communities and employment centers in Greene County, while also highlighting the potential transportation benefits of continued job growth and mixed-use development closer to where population growth is occurring.

Among OTO cities, most average commute times remain below 25 minutes. Strafford had the longest average commute time in the 2020–2024 estimates at 25.8 minutes, while Republic was

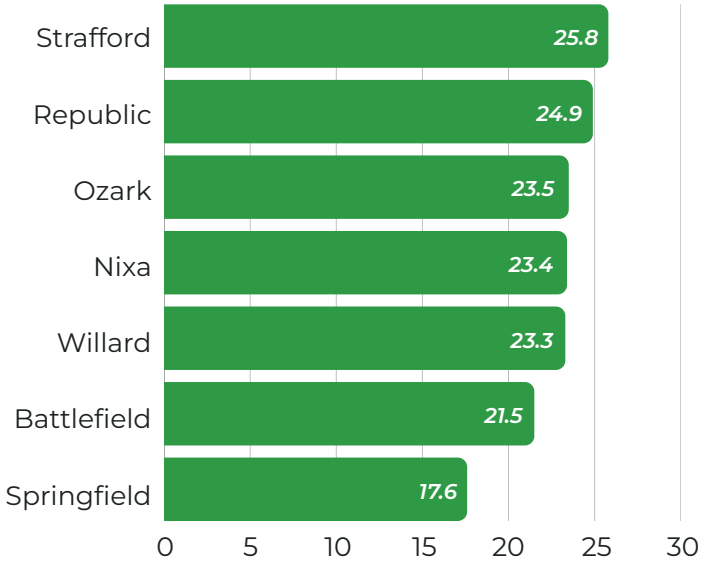


Figure 10. Average Commute Time by OTO City, 2020-2024
Source: US Census Bureau, American Community Survey

near that threshold at 24.9 minutes. Springfield had the shortest average commute time at 17.6 minutes.

The 2023 origin–destination employment data highlights strong commuting connections between Springfield and surrounding communities. While Springfield is the largest employment destination, unincorporated Greene County also attracts substantial numbers of workers, followed by Ozark, Nixa, and Republic. The OTO planning area draws considerably more workers from outside its boundary than residents who work elsewhere, with approximately 79,900 incoming jobs compared with 31,700 outgoing jobs. These commuting patterns underscore the importance of regional connectivity, congestion management, transportation options, and coordinated land use and transportation decisions as the region grows.

Together, population, housing, employment, and commuting trends show a region that continues to grow outward while maintaining strong connections to major employment and activity centers. These patterns shape travel demand across the OTO area and provide important context for evaluating the transportation system.

Table 2. Primary Workplace Destinations, 2023

Source: US Census Bureau, LEHD LODES, 2023

Note: Counts represent home-to-work connections included in the commuting map, excluding within-community flows and connections below the mapping threshold.

Workplace Community	Incoming Jobs Represented
Battlefield	246
Nixa	4,331
Ozark	5,388
Republic	4,054
Springfield	103,558
Strafford	1,136
Willard	615
Unincorporated Christian	2,041
Unincorporated Greene	7,716

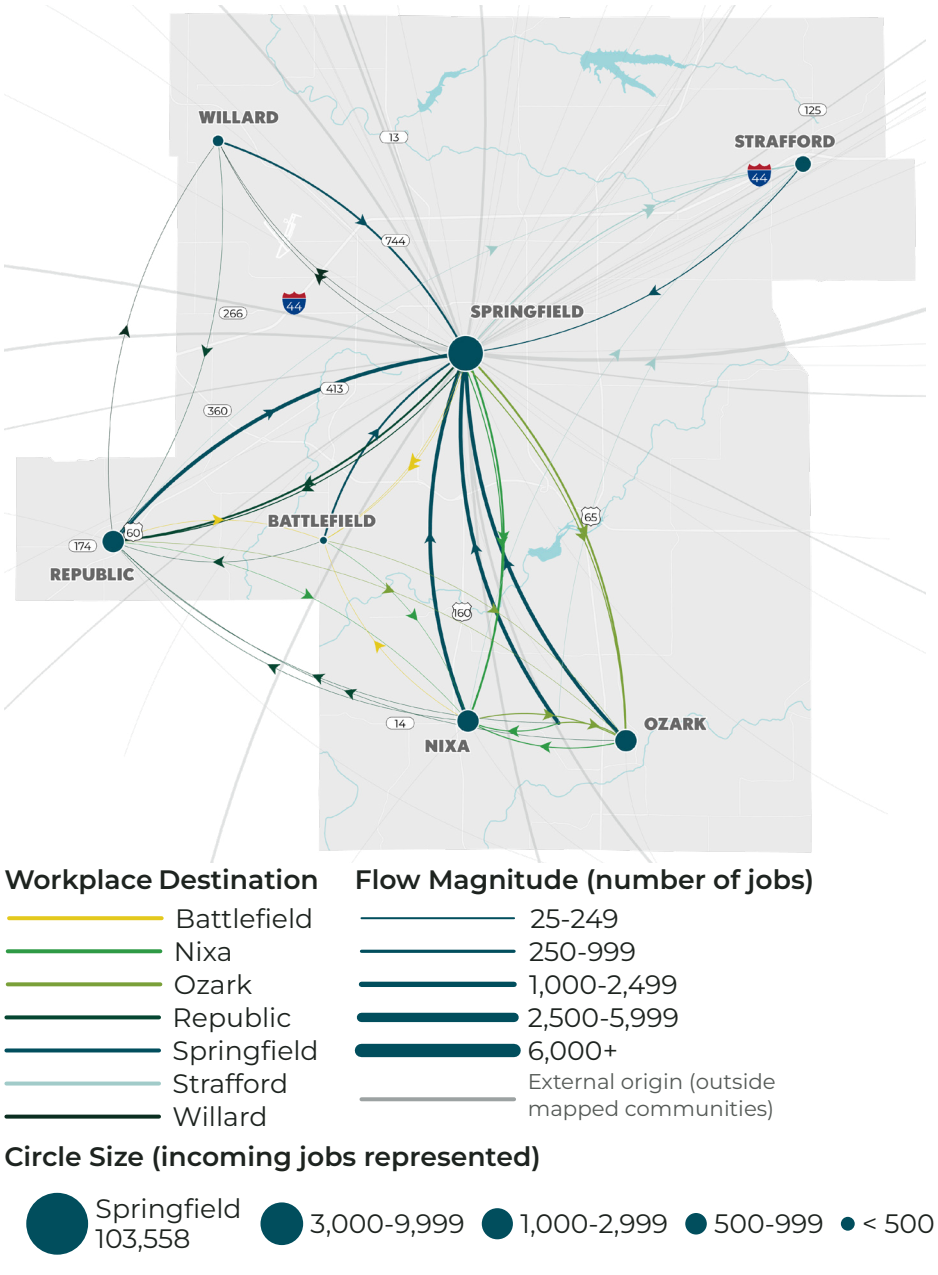


Figure 11. Regional Home-to-Work Commuting Patterns, 2023

Source: US Census Bureau, LEHD LODES 2023.

Note: Lines show home-to-work connections between selected communities. Curved lines are illustrative connections, not actual routes traveled.

2023 Regional Commuting Patterns

79,911	117,997	31,666
Into OTO	Within OTO	Out of OTO
Live outside, work inside	Live and work inside	Live inside, work outside

Source: US Census Bureau, LEHD On the Map, 2023.

Note: Counts represent job-based residence-workplace relationships, not observed daily trips.

Regional Transportation Network

The OTO planning area is served by a regional transportation network that includes roadways, public transportation, sidewalks, bicycle facilities, trails, rail corridors, and airport access. Together, these systems support daily travel, freight movement, access to jobs and services, and connections between communities throughout the region.

Roadway Network

The roadway network provides the foundation for most passenger and freight travel in the OTO area. Interstates, freeways, expressways, arterials, collectors, and local streets work together to connect communities, support economic activity, and provide access to regional destinations. Major corridors such as I-44, US 65, US 60, US 160, and MO 13 provide important regional and statewide connections, while arterial and collector streets support daily travel within and between communities.

Functional classification describes the role each roadway plays in the transportation system and is closely tied to federal transportation funding eligibility. Under Title 23, a Federal-aid highway is a public highway eligible for assistance under the federal-aid highway program, other than a highway functionally classified as a local road or rural minor collector. In general, this includes interstates, other freeways and expressways, principal arterials, minor arterials, major collectors, and urban minor collectors. Understanding this hierarchy helps OTO evaluate regional needs, identify eligible corridors, and plan for future roadway investments.

Roadway planning also considers how each corridor balances mobility, access, safety, and land use context. Higher-speed regional facilities emphasize through travel and longer-distance movement, while lower-speed streets provide access to homes, businesses, schools, and community destinations. Matching roadway design to roadway function helps support safer and more reliable travel across the network.

Federal functional classification and the Major Thoroughfare Plan both describe roadway hierarchy, but they serve different purposes. Functional classification reflects the current role of a roadway within the transportation system and is tied to federal-aid eligibility. The Major Thoroughfare Plan, discussed later in Section 3.01 Action Plan, identifies the intended long-term roadway network and planned roadway function as the region grows. Because one reflects current function and the other reflects long-range planning intent, the two systems may not always match exactly.

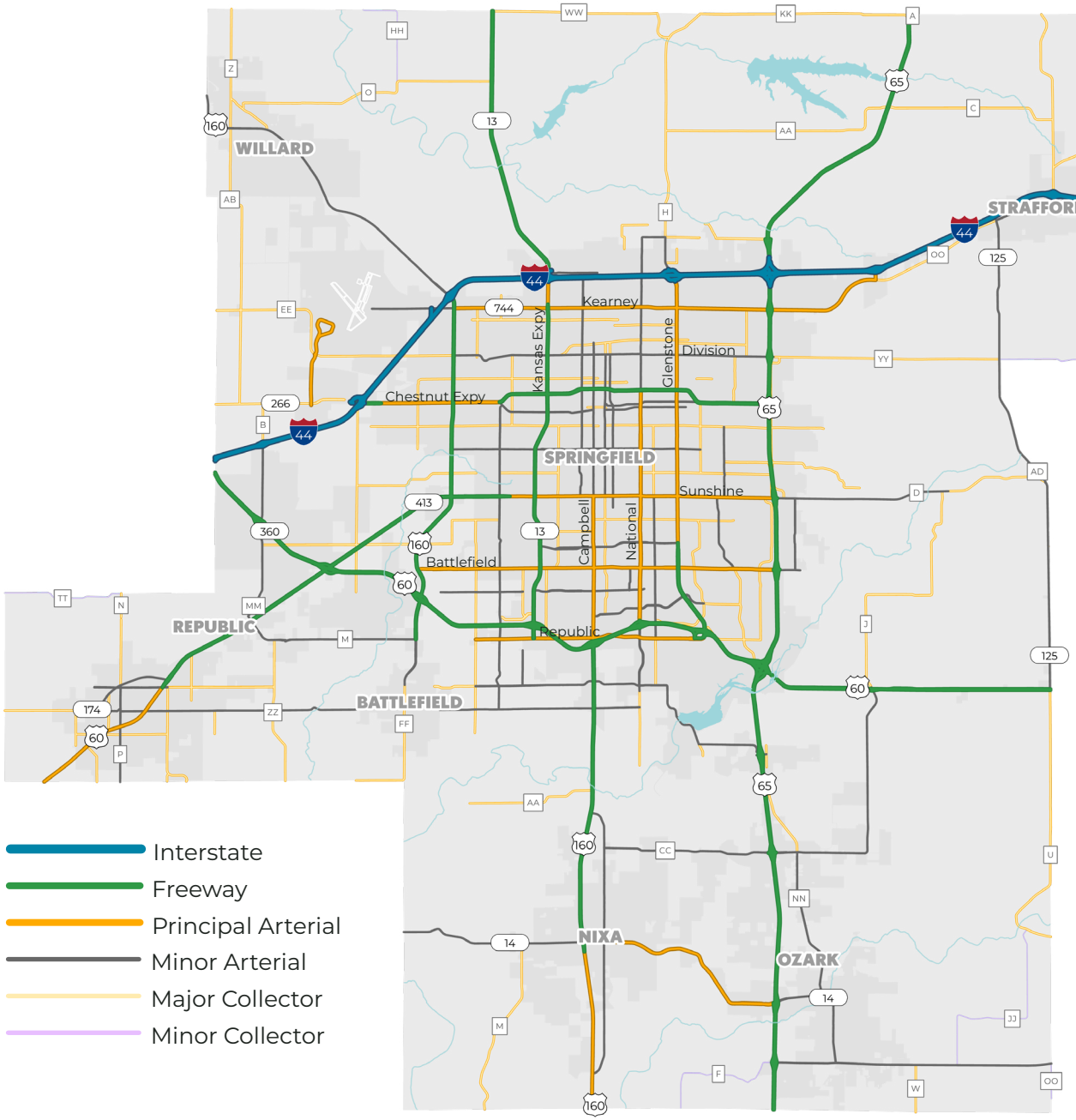


Figure 12. Regional Roadway Network by Federal Functional Classification
Source: Missouri Department of Transportation

Roadway Hierarchy

Functional classification describes the current role of roadways and helps define the federal-aid system. The Major Thoroughfare Plan, discussed later in this document, identifies the intended long-term roadway network and planned roadway function for regional growth and project coordination.

Note: Explore the region's federal-aid system on the MoDOT website - https://www.modot.org/functional-classification-maps#:~:text=Functional%20Classification%20Map-,Southwest%20District,-Counties

Public Transportation

Transit Overview

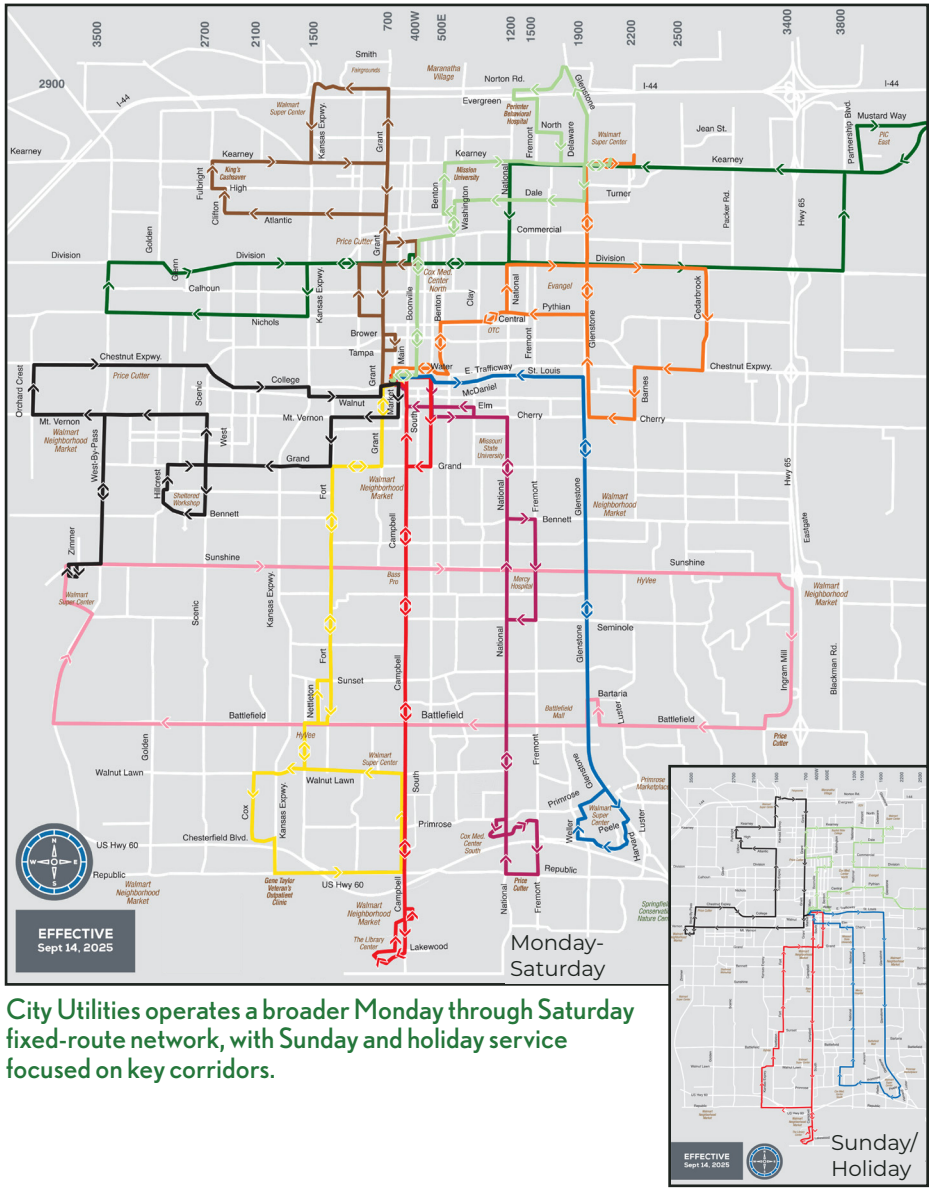
Public transportation provides mobility for residents, workers, students, older adults, individuals with disabilities, and others who rely on or choose alternatives to driving. Within the OTO area, fixed-route transit service is provided by City Utilities of Springfield through The Bus, with complementary paratransit service provided through Access Express for eligible riders who are unable to use fixed-route service. Missouri State University also operates the Bear Line, a fare-free shuttle system serving the university campus and nearby areas.

Transit service is an important part of the regional transportation network because it connects people to jobs, education, healthcare, shopping, and other daily needs. The extent and frequency of service also influence how easily people can use transit as a practical travel option. As the region grows, coordination between transit service, land use, pedestrian access, and future development patterns will remain important to improving mobility and access across the OTO area.

Additional transportation services are provided by human-service and specialized transportation providers, including OATS Transit and other agencies serving older adults, individuals with disabilities, and people with limited transportation options. These services help fill mobility gaps, particularly for trips that are not easily served by fixed-route transit.

Transit Access Starts at the Stop

Most transit trips begin and end as walking or rolling trips. Sidewalks, crossings, shelters, lighting, and accessible stop locations all influence whether transit is safe, comfortable, and practical for daily use.



City Utilities operates a broader Monday through Saturday fixed-route network, with Sunday and holiday service focused on key corridors.

Figure 13. City Utilities Transit Routes

Source: Springfield City Utilities Transit

Note: Explore the CU Transit System on their website - https://www.cityutilities.net/159/The-Bus

The OTO region is currently served by two inter-city bus companies, Greyhound Lines, Inc., which serves 2,000 destinations in North America and Jefferson Lines, which has stops in seventeen states and eighteen stops in Missouri, including Springfield. There are 28 cities with Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Branson is also served by Greyhound. The Greyhound bus station in Springfield shares the City Utilities Transit Center. Greyhound's service to Kansas City and St. Louis provides a connection to Amtrak service. Jefferson Lines also uses the CU Transit Station in Springfield as a stop. Southwest Missouri is not served by passenger train service.

Transit Ridership

City Utilities Transit ridership declined substantially during the COVID-19 pandemic, reaching its lowest level in 2021 before recovering in subsequent years. Route and service changes, including those reflecting recommendations from the ConnectSGF study, can also affect ridership as passengers adjust to new routes and schedules. Annual passenger trips have remained above one million since 2023, although ridership remains below 2019 levels.

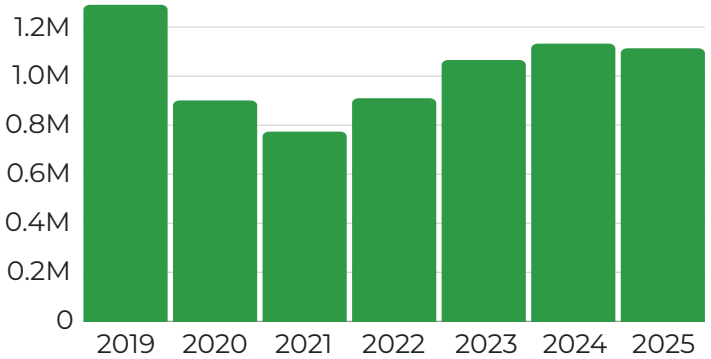


Figure 14. City Utilities Transit Ridership, 2019-2025
Source: FTA National Transit Database

Active Transportation

Active transportation includes walking, bicycling, rolling, and other human-powered ways of traveling. These facilities support short trips, access to transit, recreation, and connections to schools, parks, jobs, and other daily destinations.

The OTO area includes a growing network of trails and shared-use paths, along with sidewalks, bicycle facilities, crossings, and other local improvements that support active transportation. Because

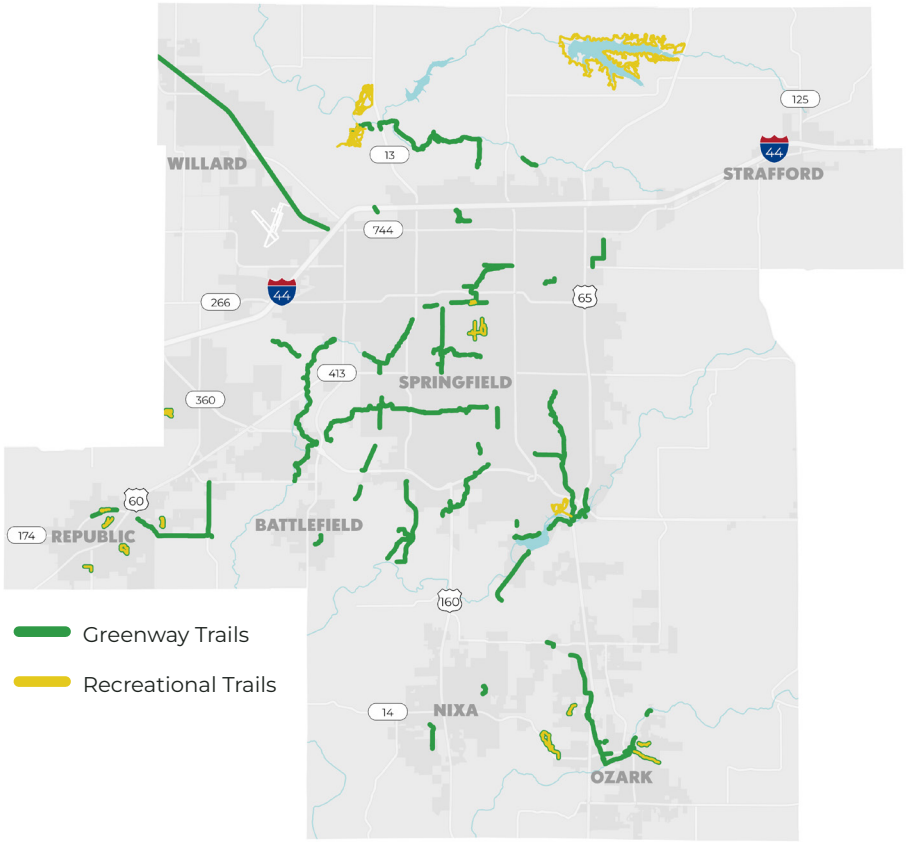


Figure 15. Existing Greenway and Recreational Trail Network
Source: OTO, Ozark Greenways
Note: Learn more about the region's trails by visiting Ozark Greenways-https://ozarkgreenways.org/explore/greenway-trails/

sidewalk and bicycle facility data are highly detailed and vary by community, this section focuses on the regional trail network as the most legible system-level map. Local sidewalk and bicycle facility information is maintained through local plans, project inventories, and online mapping resources.

Continued coordination among OTO, member communities, MoDOT, transit providers, school districts, and trail partners will be important to improving active transportation connections. Identifying gaps, improving crossings, connecting local networks, and incorporating walking, bicycling, and rolling needs into roadway and development projects can help expand safe and practical transportation options across the region.

Freight, Rail, and Air Connections

Freight, rail, and air connections link the OTO area to regional, statewide, national, and global transportation networks. These systems support goods movement, business travel, tourism, emergency response, and regional economic activity.

Major highway corridors, including I-44, US 65, US 60, and MO 13, support freight movement through and within the OTO area. These corridors connect industrial areas, commercial centers, distribution activity, and regional destinations to the broader

Why Goods Movement Matters

Goods movement connects the OTO region to statewide and national markets. Reliable freight corridors support manufacturing, distribution, agriculture, construction, retail, healthcare, airport cargo, and daily package delivery. These trips share the roadway network with commuters, transit, emergency response, and local traffic, making freight reliability, safety, interchange access, and corridor operations important regional planning considerations.

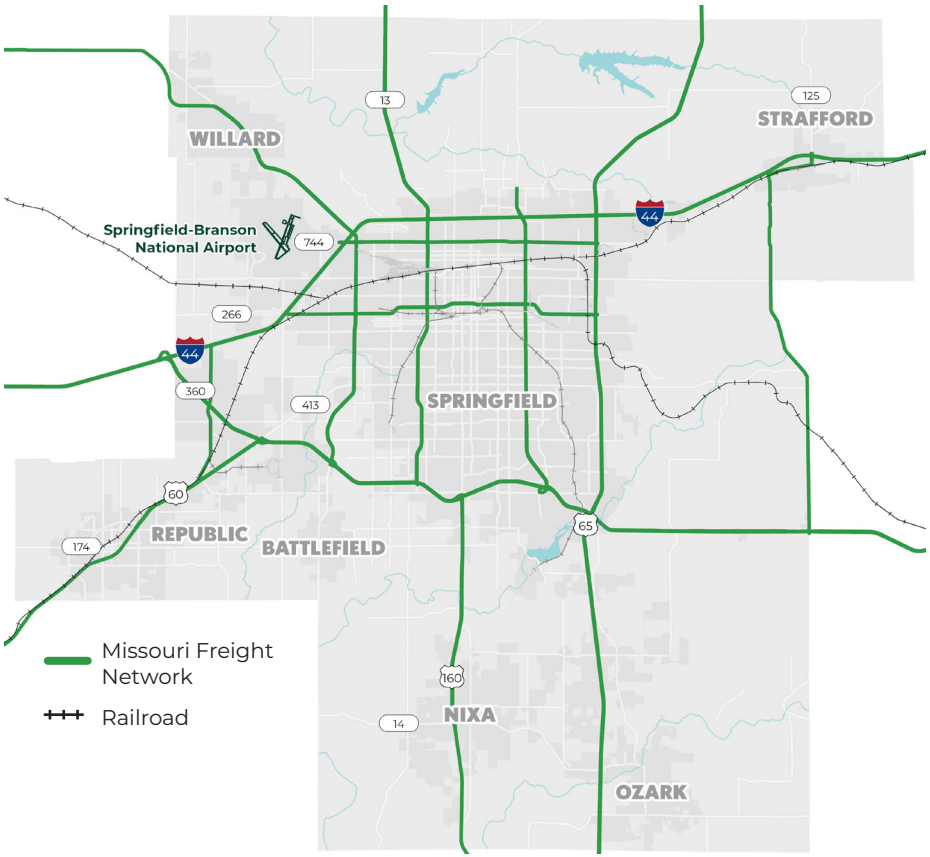


Figure 16. Freight, Rail, and Air Connections

Source: OTO, Missouri Department of Transportation, Esri

Note: Learn more about the MoDOT State Freight and Rail Plan-https://www.modot.org/2026-state-freight-and-rail-plan

Table 3. Freight System at a Glance

Network Element	Regional Role
I-44	Primary east-west freight corridor and national connection
US 65/US 60/MO 13	Regional freight and commuter corridors
Kearney Street/Airport Access	Airport access, industrial access, and commercial truck movement
Springfield-Branson National Airport	Passenger travel, business travel, cargo/package movement, and emergency access
Railroad Corridors	Freight movement, crossings, redevelopment constraints, and safety considerations

state and national highway system. Freight movement is also influenced by local access to interchanges, major arterials, employment centers, and areas planned for continued growth.

Rail corridors support freight movement and influence transportation planning where rail lines intersect with roadways, neighborhoods, industrial areas, and redevelopment areas. Railroad crossings are an important consideration for safety, emergency access, traffic operations, land use compatibility, and project development.

Air transportation is provided through the Springfield-Branson National Airport, which connects the region to national passenger and cargo networks. Reliable access to the airport supports business travel, tourism, freight and package movement, emergency response, and the region's overall economic competitiveness.

Together, freight, rail, and air connections play an important role in how the OTO area connects beyond the region. Planning for these systems includes maintaining reliable access to major corridors and facilities, improving safety where systems intersect, and coordinating transportation investments with economic development and land use decisions.

Environmental and Cultural Considerations

The Ozarks region is characterized by significant natural, cultural, and historic resources. Transportation planning considers the protection of these resources while accommodating regional growth and mobility needs.

OTO maintains EnviroSmart, an environmental and hazard-based geodatabase used to identify locations where proposed transportation improvements may require additional consideration during environmental review. The database incorporates information from the Missouri Department of Natural Resources, Missouri Department of Conservation, Missouri State Parks, State Historic Preservation Office, Missouri Spatial Data Information Service, and MoDOT, along with federal resources from the Environmental Protection Agency and US Department of Transportation. Sensitive resource information

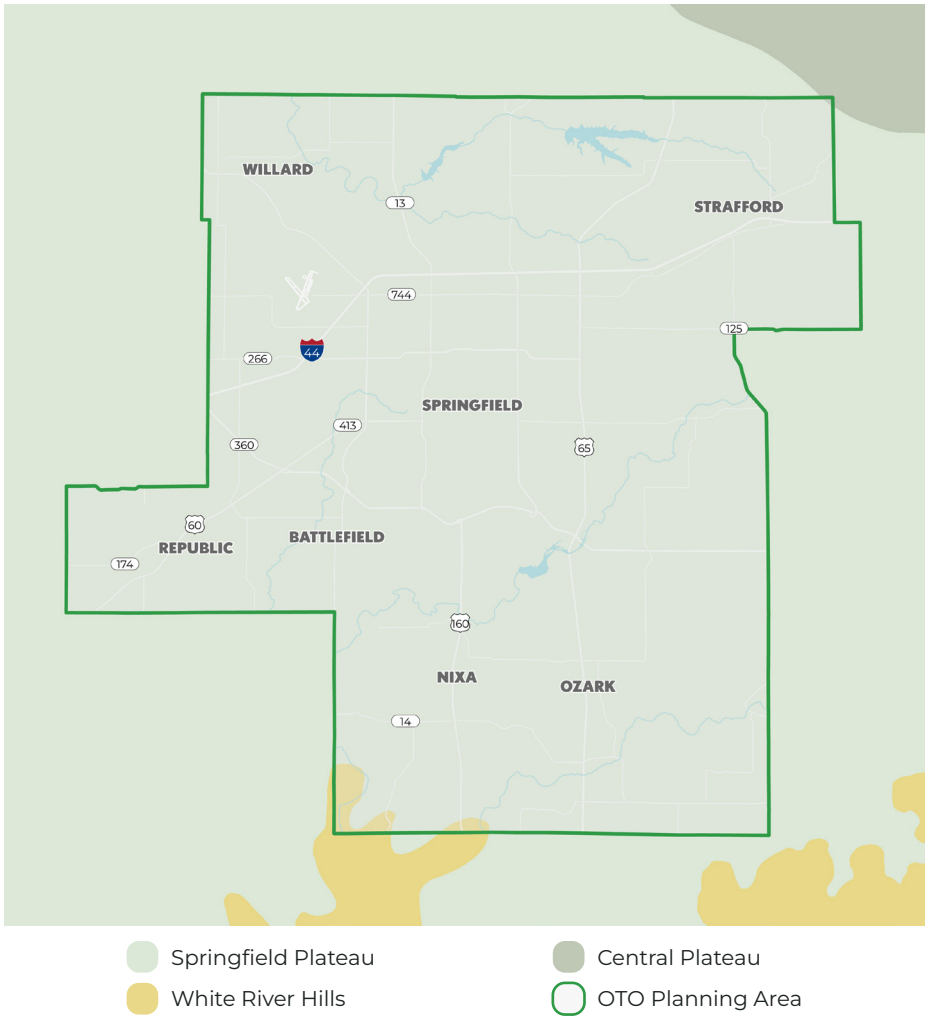


Figure 17. Level IV Ecoregions in and around the OTO Planning Area
Source: US Environmental Protection Agency, Level IV Ecoregions of Missouri

is maintained internally to support transportation planning and project evaluation.

As part of developing Next Stop 2050, OTO invited federal and state resource agencies to review the draft plan and provide input on environmental and cultural resources, conservation priorities, and potential mitigation opportunities. Agencies were provided access to the draft plan and proposed transportation projects to support consideration of potential impacts and opportunities for coordination.

Natural Resources

Ecoregions

Ecoregions are areas with similar ecosystems and environmental characteristics, including geology, soils, vegetation, and landforms. They provide a geographic framework for understanding, assessing, and managing natural resources.

The OTO planning area is located within the Ozark Highlands, a Level III ecoregion characterized by irregular terrain, forested areas, limestone and dolomite bedrock, and karst features such as caves, sinkholes, and springs. Three Level IV ecoregions intersect the planning area - the Springfield Plateau, White River Hills, and Central Plateau.

The Springfield Plateau covers nearly the entire OTO planning area and consists of gently rolling terrain with a mixture of woodlands, pastureland, and developed areas. Its relatively moderate topography has influenced regional development and transportation connectivity. The White River Hills extend into the southern portion of the planning area and are characterized by more rugged terrain, steep slopes, caves, and wooded landscapes. A small portion of the Central Plateau intersects the northeastern planning area and features relatively level terrain, broad uplands, and karst formations.

These geographic characteristics influence roadway construction, drainage, stormwater management, and the protection of natural resources. Karst features and sensitive groundwater systems are particularly important considerations when planning transportation improvements.

Conservation Areas

The Missouri Department of Conservation's Comprehensive Conservation Strategy (CCS) integrates wildlife, forest, watershed, and other conservation priorities into a statewide framework for natural resource management. The strategy identifies Conservation Opportunity Areas (COAs), which represent landscapes with significant opportunities to conserve and manage Missouri's natural habitats.

Portions of the OTO planning area overlap landscape, glade, and cave/karst Conservation Opportunity Areas. These areas reflect the region's varied natural communities and the importance of preserving sensitive habitats, particularly where transportation improvements may affect karst features, drainage patterns, or surrounding landscapes.

Aquatic conservation priorities include a designated Stream Reach Conservation Opportunity Area along the Sac River. Reference watersheds associated with the Little Sac River and Little Pomme de Terre River also extend into the northern portion of the OTO planning area. These watersheds provide broader context for considering stormwater runoff, drainage, and potential effects on aquatic resources.

The planning area also includes portions of Tiers 2, 3, and 4 of MDC's natural community and habitat management framework. Together, these resources help identify environmental considerations that may warrant additional review as transportation improvements advance toward implementation.

In addition to these conservation planning priorities, the OTO planning area contains several conservation areas and public access sites managed by MDC and its partners. These include Joe Crighton Access, Shelvin Rock Access, Rocky Barrens Conservation Area, Springfield Conservation Nature Center, Fellows Lake, and Valley Water Mill Lake. These locations support natural resource conservation, environmental education, and outdoor recreation. Consideration of these areas during transportation planning helps identify opportunities to preserve natural resources and maintain public access while avoiding or minimizing potential impacts from transportation improvements.

Endangered Species

Greene and Christian Counties support a variety of plant and animal species identified by the Missouri Department of Conservation as species of conservation concern, including species designated as endangered or threatened at the state or federal level. These species occupy a range of habitats, including streams, caves, woodlands, and glades.

Table 4. Endangered and Threatened Species in Christian and Greene Counties, 2026

Source: Missouri Department of Conservation, Species of Concern, February 2026

Note: County designations reflect MDC records for Christian and Greene Counties and do not necessarily indicate occurrence within the OTO planning Area.

Species	Missouri Status	Federal Status	County
Black-tailed Jackrabbit	Endangered	N/A	Christian
Geocarpon	Endangered	Threatened	Greene
Gray Myotis (Gray Bat)	Endangered	Endangered	Both
Missouri Bladderpod	Endangered	Threatened	Both
Niangua Darter	Endangered	Threatened	Greene
Northern Long-eared Myotis	Endangered	Endangered	Both
Ozark Cavefish	Endangered	Threatened	Both
Plains Spotted Skunk	Endangered	N/A	Christian
Slippershell Mussel	Endangered	N/A	Christian
Virginia Sneezeweed	Endangered	Threatened	Christian

Transportation improvements have the potential to affect sensitive habitats through land disturbance, changes in drainage patterns, and construction activities. Early coordination with MDC and the U.S. Fish and Wildlife Service can help identify potential concerns and appropriate measures to avoid or minimize impacts as projects advance toward implementation.

The MDC inventory also identifies species with proposed changes to their federal listing status, including the proposed delisting of Virginia Sneezeweed and proposed listings for the Tri-colored Bat and Western Alligator Snapping Turtle. These proposed actions are not reflected in the table of current designations. MDC also identifies the Ozark Cavefish Recharge Area in both Greene and Christian Counties. This designation highlights the importance of protecting groundwater quality and recharge areas within the region's karst landscape, particularly where transportation improvements may affect drainage or introduce pollutants into groundwater systems.

Water Quality

Water quality is an important consideration in transportation planning, particularly in the Ozarks, where streams, springs, caves, and karst formations create connections between surface water and groundwater. Transportation infrastructure can affect water quality through stormwater runoff, erosion, sedimentation, and changes to natural drainage patterns.

Roadways, parking areas, and other impervious surfaces increase stormwater runoff and can carry pollutants into nearby waterways. In karst landscapes, water can also enter underground drainage systems through sinkholes, fractures, and other features, potentially affecting groundwater quality and sensitive aquatic habitats.

Transportation improvements provide opportunities to incorporate stormwater management practices, erosion and

sediment controls, and drainage improvements that reduce potential impacts on water resources. MoDOT and local jurisdictions address applicable water quality requirements during project development and construction, including stormwater permitting and pollution prevention measures.

OTO considers regional watersheds, sensitive groundwater systems, and conservation priorities when evaluating transportation needs. As projects advance toward implementation, coordination with appropriate resource agencies can help identify opportunities to protect water quality, minimize disturbance to aquatic habitats, and address potential impacts on streams and groundwater resources.

Air Quality

Air quality in the OTO planning area is regulated under the federal Clean Air Act, which establishes National Ambient Air Quality Standards (NAAQS) for pollutants that can affect public health and the environment. The Springfield region continues to meet federal air quality standards and is designated as an attainment area.

Ground-level ozone and fine particulate matter (PM2.5) are particularly relevant to transportation because motor vehicles contribute emissions that can affect their concentrations. Ground-level ozone forms when nitrogen oxides and volatile organic compounds react in sunlight, while fine particulate matter consists of small airborne particles originating from transportation, industry, and other sources.

OTO tracks regional air quality trends, including ozone and PM2.5, using monitoring data from the Missouri Department of Natural Resources. Ozone has been a particular regional concern because historical concentrations have approached federal air quality standards. As illustrated in the figure below, ozone design values remain below the current standard of 70 parts per billion, with a 2023–2025 design value of 65 parts per billion. Continued monitoring supports regional efforts to maintain attainment as transportation activity and development increase.

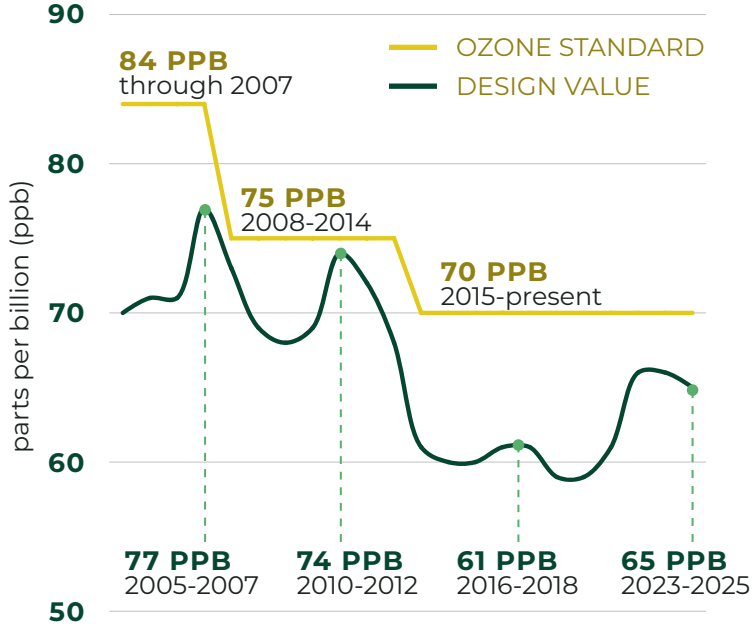


Figure 18. Ozone Design Value Trends in the Springfield Region, 2005-2025
Source: Missouri Department of Natural Resources

Because the OTO planning area is not designated as nonattainment or maintenance for transportation-related pollutants, OTO is not currently required to complete a transportation conformity determination for its Long Range Transportation Plan or Transportation Improvement Program. Maintaining good air quality remains an important consideration as the region grows.

The Ozarks Clean Air Alliance (OCAA) continues to support regional efforts to maintain and improve air quality. OCAA operates as a subcommittee of the Environmental Collaborative at Community Partnership of the Ozarks and meets approximately monthly. Regular participants include

representatives from the City of Springfield, City Utilities, the U.S. Environmental Protection Agency, Missouri Department of Natural Resources, and OTO. The alliance provides an ongoing forum for sharing air quality information, coordinating regional initiatives, and discussing strategies to maintain attainment with federal air quality standards.

Regional clean transportation efforts are also supported by the Ozarks Clean Fuels Coalition, which received designation under the U.S. Department of Energy's Clean Cities and Communities program in December 2024. The coalition serves a broader southwest Missouri region and promotes alternative fuels, advanced vehicle technologies, fleet efficiency, and other strategies to reduce transportation-related energy use and emissions. OTO serves on the coalition's board, supporting regional coordination on clean transportation initiatives.

OTO's transportation planning efforts support continued air quality attainment through strategies that improve transportation system efficiency, expand travel options, support transit and active transportation, and reduce unnecessary vehicle delays and emissions.

Resilience and Natural Hazards

Transportation resilience refers to the ability of the transportation system to withstand, respond to, and recover from disruptions while maintaining safe and reliable access. These disruptions may result from flooding, severe weather, infrastructure damage, traffic incidents, or other unexpected events. Building a resilient transportation network involves reducing vulnerabilities, maintaining critical connections, and providing alternative routes when portions of the system become unavailable.

Flooding is a significant transportation concern in the OTO planning area, particularly where roadways cross streams, drainageways, and low-lying areas. FEMA flood hazard mapping identifies areas with potential flood exposure, while county-provided inventories identify locations where roadway flooding has occurred or low-water crossings are present. Greene County's inventory includes locations where water has overtopped roadways, ranging from recurring flooding to isolated extreme rainfall events. Christian County has identified low-water crossing locations. Together, these datasets provide a regional perspective on flood-related transportation vulnerabilities, combining mapped flood hazard areas with locations identified by the counties through their own records and assessments.

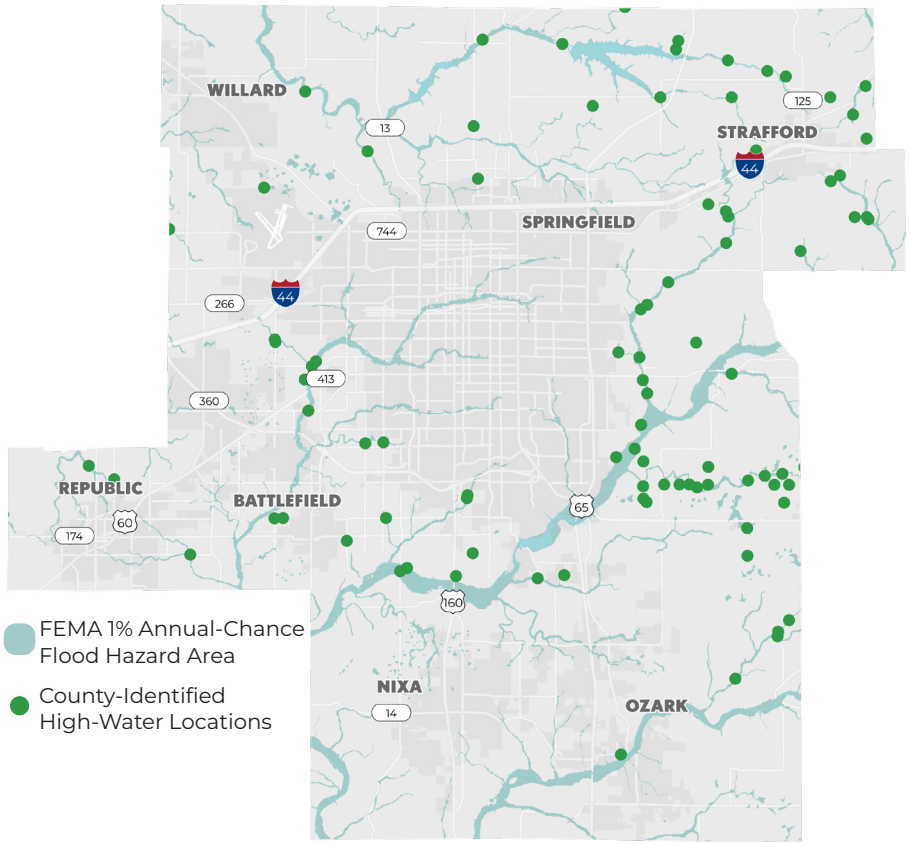


Figure 19. Flood Hazard Areas and County-Identified High-Water Locations

Source: FEMA National Flood Hazard Layer; Greene County; Christian County

Greene and Christian Counties have developed multi-jurisdictional hazard mitigation plans that identify natural hazards, assess community vulnerabilities, and establish strategies to reduce future risks. Transportation-related actions identified in these plans include flood warning systems for vulnerable roadways, low-water crossing markings and improvements, drainage and crossing upgrades, and measures to maintain access during emergencies. These priorities complement Next Stop 2050's consideration of high-water locations in project evaluation and the regional resilience initiatives identified in Section 3.01 Action Plan.

Flooding impacts can vary significantly within mapped floodplains. Elevated roadways and bridges may remain passable while nearby ramps or lower roadway sections become inundated. Localized flooding can also occur outside mapped flood hazard areas. When roadways become impassable, travelers may face longer detours, reduced access to homes and businesses, and challenges for emergency response. These conditions highlight the importance of drainage, roadway elevation, alternate routes, and network connectivity.

Next Stop 2050 incorporates flood-related vulnerability into project prioritization through its Bridge and Crossing Condition criteria. Projects received 10 points under the Low-Water Crossing criterion when their corridors coincided with high-water locations identified by Greene County or low-water crossings identified by Christian County. This approach recognizes opportunities to address roadway flooding and improve network reliability as part of the project evaluation process.

Resilience considerations also extend to the design and maintenance of transportation facilities. Drainage improvements, bridge and culvert upgrades, roadway elevation, and erosion protection can reduce vulnerabilities to flooding. Trail improvements may also incorporate construction materials and design approaches, including concrete surfaces where appropriate, that improve durability and reduce damage from repeated inundation. These approaches must be balanced with stormwater management, maintenance needs, and protection of surrounding natural resources.

Beyond physical infrastructure improvements, transportation resilience depends on effective incident response and coordination. OTO's Traffic Incident Management (TIM) subcommittee provides a forum for regional coordination on incident response and transportation system operations. Through coordination among transportation agencies, emergency responders, and other partners, TIM supports efforts to improve incident management, reduce secondary crashes, and restore traffic flow following disruptions. Strategies such as traveler information systems, dynamic message signs, and coordinated traffic signal operations can help manage traffic and maintain network reliability during these events.

Section 3.01 Action Plan includes Strategy 8, Plan for a More Resilient Regional Transportation System, which focuses on identifying transportation vulnerabilities, incorporating resilience into project planning, and improving regional coordination during disruptions. Implementation actions include expanding the inventory of flood-prone roadways and critical access routes, identifying locations warranting further study, and working with public safety and emergency management agencies on roadway closures and public information. Together, these efforts connect the region's existing resilience considerations with a coordinated approach to future planning and system operations.

Environmental Mitigation

Transportation improvements can affect natural, cultural, and historic resources through land disturbance, construction activities, stormwater runoff, habitat fragmentation, and changes

to surrounding landscapes. Environmental mitigation involves identifying opportunities to avoid potential impacts, minimize unavoidable effects, and address remaining impacts through appropriate restoration, protection, or other measures.

Potential mitigation activities vary according to the resources affected and the characteristics of individual projects. Within the OTO planning area, these may include protecting streams and groundwater recharge areas, incorporating erosion and sediment controls, minimizing disturbance to conservation lands and sensitive habitats, preserving historic and cultural resources, and restoring disturbed areas following construction. Potential mitigation opportunities may be associated with stream corridors and floodplains where drainage or water quality improvements are needed, conservation areas where habitat protection or restoration may be appropriate, and locations with karst features or historic resources where avoidance or minimization of impacts may be particularly important.

OTO maintains environmental resource information through its EnviroSmart geodatabase and considers available conservation plans, hazard mitigation plans, and resource inventories in regional transportation planning. These sources help identify potential environmental concerns early in the planning process. As individual projects advance, project sponsors coordinate with appropriate resource and regulatory agencies to evaluate potential impacts, determine applicable environmental review requirements, and identify appropriate mitigation measures. During project development and construction, MoDOT and local project sponsors apply applicable environmental requirements and best management practices, including stormwater pollution prevention, erosion and sediment control, and protection of affected natural resources.

OTO is also incorporating early environmental consideration into corridor planning through the ongoing US 60/US 65 PEL Study: Access & Operations Analysis. The study evaluates transportation needs and potential improvements along the US 60 and US 65 corridors and proposed east-west arterial connections. Using a Planning and Environmental Linkages (PEL) approach, the study considers environmental conditions alongside transportation alternatives and documents findings that may inform subsequent project development and National Environmental Policy Act (NEPA) review. This approach provides an opportunity to identify potential environmental concerns and avoidance or minimization measures before individual improvements advance.

Environmental considerations are also reflected in Next Stop 2050's broader transportation planning strategies, including infrastructure preservation, system efficiency, multimodal connectivity, and resilience. Section 3.01 Action Plan provides the implementation framework for these strategies, while specific environmental review and mitigation requirements are addressed during project development.

Cultural and Historic Resources

The OTO planning area contains a variety of cultural and historic resources that reflect the region's development, transportation history, and community identity. These include historic buildings and districts, archaeological resources, cemeteries, and sites associated with significant events in regional history.

The National Register of Historic Places, administered by the National Park Service, recognizes buildings, structures, sites, objects, and districts of historical significance. The Missouri State Historic Preservation Office (SHPO), within the Missouri Department of Natural Resources (MDNR), maintains information on historic properties and architectural surveys throughout the state. MDNR's interactive Historic Districts and Sites Map Viewer provides access to publicly documented National Register sites, historic districts, certified local districts, and architectural survey

areas. The viewer also allows users to add the OTO planning area boundary using OTO's publicly available GIS service.

Route 66 is a defining part of the region's transportation heritage, extending through Strafford, Springfield, and communities to the west. Springfield is recognized as the Birthplace of Route 66, reflecting its association with the highway's naming in 1926. The corridor remains an important cultural and tourism asset, with historic properties, roadside attractions, and ongoing efforts to celebrate and preserve its legacy. Annual Route 66 festivals and events attract visitors to the region, while investments in landmarks, streetscape improvements, and public spaces, including the Route 66 monument and roadway improvements along the historic corridor, reinforce its continued significance to the community.

Wilson's Creek National Battlefield, southwest of Springfield, preserves the site of a significant Civil War battle and represents an important historic and cultural resource. OTO coordinates annually with the National Battlefield to discuss transportation needs, planned improvements, and opportunities for collaboration, including efforts to strengthen the identity and accessibility of the surrounding area. These efforts include the designation of Route ZZ as a boulevard, roundabout improvements, and trail connections that support access to the Battlefield and surrounding destinations. OTO also seeks to involve Ozark Greenways in coordination discussions to identify opportunities for improved trail connectivity and recreational access.

Historic and cultural resources are considered as transportation improvements advance through planning and project development. Projects involving federal funding or approvals may require consultation under Section 106 of the National Historic Preservation Act to identify historic properties and evaluate potential effects. The historic resource information

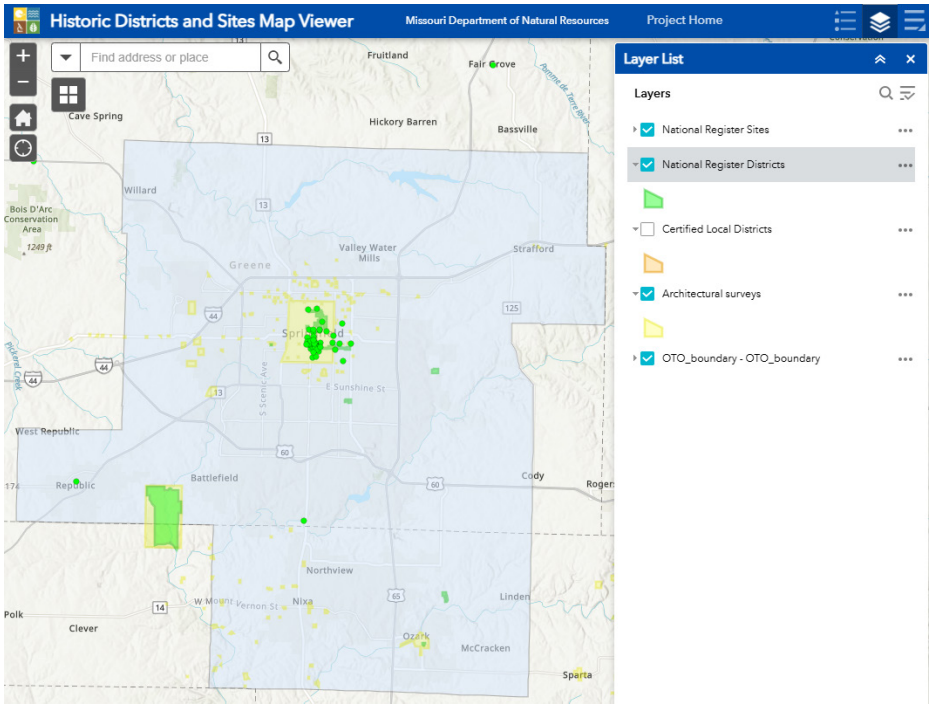


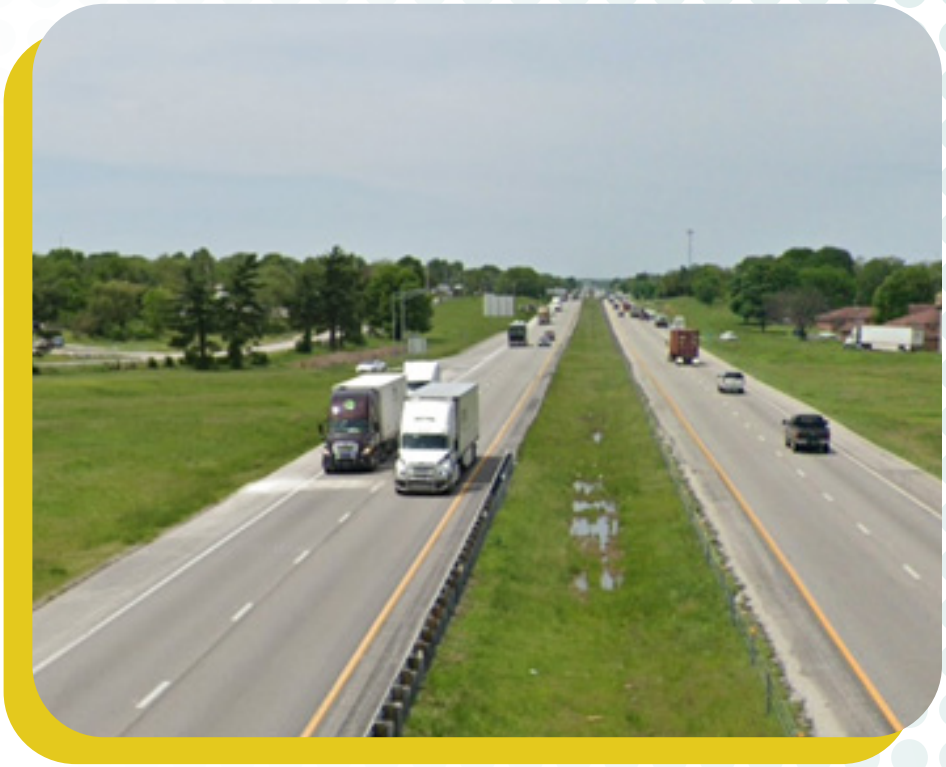
Figure 20. Missouri Historic Districts and Sites Map Viewer

Source: Missouri Department of Natural Resources

Note: This Map Viewer can be accessed at https://modnr.maps.arcgis.com/apps/webappviewer/index.html?id=e3a6d822d215486ba20aadb6badd7174; Use the viewer's Add Data tool to add the OTO planning area boundary service - https://services2.arcgis.com/G7wwHXUQUuH8tZzP/arcgis/rest/services/OTO_boundary/FeatureServer

maintained by MDNR provides a starting point for identifying potential considerations, while project-level investigations and coordination with SHPO and other appropriate agencies address specific resources and impacts.

1.02 System Performance



PART 1 · THE STARTING POINT

1.01 Existing Conditions

1.02 System Performance

1.03 Community Context

1.04 Public Engagement

PART 2 · THE PATH FORWARD

2.01 Goals and Policies

2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD

3.01 Action Plan

DRAFT

System Performance

System performance describes how well the transportation network serves people, goods, and communities across the OTO area. This chapter includes the required National Performance Measures System Performance Report and summarizes additional regional performance topics that help identify transportation needs, guide project prioritization, and support implementation of Next Stop 2050.

National Performance Measures System Performance Report

The metropolitan transportation plan is required to include a description of the performance measures and targets used to assess the performance of the transportation system, as well as a system performance report evaluating the condition and performance of the transportation system. For federally required performance measures, OTO generally agrees to plan and program in support of statewide targets established by MoDOT. For transit safety, City Utilities Transit develops its own safety plan, and the OTO Board of Directors adopts the targets included in that plan.

This section identifies the federally required performance measures and adopted targets applicable to the OTO area. Because OTO supports targets established by MoDOT and City Utilities Transit, OTO relies on these agencies for data used to track progress toward the adopted targets.

OTO's annual State of Transportation Report highlights regional transportation trends, accomplishments, and emerging challenges, including conditions not easily captured by formal performance measures. These indicators complement federal performance measures, but may differ in methodology or geographic coverage. Federal performance targets and progress are shared with the OTO Board, incorporated into the TIP, and documented in this report to support ongoing monitoring and investment decisions.

TIP Investments and Performance Measures

OTO incorporates performance-based planning into its Transportation Improvement Program (TIP) by identifying the performance measure categories supported by each programmed project. Projects may support multiple performance objectives, reflecting the range of benefits associated with transportation investments. TIP projects are grouped by performance measure category rather than individual performance metrics. Each category may encompass multiple federal or regional measures, and projects may be associated with more than one category.

Table 5. Projects by Performance Measure Category

Source: OTO FY 2027-2030 Transportation Improvement Program, including Amendment One

Note: Projects may be assigned to multiple performance measure categories. Counts and percentages are not mutually exclusive.

Performance Measure Category	Number of TIP Projects	% of TIP Projects (199 Total Projects)
Safety	66	33%
Transit Safety	7	4%
Transit Asset Management	10	5%
Infrastructure Condition	80	40%
System Reliability	58	29%

The above table summarizes the number of TIP projects associated with each category. Representative programmed investments are listed on the following page. OTO's interactive TIP tool also tracks additional factors associated with programmed transportation investments. This discussion focuses

on the performance measure categories related to the national performance measures addressed in this section.

Representative FY 2027-2030 TIP Projects

Safety

- Grand Street Safety and Pedestrian Improvements (SP2501)
- Route MM Safety Improvements (RP2603)
- Area Wide School Flasher Program (EN2612)

Transit Safety

- FY 2027 Transit Safety and Security (CU2705)
- Various ADA Enhancement Projects (CU2708)

Transit Asset Management

- FY27 Purchase of Six Fixed Route Buses (CU2706)
- FY 2027 Preventative Maintenance (CU2702)

Infrastructure Condition

- 2026 STBG Resurfacing – Various Routes (SP2610)
- Main Avenue Bridge over Jordan Creek (SP2402)
- Route 14 Pavement Improvements, Nixa to Ozark (CC2502)

System Reliability

- US 65/Kearney Street Interchange and Bridge Improvements (SP2214)
- ITS Operations and Management (MO2701)
- Nicholas and Tracker Intersection Improvements (CC2504)

Safety

Adopted by OTO Board of Directors on January 15, 2026

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

Discussion

These safety targets are reviewed annually. MoDOT's current Show-Me Zero Strategic Highway Safety Plan establishes a vision to steadily decrease fatal and serious injury crashes for all users on the Missouri transportation system, with the ultimate goal of eliminating traffic fatalities and serious injuries. In January 2025, OTO adopted a regional Safety Action Plan, *Destination Safe Streets*, which set a goal of zero fatalities by 2040 and zero serious injuries by 2050.

OTO actively supports the statewide safety targets through the implementation actions in Destination Safe Streets, by hosting the Traffic Incident Management committee, participating in the Missouri Coalition for Roadway Safety, and programming safety projects and projects that address safety improvements in the Transportation Improvement Program.

The following charts show actual annual values for 2020–2024 and selected future target values for 2025, 2026, 2030, 2035, 2040, and 2045. The 5-year average target measure is shown as a line on each chart.

Table 6. Adopted Safety Targets

Source: Missouri Department of Transportation

Performance Measure	Statewide Target for CY 2026
Number of Fatalities	969.0
Fatality Rate per 100 Million VMT	1.198
Number of Serious Injuries	5,147.6
Serious Injury Rate per 100 Million VMT	6.445
Number of Non-Motorized Fatalities and Serious Injuries	603

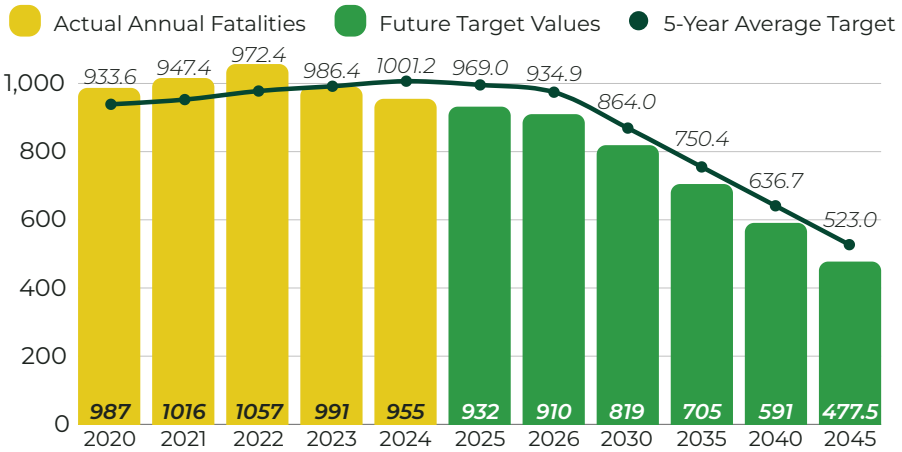


Figure 21. Annual Fatalities and 5-Year Average Target Path
Source: Missouri Department of Transportation

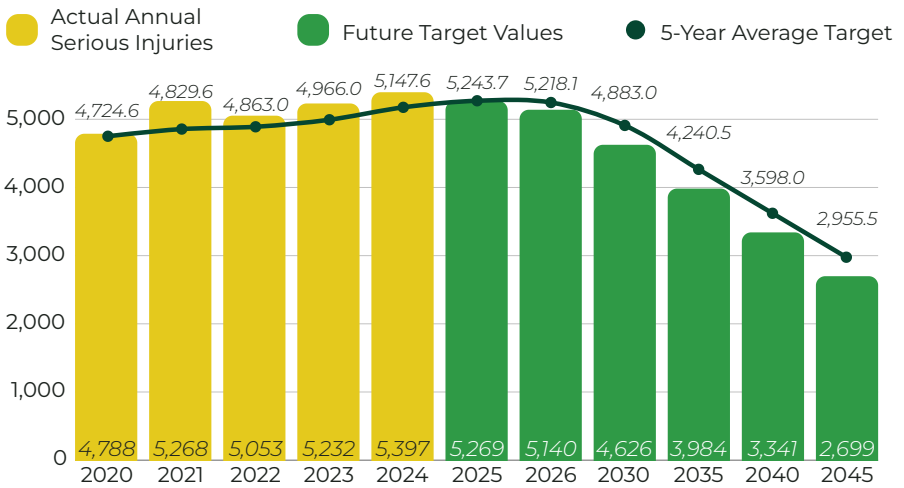


Figure 22. Annual Serious Injuries and 5-Year Average Target Path
Source: Missouri Department of Transportation

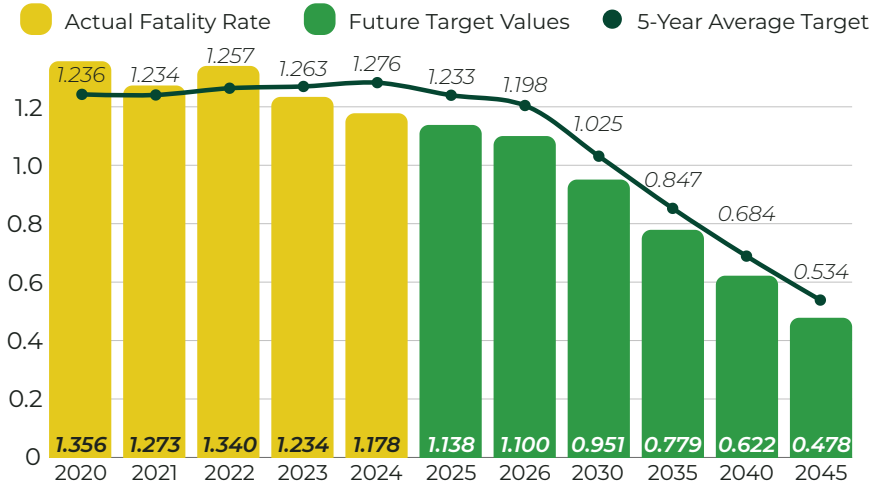


Figure 23. Fatality Rate and 5-Year Average Target Path
Source: Missouri Department of Transportation

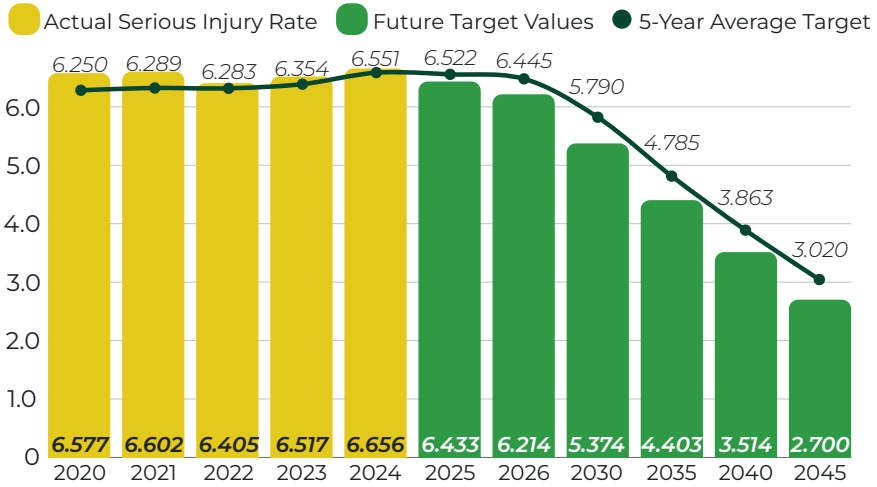


Figure 24. Serious Injury Rate and 5-Year Average Target Path
Source: Missouri Department of Transportation

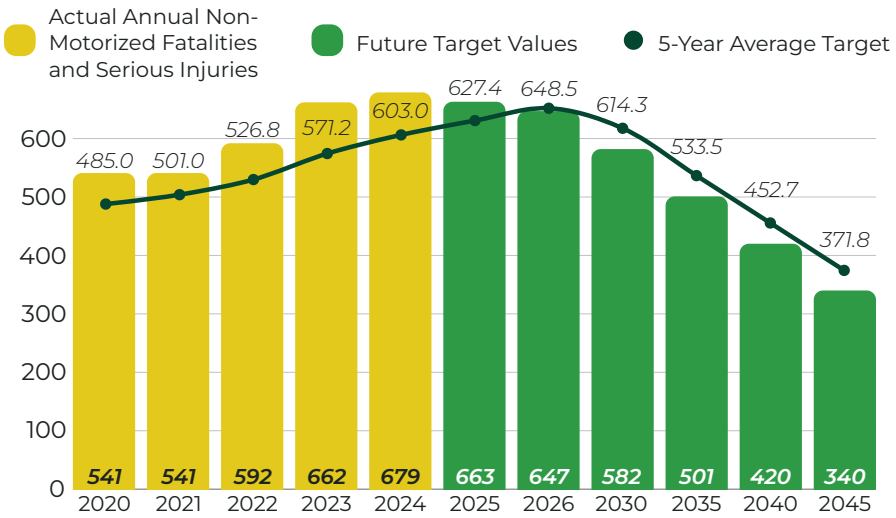


Figure 25. Annual Non-Motorized Fatalities+Serious Injuries and 5-Year Average Target Path

Source: Missouri Department of Transportation

Transit Safety

Adopted by the OTO Board of Directors on January 15, 2026

To achieve a reduction in transit-related fatalities, serious injuries and safety events, and improve mechanical reliability.

Table 7. Adopted Transit Safety Targets Summary

Source: City Utilities Transit

Note: Detailed rate-based targets by mode, including safety event rates, fatality rates, injury rates, collision rates, vehicular collision rates, transit worker injury rates, assault rates, and system reliability rates, are included in Appendix E.

Mode of Transit Service	Major Safety Events	Fatalities	Injuries	Assaults on Transit Workers	System Reliability
Bus Fixed Route	6	0	20	0	150
ADA Paratransit	0.330	0	5	0	8

Table 8. City Utilities Transit Safety Progress Summary

Source: City Utilities Transit, National Transit Database

Note: Baseline values reflect 2016–2018 averages. Recent performance reflects 2022–2024 data used to inform current PTASP targets. See Appendix E for annual values and rate-based measures.

Headline Measure	2016-2018 Average	2022-2024 Average	CY 2025 Target	Progress Summary
Fixed Route Transit				
Major Safety Events	3.7	6.7	6	2024 met target; three-year average slightly above target
Fatalities	0.0	0.0	0	Meeting target
Injuries	2.0	6.7	20	Meeting target, but above original baseline
Assaults on Transit Workers	N/A	0.0	0	Meeting target
Major Mechanical System Failures/ System Reliability	55.0	107.3	150	Meeting target, but failures increased from original baseline
ADA Paratransit				
Major Safety Events	0.0	0.3	0.330	Meeting target; one event reported during recent three-year period
Fatalities	0.0	0.0	0	Meeting target
Injuries	0.0	0.3	5	Meeting target; one injury reported during recent three-year period
Assaults on Transit Workers	N/A	0.0	0	Meeting target
Major Mechanical System Failures/ System Reliability	2.7	5.3	8	Meeting target, but failures increased from original baseline

Discussion

City Utilities Transit reports recent safety performance data alongside its adopted transit safety targets and evaluates those targets annually through its Public Transportation Agency Safety Plan process. The targets address fixed-route bus and ADA paratransit safety events, fatalities, injuries, assaults on transit workers, and system reliability.

Recent performance shows no fatalities and no assaults on transit workers for either fixed-route bus or ADA paratransit service during the 2022–2024 period. Injury and system reliability targets were met for both modes. Fixed-route major safety events were slightly above the current target when measured as a three-year average, although the 2024 annual value met the target. ADA paratransit reported one major safety event and one injury during the three-year period.

If targets are not met, City Utilities must assess associated safety risks, identify and implement mitigations, include those mitigations in the Agency Safety Plan, and allocate its required safety set-aside toward eligible safety-related projects reasonably likely to improve future performance.

OTO has agreed to plan and program in support of the targets set by City Utilities Transit in its Public Transportation Agency Safety Plan. Detailed annual values and rate-based measures are included in Appendix E.

Transit Asset Management

Adopted by the OTO Board of Directors on January 15, 2026

To maintain transit Assets in a state of good repair.

Discussion

City Utilities participates in MoDOT's group Transit Asset Management Plan. OTO has agreed to plan and program in support of the MoDOT TAM Plan targets, which address rolling stock and facilities in a state of good repair.

Table 9. Adopted Transit Asset Management Targets

Source: Missouri Department of Transportation

CY 2026 Reporting Year Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding $50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Ferry Boats	42 Years Useful Life	30%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA's TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals, and systems		N/A

Rolling stock performance was mixed between 2018 and 2024. The number of buses, cutaways, and minivans increased, while automobiles and vans decreased. The share of vehicles exceeding their Useful Life Benchmark increased for automobiles, buses, cutaways, and minivans, while vans improved. All rolling stock categories met the 45 percent target except minivans (47%), due to purchasing limitations and Buy America requirements.

Facility condition remained above the target threshold during the reporting period. No administration, maintenance, or parking/passenger facilities were rated below 3.0 on the TERM rating scale in either 2018 or 2024. Average TERM condition ratings declined for administration and maintenance facilities but remained above 3.0, while the parking/passenger facility rating increased slightly.

Overall, the TAM measures show that vehicle age and replacement needs remain an ongoing consideration, while reported facility conditions continue to meet current target.

Table 10. Rolling Stock, 2018-2024

Source: Missouri Department of Transportation

* ULB - Useful Life Benchmark

Asset Type	# of Units		FTA's ULB*	% > ULB		CY 2026 Target
	2018	2024		2018	2024	
Automobiles	29	21	8	2	44	45%
Buses	35	69	14	30	42	45%
Cutaways	641	699	10	15	39	45%
Minivans	321	284	8	33	47	45%
Vans	224	96	8	51	40	45%

Table 11. Facilities, 2018-2024

Source: Missouri Department of Transportation

Facility Type	# of Units		Avg TERM Condition		% < 3.0 TERM Rating Scale		CY 2026 Target
	2018	2024	2018	2024	2018	2024	
Administration	19	19	4	3.35	0	0	30%
Maintenance	10	12	4	3.21	0	0	25%
Parking/Passenger	1	7	4	4.01	0	0	30%

Table 12. FTA TERM Rating Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

Infrastructure Condition

Adopted by the OTO Board of Directors on January 16, 2025

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

Table 13. Adopted System Condition Targets

Source: Missouri Department of Transportation

Performance Measure	2021	CY 2023 Target	CY 2025 Target
Percentage of NHS Bridges Classified as in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges Classified as in Poor Condition	7.1%	7.7%	7.8%
Percentage of Pavements on the Interstate System in Good Condition	79.9%	77.5%	65.0%
Percentage of the non-Interstate NHS in Good Condition	61.3%	61.1%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.0%	0.1%	1.0%
Percentage of Pavements of the non-Interstate NHS in Poor Condition	0.9%	1.0%	3.0%

Discussion

OTO has agreed to plan and program in support of MoDOT's infrastructure condition targets for NHS bridges and pavement. Recent statewide infrastructure condition data show mixed performance across these measures.

The share of NHS bridges classified as good generally declined between 2014 and 2023, while the share classified as poor remained below the 10 percent federal penalty threshold throughout the period.

Interstate pavement generally remained in good condition, while non-Interstate NHS pavement in good condition was lower and varied over the reporting period. Poor-condition pavement remained low overall, with no reported poor-condition Interstate pavement in several years and non-Interstate NHS poor-condition pavement remaining below two percent.

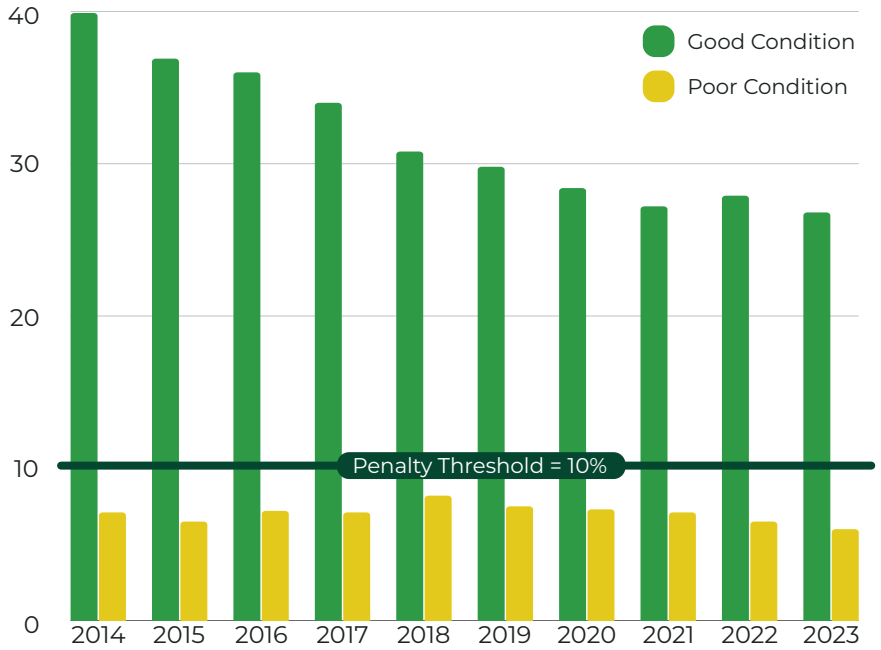


Figure 26. Percent NHS Bridges Classified as Good or Poor Condition, 2014-2023

Source: Missouri Department of Transportation

Note: Federal bridge condition measures are reported as the percent of NHS bridge deck area on bridges classified as good or poor.

OTO supports progress toward these targets through the Transportation Improvement Program, including pavement preservation, bridge rehabilitation, and reconstruction projects sponsored by MoDOT and local partners.

System Reliability

Adopted by the OTO Board of Directors on January 16, 2025

To improve the efficiency of the surface transportation system.

Discussion

OTO has agreed to plan and program in support of MoDOT's system reliability and freight reliability targets. These measures track the percent of reliable person-miles traveled on the

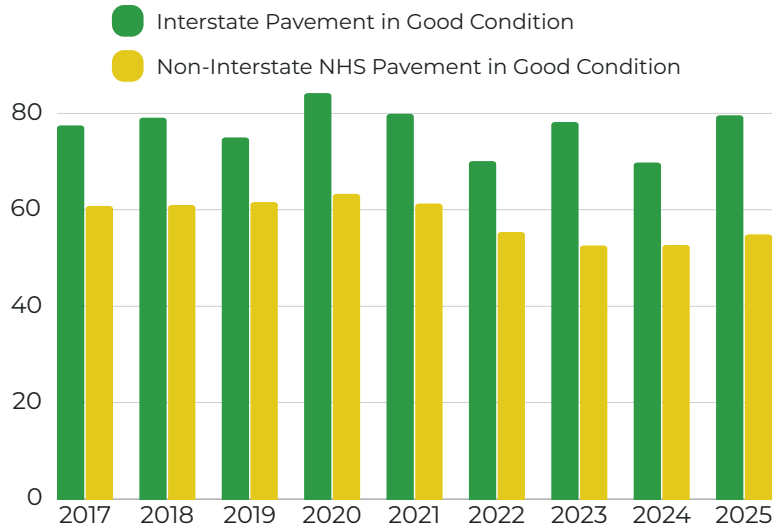


Figure 27. Interstate and Non-Interstate NHS Pavement in Good Condition, 2017-2025

Source: Missouri Department of Transportation

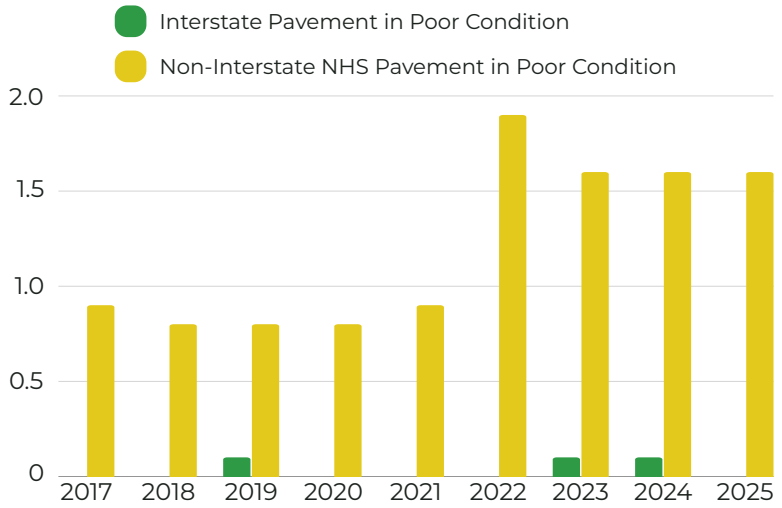


Figure 28. Interstate and Non-Interstate NHS Pavement in Poor Condition, 2017-2025

Source: Missouri Department of Transportation

Note: Interstate Pavement Penalty Threshold = 5%. Years without green bars indicate no reported poor-condition Interstate pavement for that year.

Interstate and non-Interstate NHS, as well as truck travel time reliability on the Interstate system.

Statewide travel time reliability remained high from 2019 to 2025, with both Interstate and non-Interstate NHS reliability generally above 90 percent. Reliability temporarily increased in 2020 and 2021, likely reflecting changes in travel patterns during the COVID-19 pandemic, before returning closer to pre-pandemic levels. Recent MoDOT target-setting materials indicate that future reliability may be affected by construction activity on I-44, I-70, and other Interstate corridors.

Truck travel time reliability also remained relatively stable during the reporting period, with the Truck Travel Time Reliability Index staying near 1.2 from 2019 to 2025. MoDOT's adopted target for this measure remains 1.45, and recent values remained below that target, indicating that the statewide freight reliability target was met during the period shown.

OTO supports progress toward these targets through the Transportation Improvement Program, congestion management activities, project prioritization, and coordination with MoDOT and local partners on projects that improve travel reliability, address bottlenecks, and support efficient movement of people and goods.

Table 14. Adopted System Reliability Targets

Source: Missouri Department of Transportation

Performance Measure	2021 Baseline	CY 2023 Target	CY 2025 Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.18	1.45	1.45

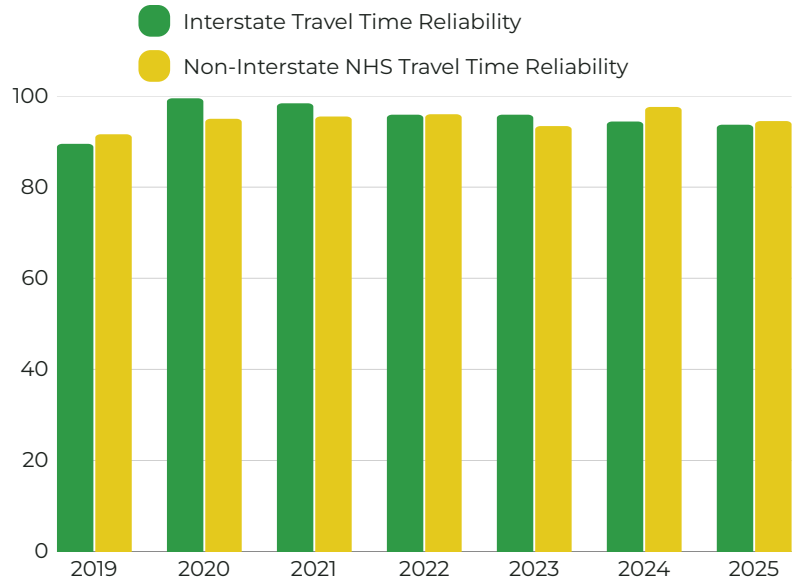


Figure 29. Interstate and Non-Interstate NHS Travel Time Reliability, 2019–2025

Source: Missouri Department of Transportation

Note: Travel time reliability is reported as the percent of person-miles traveled that are reliable.

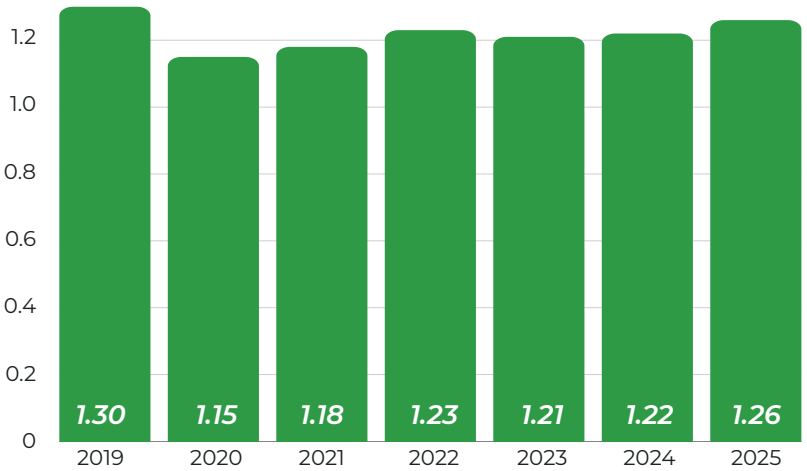


Figure 30. Truck Travel Time Reliability Index, 2019-2025

Source: Missouri Department of Transportation

Note: Truck travel time reliability is reported as an index, with lower values indicating more reliable truck travel times.

OTO-Defined Performance Measures

OTO adopted regional, non-federally required performance measures as part of Journey 2035, adopted in December 2011. These measures were established with target dates extending to 2035, carried forward into later long-range transportation plans, and reported annually through the State of Transportation Report. Several measures remain useful for tracking long-term regional trends, and OTO is already meeting some 2035 targets or remains within established thresholds. However, some measures should be updated as new data sources, mapping tools, transit technology, crash analysis methods, and online dashboards become available.

For Next Stop 2050, OTO will continue reporting the adopted regional measures while updating the performance-measure framework before the next long range transportation plan. The update should evaluate existing measures, identify new measures that better reflect regional goals, and establish targets through a separate committee and public review process. The most recent State of Transportation Report is available on the OTO website and provides the current annual status of these measures - https://www.ozarkstransportation.org/what-we-do/state-of-transportation.

Table 15. OTO-Defined Performance Measures and Current Reporting Status

Source: OTO State of Transportation Report

Measure	2035 Target/Benchmark	Last Reported Value	Status	Recommendation
Travel Demand	Daily VMT per capita below 19.0	17.01	Within target - recent increase	Continue tracking | Review measure for all roadways
Modal Balance	Drive-alone commute share below 75%	77%	Near target - recent decrease	Continue tracking
Bicycle and Pedestrian Network	More than 35% of roads with sidewalk on at least one side; more than 80 miles of greenway trail	37% | 85.00 Miles	Sidewalk target achieved | Trail target achieved	Continue tracking | Update to reflect trail dashboard and gap analysis
Safety	Disabling injury and fatal crashes per MVMT continue downward trend	12.81	Not trending toward target - recent increase	Continue tracking | Align with Destination Safe Streets measures
Transit Reliability	90% on-time performance	80%	Target on hold	Update needed due to new transit technology and reporting methods
Transit Access	Percent of housing units with 1/4-miles of bus route on upward trend	43 | 81	Not trending toward target - slight decline since baseline	Continue tracking
Commute Time	Average commute time below 25 minutes	22.6	Within target - stable	Continue tracking | Consider travel-time reliability
Congestion	Less than 20% significantly delayed roadways	6.98% | 9.56%	Within target - AM worsening and PM improving	Continue tracking | Align with updated CMP measures
Roadway Condition	More than 85% of major roads in good condition	95%	Meeting target - stable	Continue tracking | Consider additional roadway types
Bridge Condition	More than 90% of bridges in fair or better condition	96%	Meeting target	Continue tracking
Air Quality	Remain below ozone standard of 70 ppb	65 ppb	Within target - recent decrease	Continue tracking

Regional Conditions

In addition to adopted federal and OTO-defined performance measures, OTO monitors other regional conditions that help identify transportation needs and inform project prioritization. These include traffic volumes, freight activity, congestion, travel delay, intersection operations, and long-range travel demand forecasts. Together, these measures help OTO understand how the transportation system functions today, where pressure is increasing, and where future investments may be needed.

High Volume Corridors

Table 16. Representative High-Volume Roadway Segments, 2024

Source: OTO, Missouri Department of Transportation

Note: Volumes are shown for full roadway segments and are reported as estimated daily passenger car equivalent volumes.

Roadway Context	Roadway Segment	Estimated Daily Traffic Volume
Freeway	US 65, from US 60 to Evans Rd.	94,812
Expressway	US 160, from US 60 to Farm Road 186	46,187
Primary Arterial	Glenstone, from Bennett St. to Sunshine St.	41,688

High-volume corridors provide important regional connections for commuting, freight movement, access to services, and economic activity. In 2024, the highest-volume freeway corridors included US 65 from Chestnut Expressway to Highway 14, US 60 from Kansas Expressway to US 65, and I-44 from Highway 125 to US 160. The highest-volume segment was US 65 from US 60 to Evans Road, with more than 94,000 daily trips after accounting for commercial vehicle volumes.

High-volume expressway and arterial corridors include US 160, Kansas Expressway, US 60, Campbell Avenue, Glenstone Avenue, and Kearney Street. Freight activity is concentrated on major regional corridors, particularly I-44, which carries high commercial traffic volumes throughout the OTO area. Other important freight corridors include MO 13, US 65, US 60, and Kearney Street.

This map shows these two measures of roadway demand: wider green lines represent higher estimated daily traffic volumes, and the gold dashed overlay identifies corridors where commercial vehicles make up more than 15 percent of traffic.

Takeaway: High-volume freight corridors are key locations for monitoring reliability, bottlenecks, safety, pavement and bridge condition, and interchange operations.

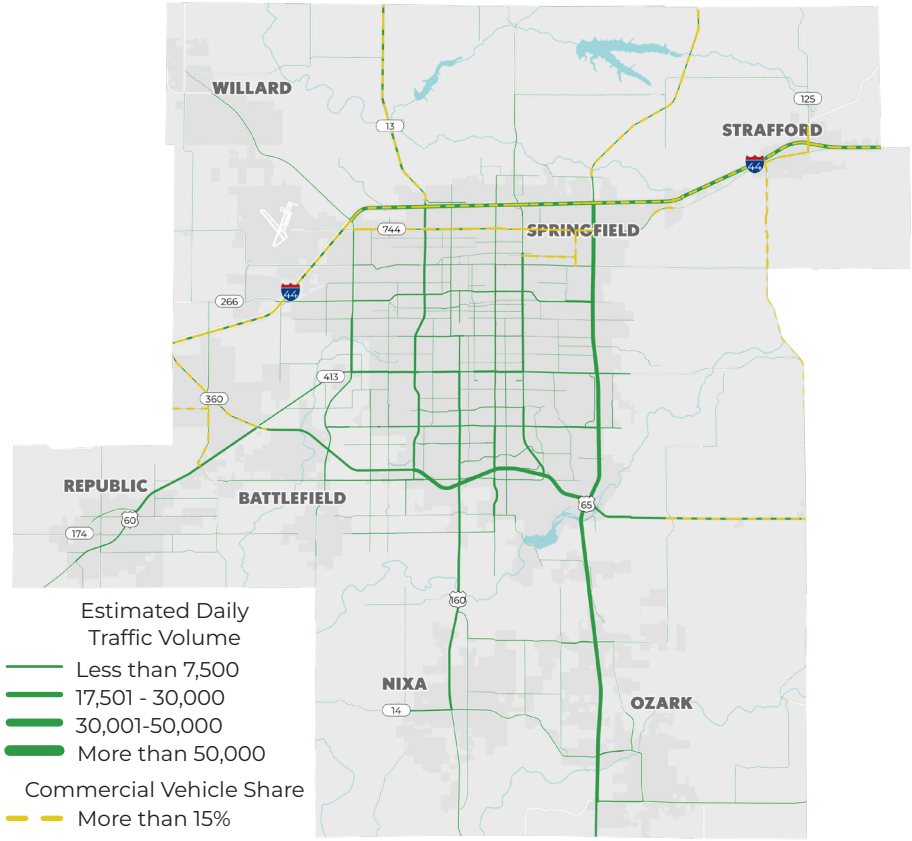


Figure 31. Traffic Volume and Commercial Vehicle Share

Source: OTO, Missouri Department of Transportation

Congestion and Travel Delay

OTO evaluates congestion using speed data, traffic volume, truck activity, and roadway capacity. Travel delay is measured using peak-period speed data compared with posted speed limits. Roadway segments where peak-period speeds are 20 miles per hour or more below the posted speed limit are considered severely delayed. OTO also evaluates current and future volume-to-capacity ratios to identify corridors approaching or exceeding available capacity.

These measures are used in OTO's project prioritization process to help identify projects that address congestion, travel delay, and future growth. The current congestion map shows roadway segments by volume-to-capacity ratio. The travel delay map evaluates both AM and PM peak-period conditions and shows the greater speed reduction observed in either peak period.

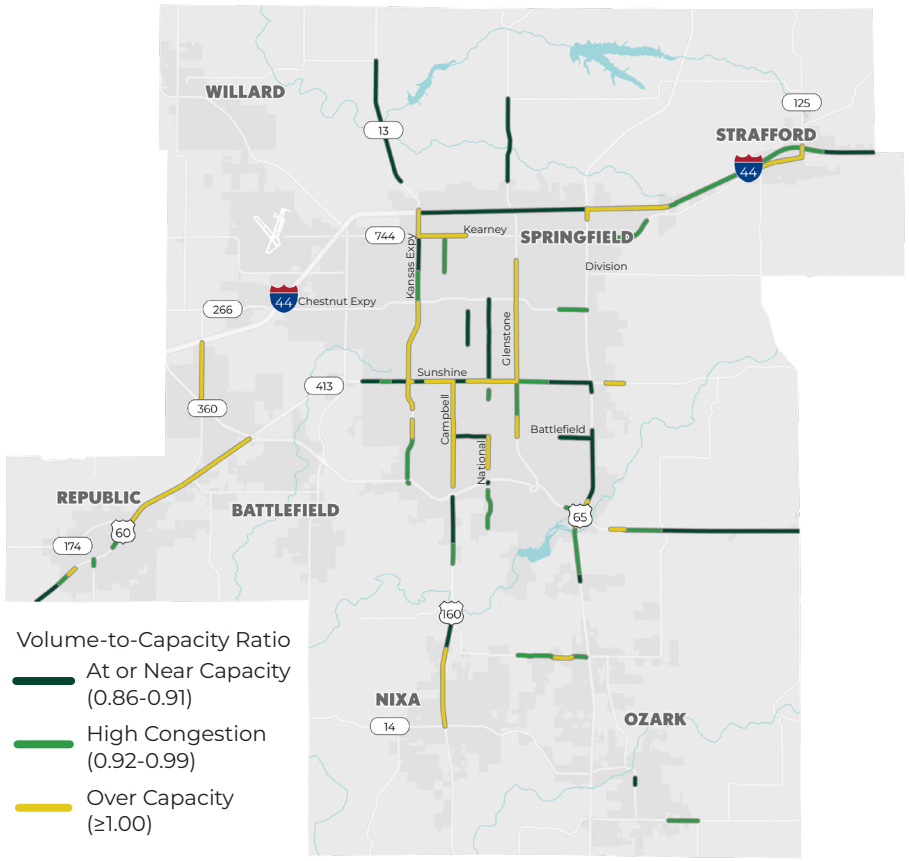


Figure 32. Current Congestion Levels, 2025

Source: OTO, Missouri Department of Transportation

Note: Values are used for project prioritization scoring. To review congestion in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050

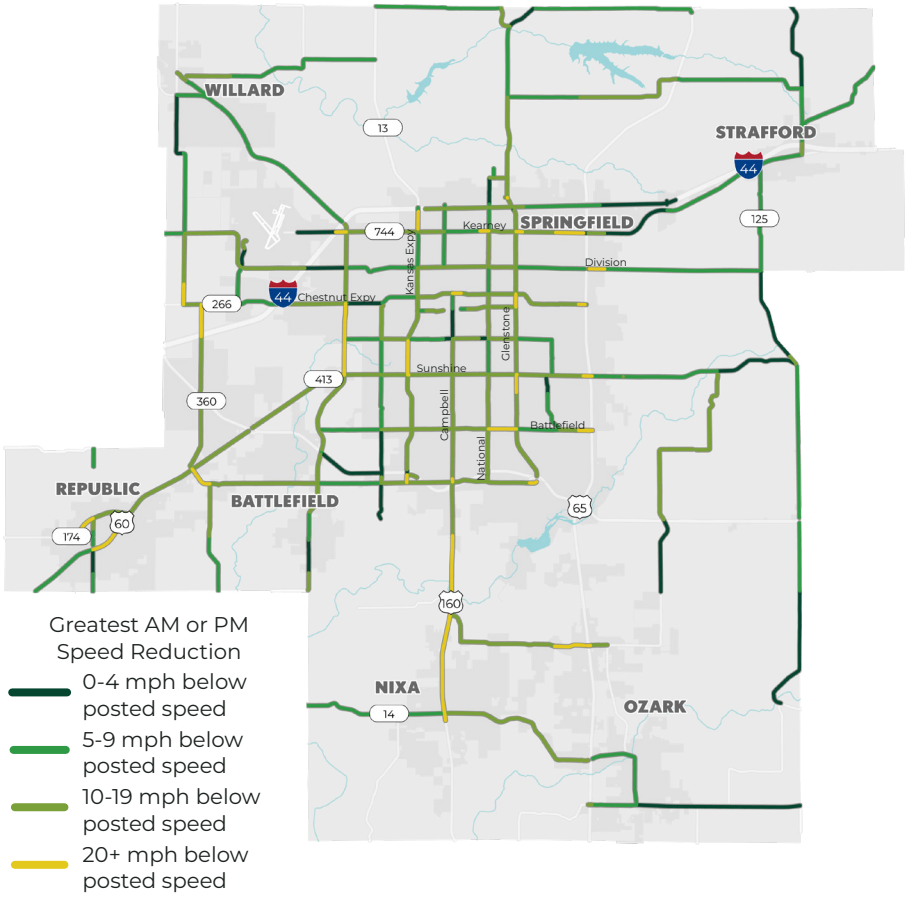


Figure 33. AM and PM Peak-Period Travel Delay, 2025

Source: OTO, Missouri Department of Transportation, HERE/RITIS

In 2025, corridors receiving high priority scores across multiple congestion measures included portions of Glenstone Avenue, Kansas Expressway, Kearney Street, Route CC, US 60 in Republic, and US 160 between Springfield and Nixa.

Congestion Management Process

As a Transportation Management Area, OTO maintains a Congestion Management Process to monitor congestion and identify strategies for improving system performance. The CMP tracks roadway and intersection conditions using measures such as volume-to-capacity ratio, crash frequency, peak travel delay, and intersection level of service. The 2024 CMP update compared current conditions to the previous CMP completed in 2019 and evaluated whether selected congestion management strategies were effective. The report found that intersection level of service improved at more locations than it declined during both the morning and afternoon peak periods, and that roadway operations, signalization, Traffic Management Center resources, geometric improvements, and selected capacity projects contributed to improved conditions in parts of the network.

As the next phase of this work, OTO is updating the CMP from a periodic PDF report to an interactive, map-based web application. The application is intended to provide dashboards, maps, lists, and charts showing congestion measures and trends over the past ten years, along with tools for before-and-after evaluation of congestion mitigation strategies. OTO staff consulted technical experts through the Transportation Management Center to help ensure the application uses meaningful measures of congestion for the OTO study area. This updated format will allow OTO to refresh congestion metrics more regularly, identify emerging congestion and improving conditions, explore alternative performance measures, and better track the results of congestion management strategies. Because the web-based CMP is still being finalized, Next Stop 2050 references it as the next phase of congestion monitoring rather than as a fully adopted replacement for the 2024 CMP report.

Table 17. CMP Monitoring Summary, 2019-2024

Source: OTO, Missouri Department of Transportation, HERE/RITIS

CMP Measure	Key 2024 Finding
Volume-to-Capacity Ratio	Several corridors remained at or above capacity, some moved above capacity, and others moved below capacity between 2019 and 2024. The CMP notes that added lanes and capacity projects lowered volume-to-capacity ratios on some roads that were considered over capacity in 2019, including examples on US 160, Highway 14, US 65, and James River Freeway.
Crash Frequency	Intersection crash frequency improved relative to MPO averages. In 2024, 18% of signalized intersections had an above-average number of crashes, compared with 25% in 2019. The report also notes that crashes increased at 134 intersections, decreased at 93, and showed no change at 13.
Peak Travel Delay	Severe peak-period delay declined between 2019 and 2024. The share of roadways congested during the AM peak declined from 7.0% to 3.5%, while the PM peak declined from 16.8% to 7.8%.
Intersection Level of Service	More intersections improved than declined during both peak periods. From 2019 to 2024, 32 intersections improved and 21 declined during the AM peak; 33 improved and 16 declined during the PM peak.

Travel Demand Model and No-Build Scenario

OTO maintains a regional travel demand model to evaluate existing and future transportation conditions. The model is updated at five-year intervals to support the long-range planning process and includes baseline conditions, existing-plus-committed projects, and future no-build scenarios. The 2024 baseline model was validated against MoDOT traffic counts from more than 400 locations throughout the network.

The model incorporates updated socioeconomic data, recently completed roadway projects, committed projects included in the TIP and STIP, and projected 2050 population, housing, and employment growth. These inputs help OTO evaluate how future growth may affect the transportation network.

The geographic distribution of growth is an important component of the model. Household and employment projections are assigned by traffic analysis zone (TAZ), reflecting anticipated changes in where trips originate and where destinations are concentrated. Together with travel times and roadway characteristics, these assumptions influence how trips are distributed across the network and affect projected traffic volumes. Figures 35 and 36 illustrate the geographic distribution of projected housing and employment growth between 2024 and 2050. Additional information on model inputs, assumptions, validation, and scenarios is provided in Appendix G, the 2024 Travel Demand Model Summary Report.

The 2050 no-build scenario provides a baseline for evaluating future transportation needs. It shows how the transportation system is expected to perform if projected growth occurs and only existing and committed transportation projects are completed. This allows OTO to compare future needs against planned investments and identify where additional projects, operational strategies, or multimodal improvements may be needed. See Section 2.02, Model Results, for a comparison of the two scenarios.

Table 18. Travel Demand Model Socioeconomic Inputs, 2024 and 2050
Source: OTO Travel Demand Model

Measure	2024	2050	Change	Percent Change
Population	396,407	501,383	104,976	26%
Employment	201,260	270,382	69,122	34%
Single-Family Residential Units	128,357	161,152	32,795	26%
Multifamily Residential Units	46,177	58,249	12,072	26%
Group Quarters Population	10,273	14,780	4,507	44%
Hotel Rooms	6,822	7,844	1,022	15%

Modeling Future Growth

The travel demand model does not predict exactly what will happen on each roadway. Instead, it provides a consistent way to test how projected housing and employment growth may affect travel patterns and roadway performance if only existing and committed projects are completed.

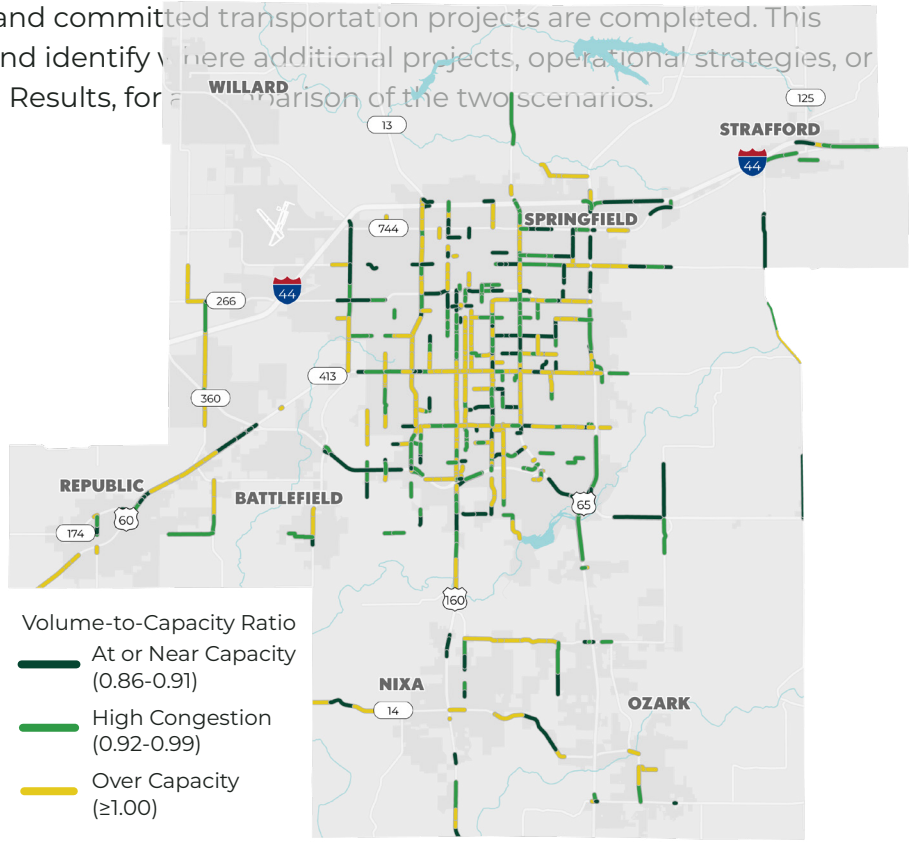


Figure 34. Projected Congestion Levels, 2050
Source: OTO Travel Demand Model
Note: Map shows projected volume-to-capacity ratios for the existing-plus-committed projects scenario. To review future congestion levels in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050

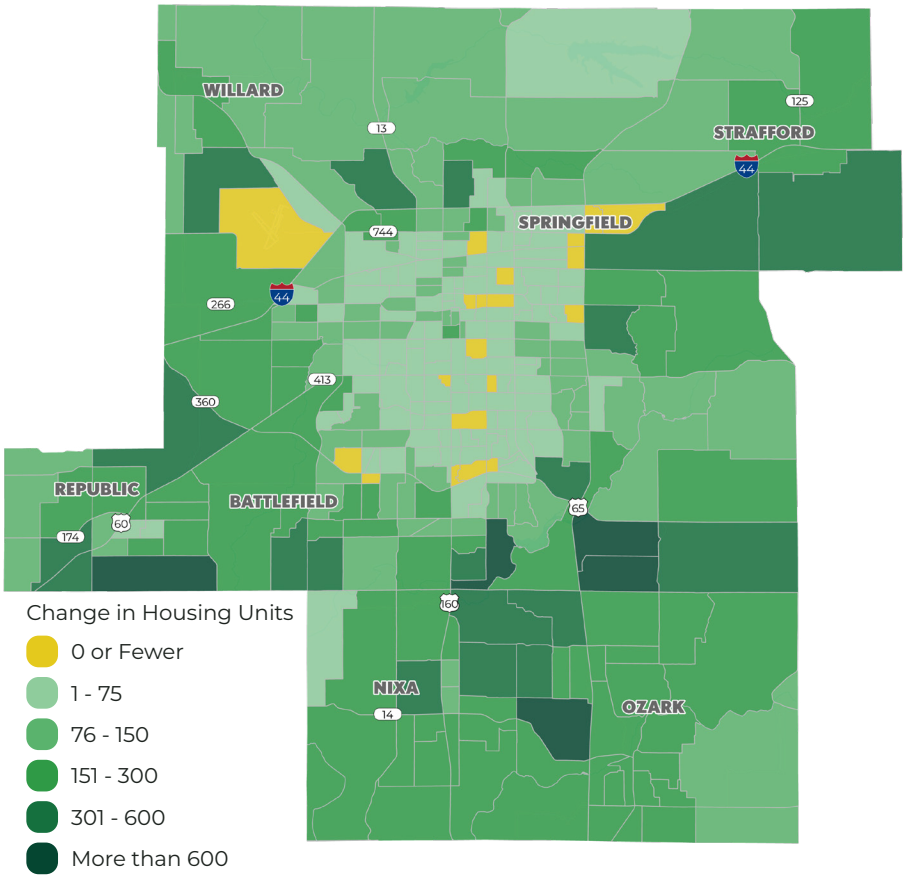


Figure 35. Projected Change in Housing Units, 2024-2050
Source: OTO Travel Demand Model

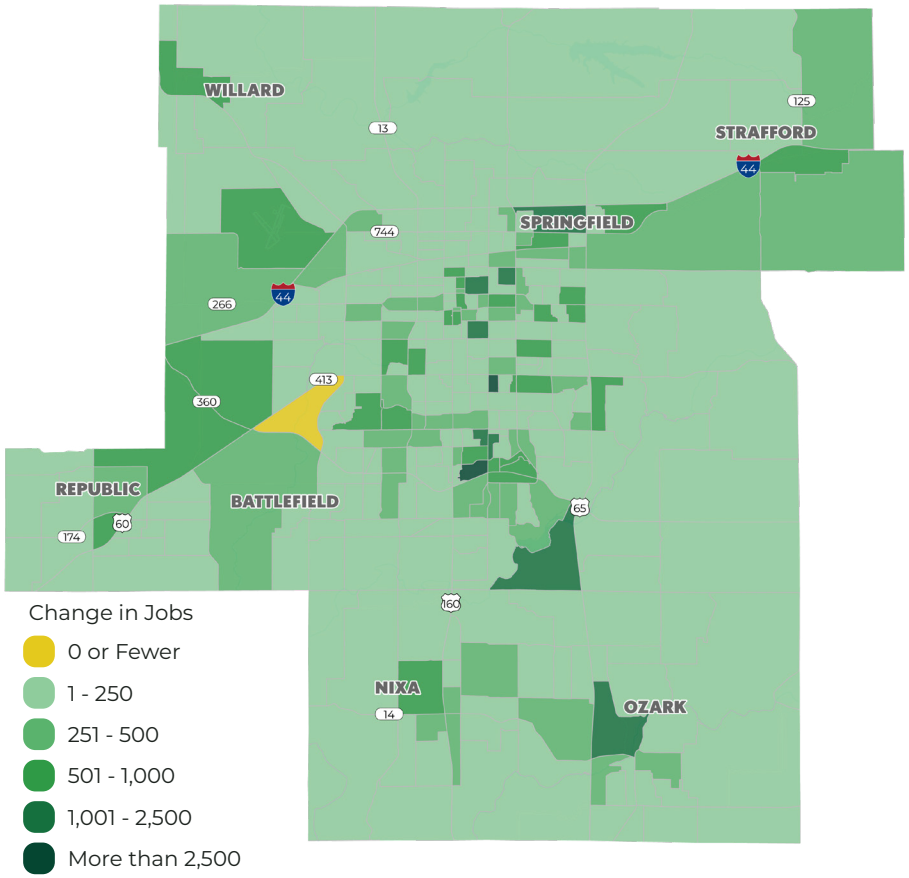


Figure 36. Projected Change in Employment by TAZ, 2024-2050
Source: OTO Travel Demand Model
Note: Employment change is based on aggregated employment categories used in the regional travel demand model.

1.03 Community Context



PART 1 · THE STARTING POINT
1.01 Existing Conditions
1.02 System Performance
1.03 Community Context
1.04 Public Engagement

PART 2 · THE PATH FORWARD
2.01 Goals and Policies
2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD
3.01 Action Plan

DRAFT

Community Context

Transportation needs are shaped by where people live, how communities are growing, and the characteristics of the households that make up the region. This chapter looks at population and household patterns, growth, family characteristics, income, housing, and other demographic factors that help provide context for transportation planning. These measures are most useful when considered together, since no single demographic indicator tells the full story of a place.

The region has continued to grow, but that growth has not occurred evenly. Population density and long-term population change show different aspects of that pattern. Some established, higher-density areas have lost population since 2010, but remain among the region's most densely populated places, while some of the fastest-growing areas remain comparatively low-density.

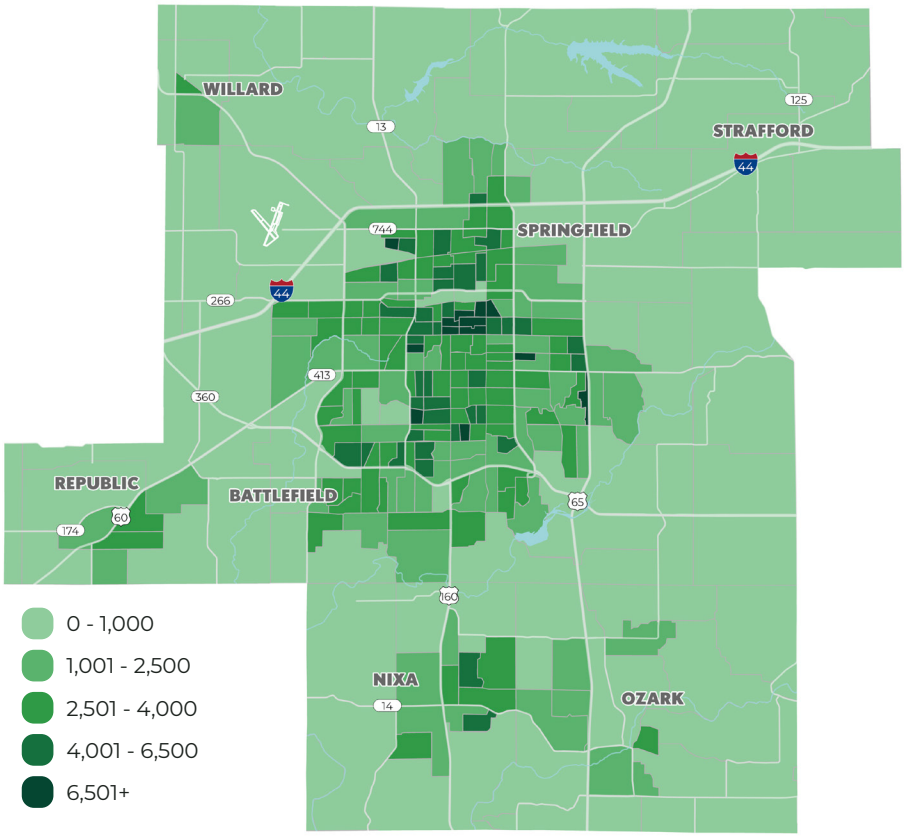


Figure 37. 2026 Population Density (Persons per Square Mile)
Source: Esri 2026 Updated Demographics

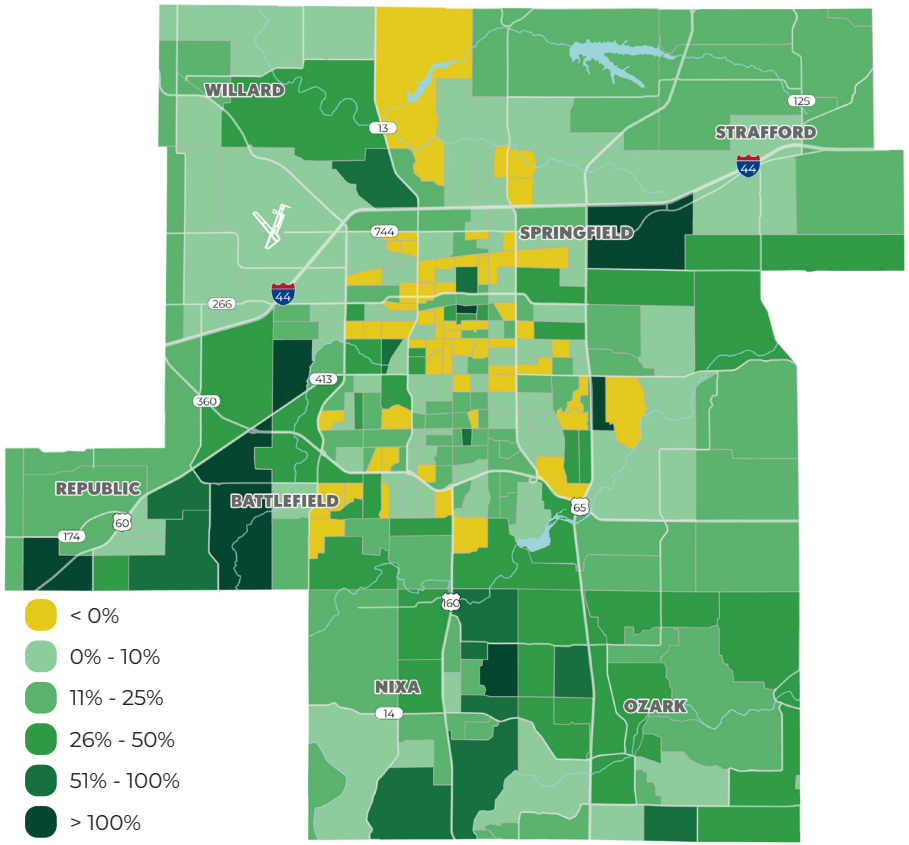


Figure 38. Percent Population Change, 2010-2026
Source: Esri, US Census Bureau

Family and Household Characteristics

Household composition also varies across the region and influences transportation needs. Areas with greater concentrations of families with children may have different travel patterns and needs related to schools, childcare, recreation, and access to daily destinations. Older adults may have different mobility needs, including access to healthcare, as well as essential services and transportation options that support continued independence. The maps also show that these groups are distributed differently across the region, reinforcing the need to consider more than one measure when understanding community transportation needs.

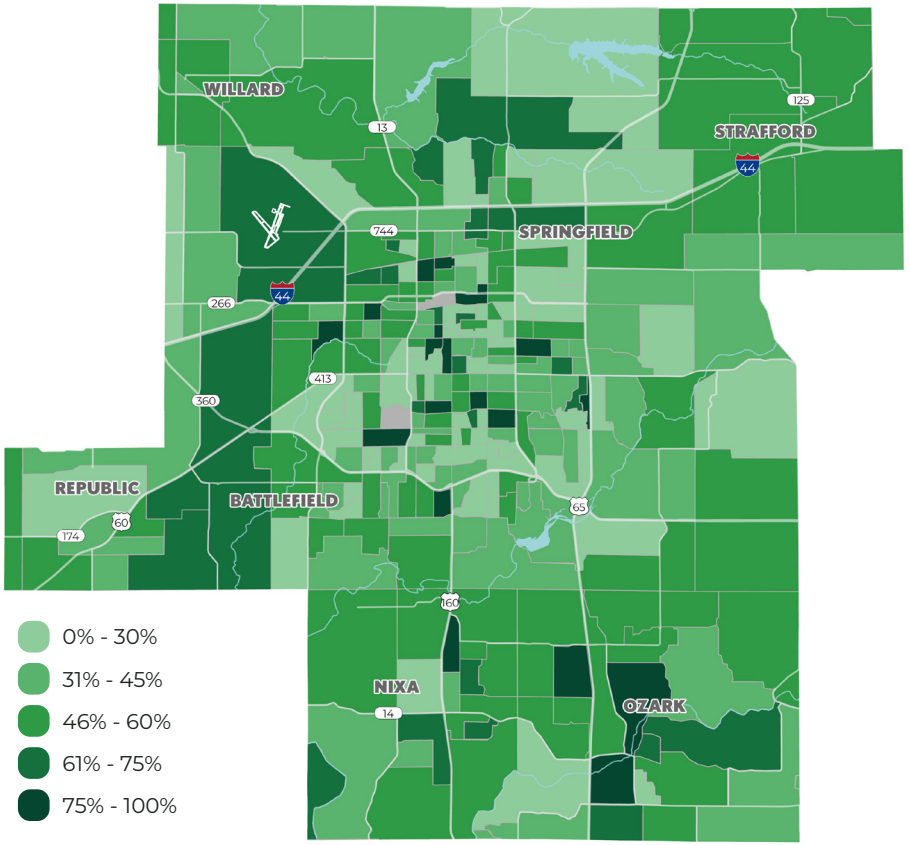


Figure 39. Percent of Family Households with Children Under 18

Source: US Census Bureau, 2020–2024 American Community Survey 5-Year Estimates

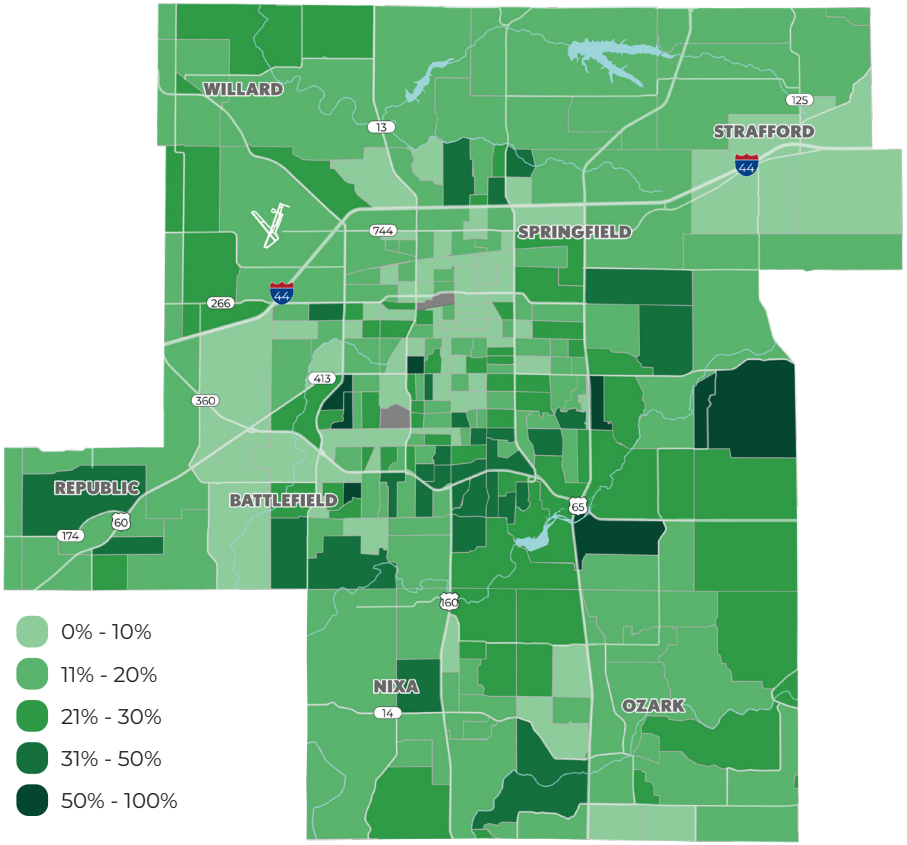


Figure 40. Percent Population Aged 65 and Older

Source: US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates

Income and Socioeconomic Characteristics

Income and other socioeconomic characteristics vary across the region and can influence transportation needs, travel choices, and access to opportunities. Measures such as poverty, college enrollment, housing tenure, and residential turnover provide different perspectives on the communities represented in Census data. Considered together, these indicators can provide a more complete picture than any single measure alone.

Higher poverty rates in parts of central Springfield overlap with areas of greater college enrollment and higher renter concentrations. College students living off campus may contribute to lower measured household incomes in some areas, while renter-heavy neighborhoods may also reflect a broader mix of households with different transportation resources and needs. These patterns do

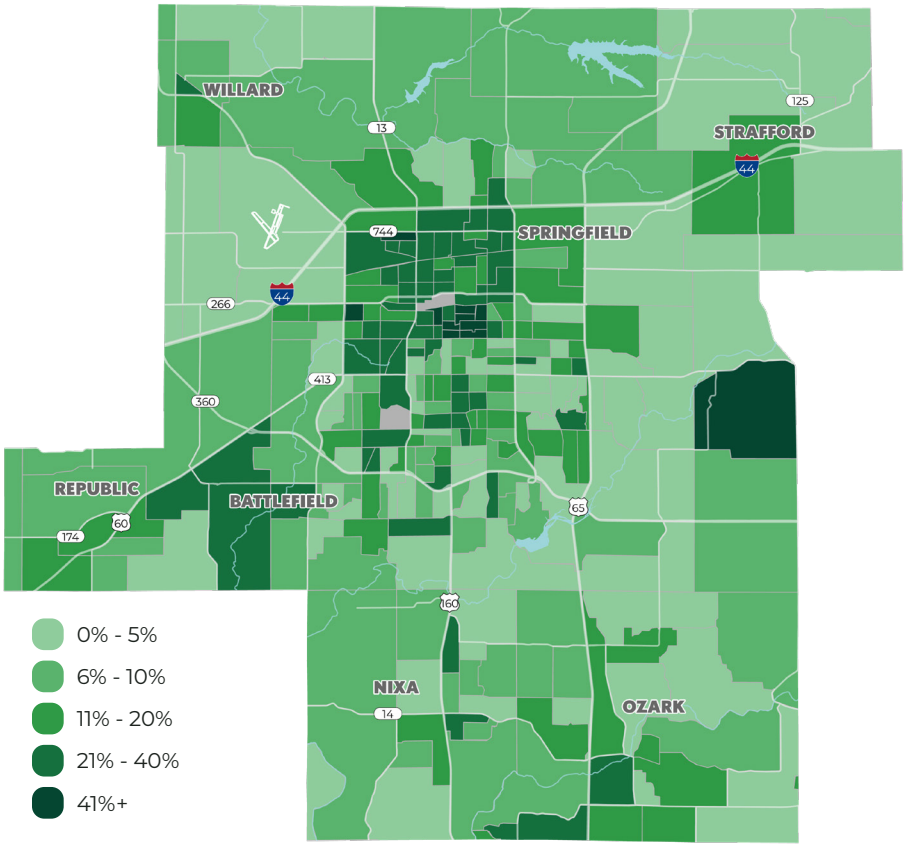


Figure 41. Percent Households Below Poverty Level
Source: US Census Bureau, 2020–2024 American Community Survey 5-Year Estimates

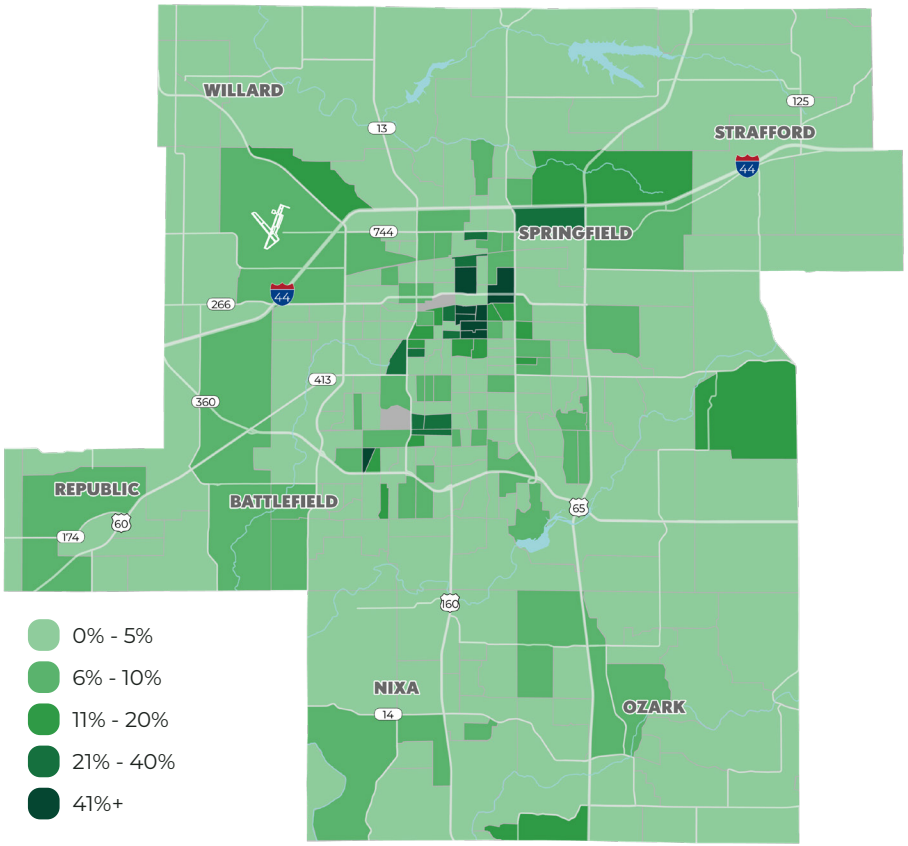


Figure 42. Percent Age 3+ Enrolled in College
Source: US Census Bureau, 2020–2024 American Community Survey 5-Year Estimates

not explain all areas of poverty, but they provide useful context for understanding why a single socioeconomic measure may not fully describe a neighborhood.

Housing tenure and vehicle availability can also influence transportation choices and access. Areas with higher renter concentrations and higher shares of zero-vehicle households may have different transportation needs and may place greater importance on proximity to transit, walking, bicycling, and other transportation options. Zero-vehicle households are concentrated in parts of central Springfield, but also occur elsewhere in the region, reinforcing that transportation access needs are not limited to a single type of community.

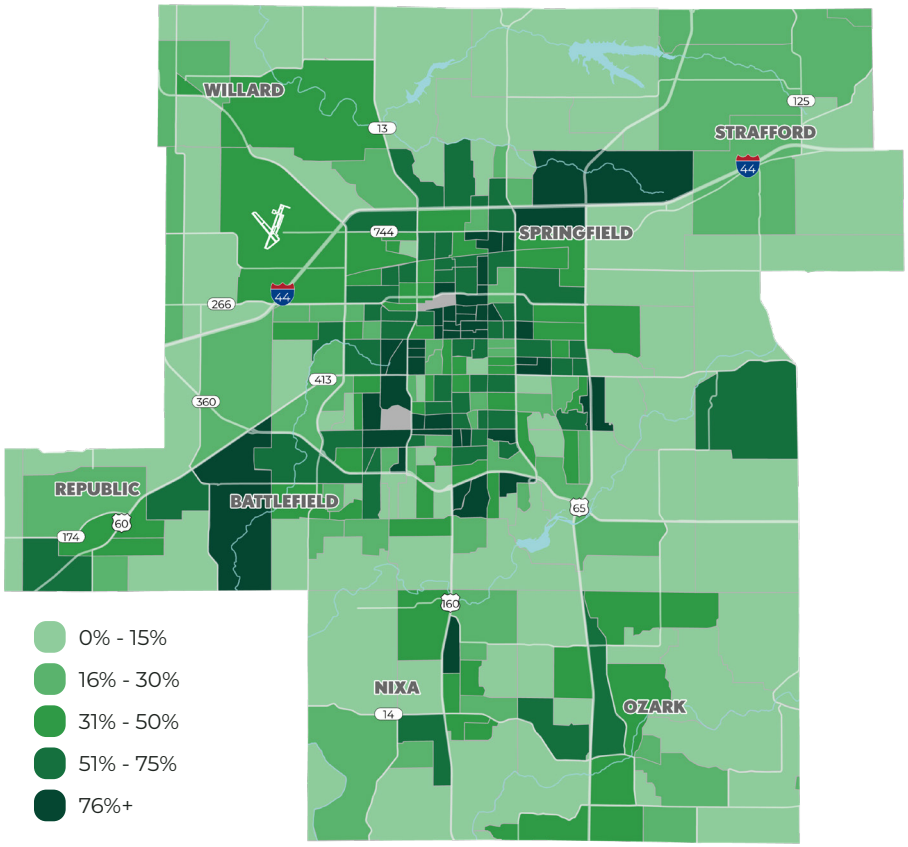


Figure 43. Percent Renter-Occupied Households
Source: US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates

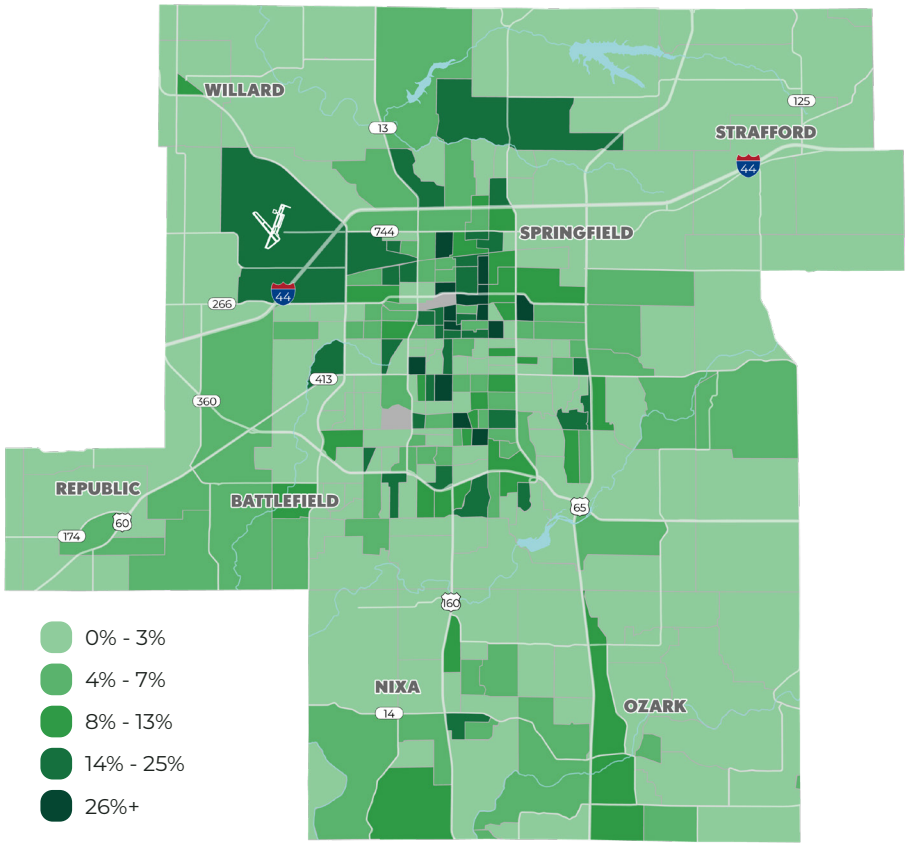


Figure 44. Percent of Households with No Vehicles Available
Source: US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates

Transportation Access and Travel Choices

Travel choices are shaped by where people live, where jobs and services are located, whether households have access to a vehicle, and whether practical alternatives to driving are available. Across the OTO area, driving alone remains the most common commute mode, but carpooling, working from home, walking, transit, and other modes also play important roles for different households and communities.

Commute mode data should be interpreted alongside the socioeconomic and household characteristics shown in this chapter. Areas with higher concentrations of students, renters, older adults, lower-income households, or zero-vehicle households may have different transportation needs than areas where most households have consistent access to a personal vehicle. These differences can affect the importance of sidewalk connections, transit access, safe crossings, bicycle and trail connections, and reliable roadway access to jobs and services. Because the data are based on Census "Journey to Work" questions, they reflect how employed residents usually traveled to work and do not represent all daily travel, school trips, errands, household trips, or travel by people who are not working.

The commute mode maps show that alternatives to driving alone are not distributed evenly across the region. Public transportation commuting is concentrated in a limited number of block groups, primarily in central Springfield and areas served by fixed-route transit. Walking and bicycling to work also show stronger concentrations in central Springfield, where shorter trip distances, street connectivity, and proximity to jobs and services may make active transportation more practical. Working from

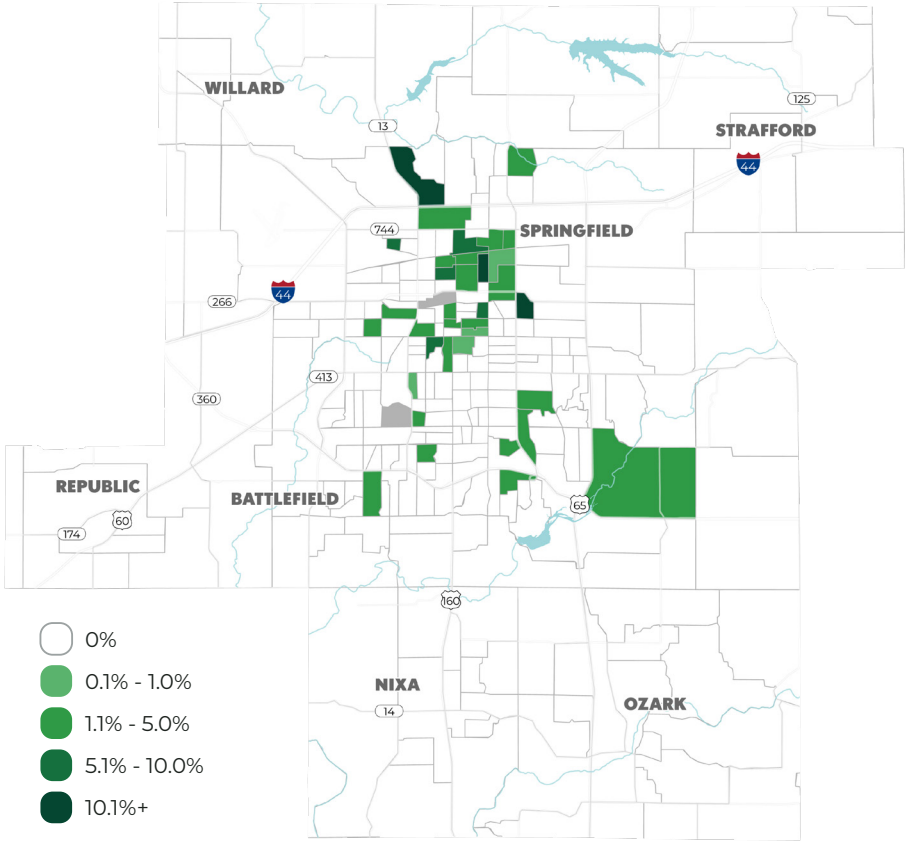


Figure 45. Percent of Workers Who Took Public Transportation to Work

Source: US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates

home shows a broader regional pattern, reflecting a different type of travel choice that can reduce commute trips, but does not eliminate the need for access to daily destinations.

These patterns help OTO evaluate transportation needs beyond traffic volumes alone. Understanding how people travel, and where transportation options may be limited, supports planning for a regional transportation system that connects residents to daily destinations and responds to the different needs of communities throughout the OTO area.

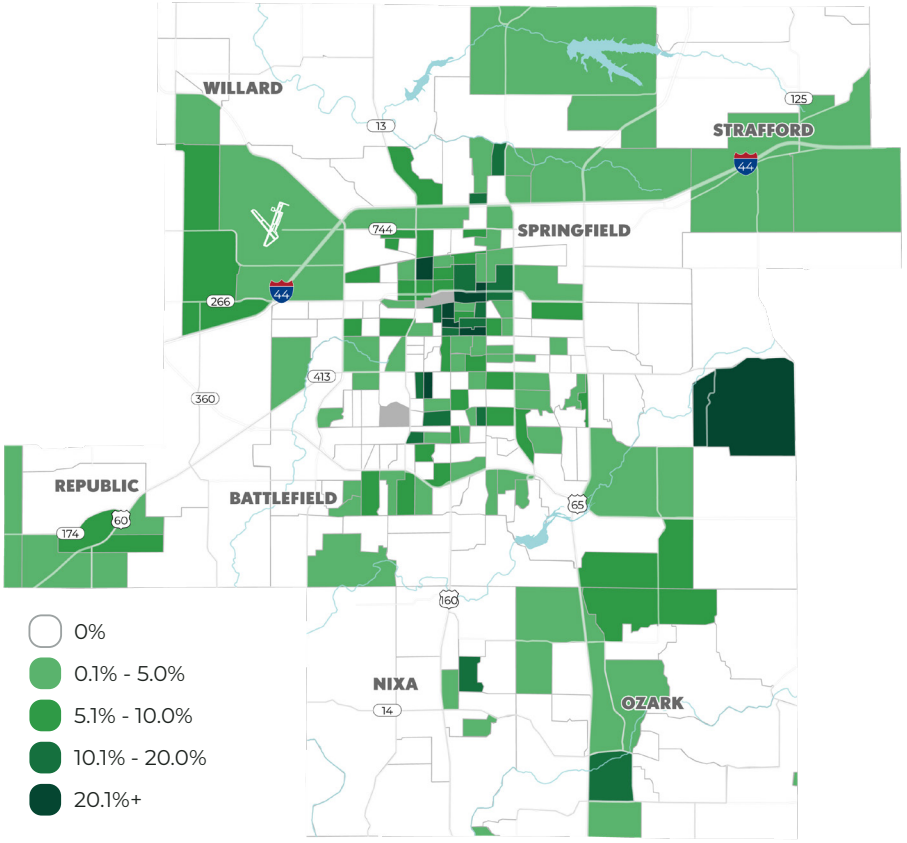


Figure 46. Percent of Workers Who Walked or Bicycled to Work
Source: US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates

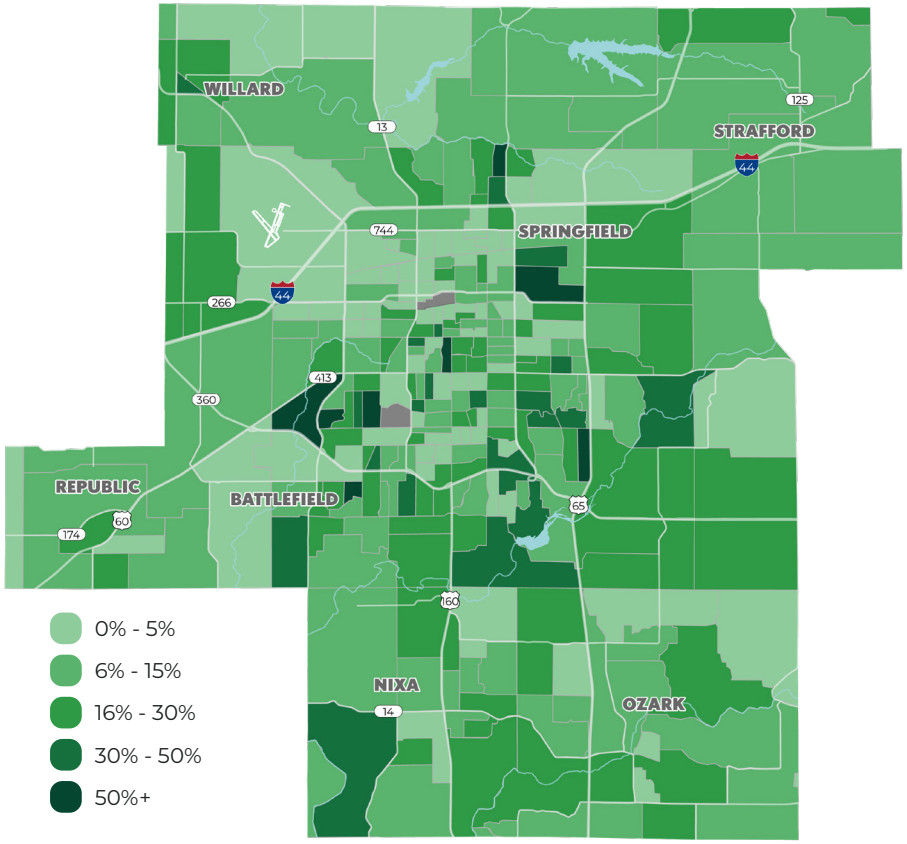


Figure 47. Percent of Workers Who Worked from Home
Source: US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates

Planning Implications

Community characteristics vary across the OTO area, and no single measure fully describes transportation needs. Areas with higher concentrations of families with children, older adults, renters, students, lower-income households, or zero-vehicle households may experience transportation challenges in different ways. These patterns provide context for evaluating access to transit, walking and bicycling connections, safety needs, roadway connectivity, and the location of future transportation investments.

The maps in this chapter are not intended to rank communities or identify a single type of need. Instead, they help show where different household, demographic, and travel-choice patterns overlap. This context supports a more complete understanding of the people and places served by the regional transportation system.

1.04 Public Engagement



PART 1 · THE STARTING POINT
1.01 Existing Conditions
1.02 System Performance
1.03 Community Context
1.04 Public Engagement

PART 2 · THE PATH FORWARD
2.01 Goals and Policies
2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD
3.01 Action Plan

DRAFT

Public Engagement

Public engagement for the Long Range Transportation Plan was designed to provide multiple ways for people to participate. Rather than requiring everyone to complete the same activity, participants could choose the type and level of engagement that worked best for them. Opportunities included a detailed public survey, open-ended questions at engagement events, interactive mapping activities, and coordination with member jurisdiction staff and transportation partners. Additional information on community outreach activities, stakeholder and agency consultation, committee involvement, and ongoing public participation is provided in Appendix H, Public Engagement and Consultation.

Open-Ended Questions

Many participants chose to respond to three broad questions:

- What are the region's transportation strengths?
- What are the region's transportation needs?
- What will transportation look like in 2050?

These questions allowed participants to identify issues and ideas in their own words without selecting from a predetermined list. Together, the three prompts generated 635 individual responses. The open ended exercises complement the public survey. While the survey provides structured information that can be compared across respondents, the open ended responses help identify recurring themes, specific concerns, and ideas that may not have been anticipated when the survey was developed.

What are the region's transportation strengths?

Participants identified a mix of infrastructure, connectivity, planning, and regional cooperation as existing transportation strengths.

The region's roadway and highway system was one of the most common themes. Responses referenced major highways, roadway capacity, recent widening projects, roundabouts, road conditions, and the ability to travel throughout the metropolitan area. Specific improvements such as Highway 65 widening and other completed roadway projects were frequently cited positively.

Trails and active transportation facilities were another recurring strength. Participants frequently mentioned trails, walking trails, bicycle facilities, and particularly the continued development of the regional trail network. The Chadwick Flyer Trail was identified several times by name.

Other responses focused less on individual facilities and more on the way the region plans and works together. Participants identified:

- regional connectivity,
- planning,
- coordination,
- collaboration,
- partnerships,
- public engagement, and
- the work of transportation agencies.

These responses suggest some participants value not only existing infrastructure, but also the regional relationships and planning processes used to improve it.

Overall, participants described a transportation system with a strong roadway foundation, growing trail and multimodal connections, and established regional partnerships. At the same

time, many of these strengths also appeared in discussions about future needs, suggesting that participants generally want successful elements of the existing system to continue expanding and improving.

What are the region's transportation needs?

The transportation needs question generated the most responses of the three open ended prompts, ranging from broad regional concepts to very specific intersections and roadway segments.

One of the most prominent themes was public and regional transportation. Participants requested more transit service, bus connections between Springfield and surrounding communities, transportation for older adults and people with disabilities, regional connections between communities, and alternatives such as passenger rail, streetcars, or other forms of mass transit. Some responses focused on transit within the region, while others described longer-term concepts such as Amtrak connections to Kansas City or St. Louis.

Another major theme was walking, bicycling, and trail connectivity. Participants frequently requested additional sidewalks, better pedestrian connections, bicycle accommodations, trail extensions, safer crossings, and connections between neighborhoods and destinations. Sidewalk needs appeared repeatedly, including both requests for new sidewalks and improvements to existing facilities.

Participants also identified numerous roadway, intersection, and traffic operation needs. Responses included roadway widening, turn lanes, signals, roundabouts, pothole repair, pavement maintenance, additional connections, access management, and improvements at specific intersections. Some comments focused on congestion or capacity, while others described relatively small operational changes that participants believed would improve travel or safety.

Connectivity and redundancy appeared across modes. Participants wanted additional ways to travel between communities, better connections within growing areas, and alternatives to relying on a limited number of major corridors.

Safety concerns were part of many responses, including intersection visibility, speeding, driver behavior, pedestrian safety, school bus safety, and safer accommodations for people walking or bicycling.

The responses demonstrate that participants do not view the region's transportation needs as a single-mode issue. Roadway improvements remain important, but participants also identified significant demand for transit, sidewalks, trails, bicycle facilities, safety improvements, and better connections between communities.

What will transportation look like in 2050?

The 2050 question encouraged participants to think beyond immediate transportation problems and imagine how people might travel in the future. Ideas ranged from likely technological changes to deliberately imaginative concepts.

Automation was a prominent theme. Participants frequently envisioned self-driving, autonomous, automated, or AI-assisted vehicles, suggesting an expectation that technology will play a larger role in transportation by 2050.

Participants also expected continued changes in vehicle technology, including electric vehicles, charging infrastructure, and alternatives to gasoline-powered vehicles.

Many responses envisioned a transportation system with more choices. Transit, rail, buses, walking, bicycling, and multimodal transportation appeared throughout the responses. Some participants envisioned greater regional transit connections,

while others anticipated changes that would reduce reliance on personal vehicles.

At the same time, more responses reflected concern that current trends could intensify. Participants imagined more vehicles, greater congestion, busier roads, and continued regional growth, reinforcing the need to plan now for future demand.



The exercise also invited creativity. Flying cars, drones, hovercraft, teleportation, monorails, gondolas, jet packs, and other futuristic technologies appeared frequently. While these responses should not be interpreted as literal transportation recommendations, they illustrate that participants understood the question as an opportunity to think beyond today's transportation system.

Importantly, the responses did not converge on one vision of 2050. Some participants anticipated transformative technological change, while others expected transportation to remain largely recognizable. Collectively, the responses suggest that the regional transportation plan should remain adaptable to new technologies, changing travel behavior, additional transportation choices, and continued growth.

Public Survey

The open ended activities were complemented by a more structured public survey. A total of 127 responses were received. Because respondents could skip individual questions, the number of responses varies somewhat by question.

The survey explored how respondents believe transportation investment should change over time, which transportation needs should receive priority, potential approaches to transportation funding, confidence in current investment decisions, and specific transportation improvements they would like to see considered.

The combination of open-ended engagement and structured survey questions provided two different forms of information. The open-ended exercises allowed issues to emerge organically, while the survey asked participants to consider specific choices and tradeoffs.

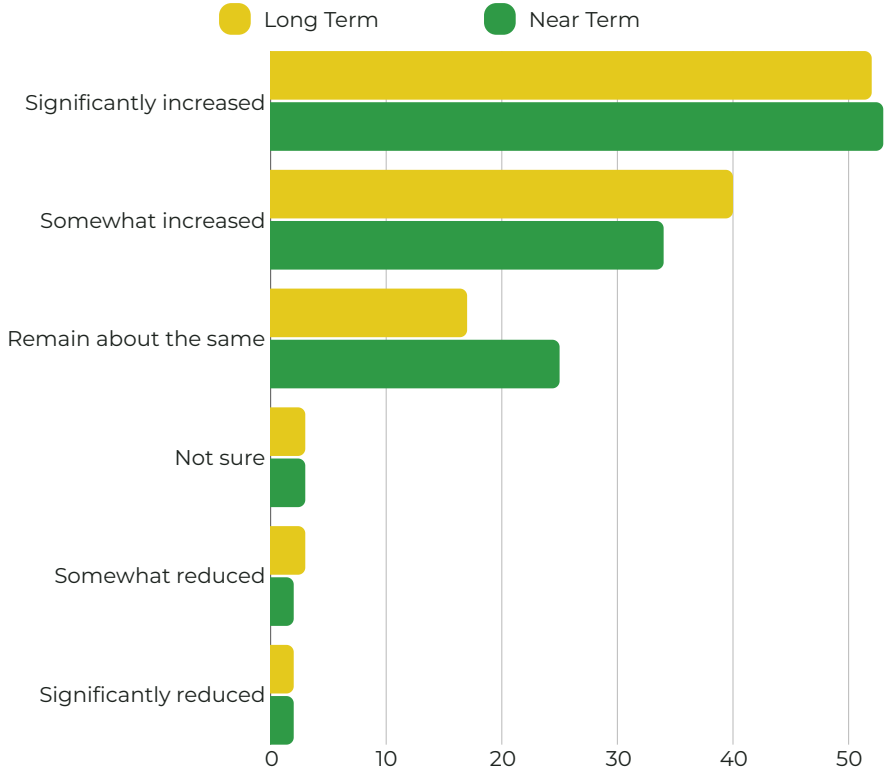


Figure 48. Future Investment Levels
Source: OTO Transportation Investment Survey

Expectations for Future Transportation Investment

Survey respondents generally indicated that transportation investment will need to increase over time. In the near term, covering approximately the next 5 to 10 years, 73 percent of respondents indicated that transportation investment should increase, including 45 percent who selected "significantly increased." About 21 percent felt investment should remain about the same, while very few respondents supported a reduction.

Support for increased investment was even stronger when respondents considered the longer-term, 10- to 25-year planning horizon. Nearly 79 percent indicated that investment should increase, including 44 percent who supported a significant increase. Only about 15 percent felt long-term investment should remain at current levels.

Together, these responses indicate a broad recognition that maintaining and improving the region's transportation system will likely require greater investment as the region grows and transportation needs change.

How Transportation Investments Should be Prioritized

Respondents were asked to rank seven transportation investment categories if available funding is limited. Maintaining existing roads and bridges ranked highest overall, followed closely by safety improvements and adding capacity or improving travel.

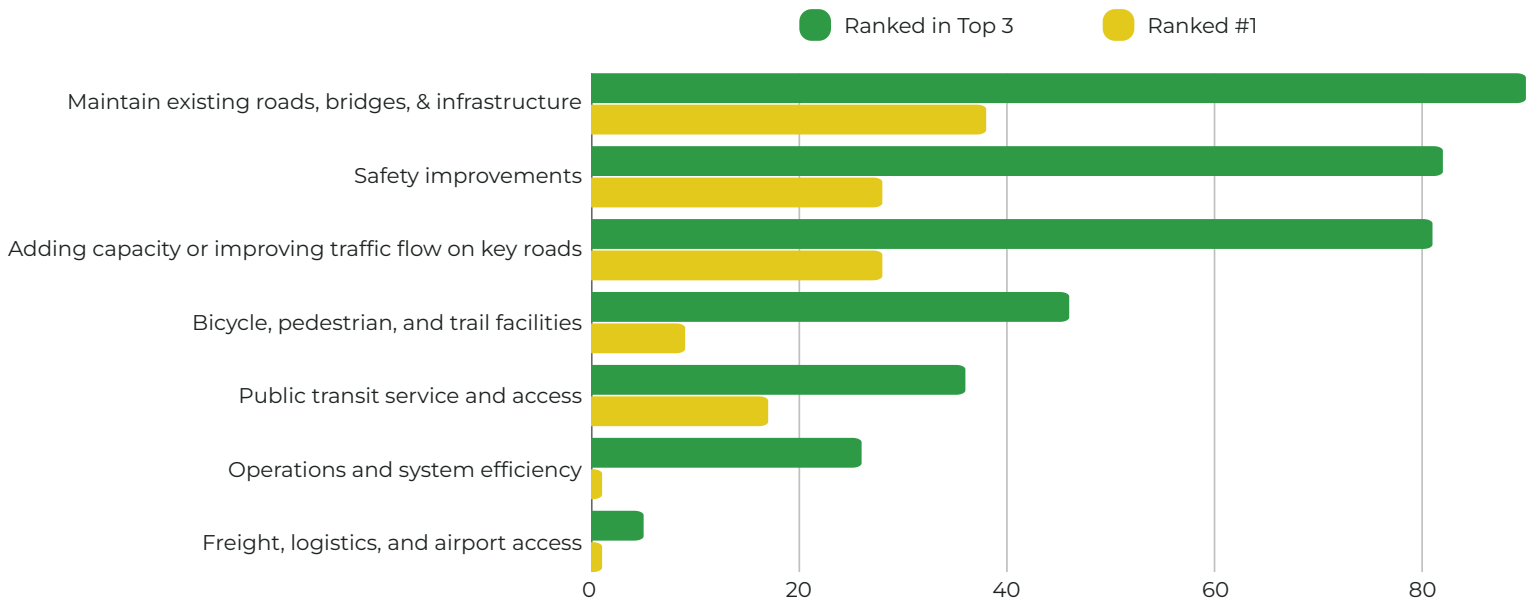


Figure 49. Prioritizing Transportation Investments
Source: OTO Transportation Investment Survey

Maintenance was ranked first by 38 respondents and appeared among the top three priorities for 90 of 122 people who completed the ranking. Safety and capacity were ranked first by 28 respondents and were also frequently placed among the respondents' top three choices.

Middle rankings included: bicycle, pedestrian, and trail facilities; operations and system efficiency; and public transit, however each was identified as a high priority by a portion of respondents. Freight, logistics, and airport access ranked lowest overall when respondents were asked to make tradeoffs among the seven categories.

The ranking results reinforce themes from the open-ended engagement. Participants repeatedly identified the existing roadway system as both a regional strength and something that requires continued maintenance, while safety, roadway improvements, and multimodal transportation also appeared frequently among identified needs.

When respondents were subsequently asked to choose just one primary focus, no single option received a majority. The largest share, 36 percent, selected expanding capacity in growing areas. Improving safety and reducing serious crashes was selected by 22 percent, while approximately 21 percent each preferred maintaining the existing system or balancing transportation needs even if progress occurred more gradually.

The distribution illustrates the tradeoffs inherent in long range transportation planning. Respondents identified several important priorities rather than one universally preferred approach.

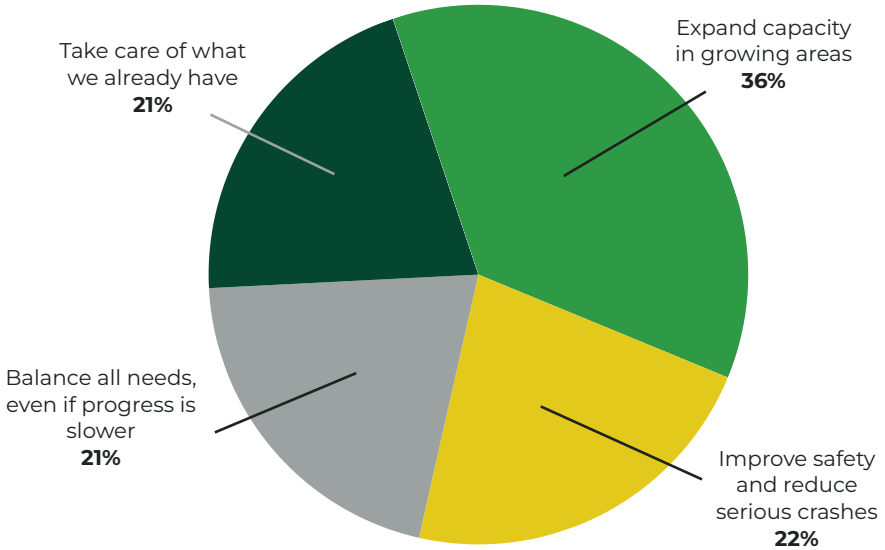


Figure 50. Primary Focus Area
Source: OTO Transportation Investment Survey

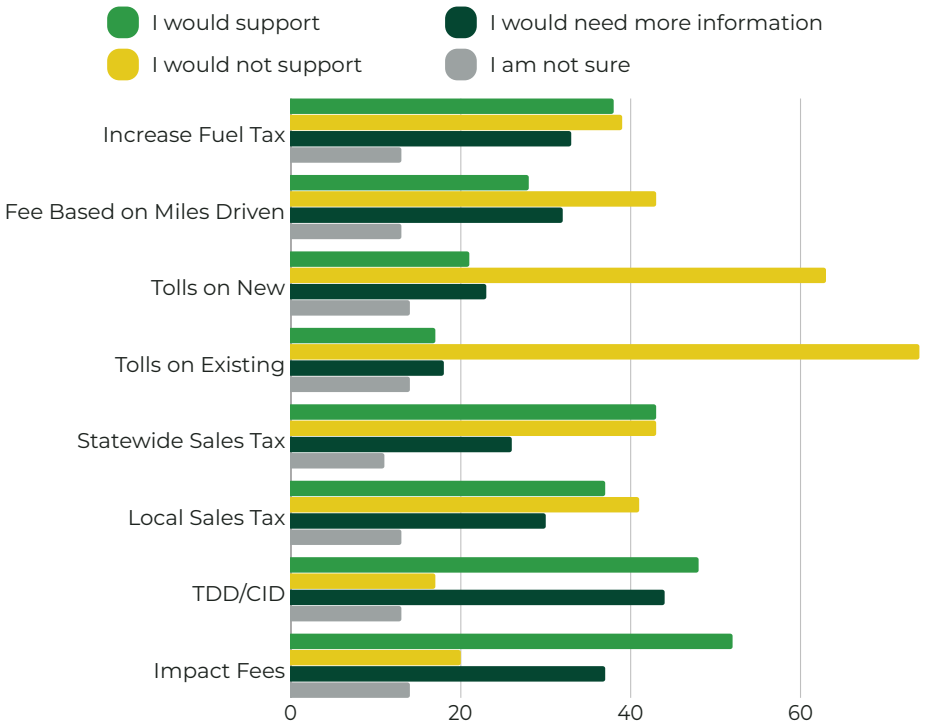


Figure 51. Levels of Support for Transportation Funding Methods
Source: OTO Transportation Investment Survey

Additional Transportation Funding

Respondents were asked both whether additional transportation investment is needed and how potential additional revenue should be raised and spent. While the survey showed substantial support for increasing transportation investment, opinions about individual funding mechanisms were considerably more divided.

No funding source received majority support. The greatest support was for development impact fees on new development, supported by 42 percent of respondents, followed by Transportation Development Districts or Community Improvement Districts, at 39 percent. A statewide sales tax received support from 35 percent, while approximately 31 percent supported either an increased fuel tax or a local sales tax.

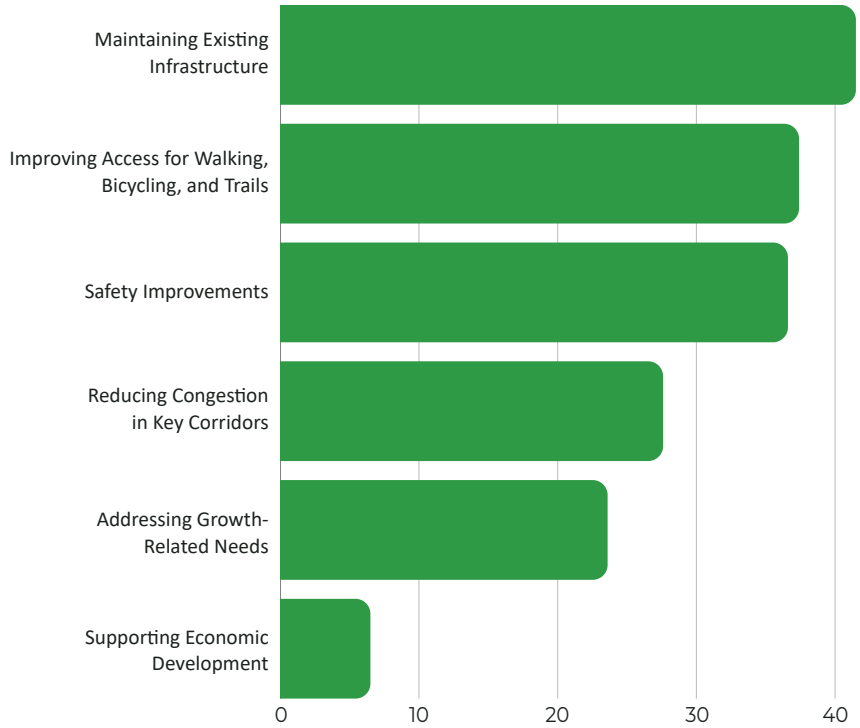


Figure 52. How Should Additional Funding Be Used First
Source: OTO Transportation Investments Survey

Support was lower for a mileage-based fee and particularly for tolling. About 24 percent supported a fee based on miles driven, 17 percent supported tolls on new roads or bridges, and only 14 percent supported tolls on existing facilities.

An important finding is the number of respondents who selected, "I would need more information." This was especially common for Transportation Development/Community Improvement Districts and development impact fees. The responses therefore suggest that some funding approaches may be unfamiliar to the public rather than clearly supported or opposed.

Respondents were also asked what additional transportation funding should be used for first. Because participants could identify more than one priority, these percentages do not total 100 percent. Maintaining existing infrastructure was selected most often, by 42 percent of respondents, followed by improving access for walking and bicycling at 37 percent, as well as safety improvements at 37 percent. Reducing congestion was identified by 28 percent, while 24 percent selected growth-related needs.

These findings correspond closely with the open-ended exercise. Sidewalks, trails, bicycle facilities, roadway maintenance, safety improvements, congestion, and growth-related roadway needs all emerged independently when participants were asked what the region needs.

Confidence in Transportation Investment Decisions

Respondents expressed mixed, but generally moderate, confidence in how transportation dollars are currently spent in the region. Just over half of respondents at 51 percent reported being somewhat or very confident, including 44 percent who were somewhat confident. Approximately 38 percent were either not very confident or not at all confident, while 11 percent were unsure.

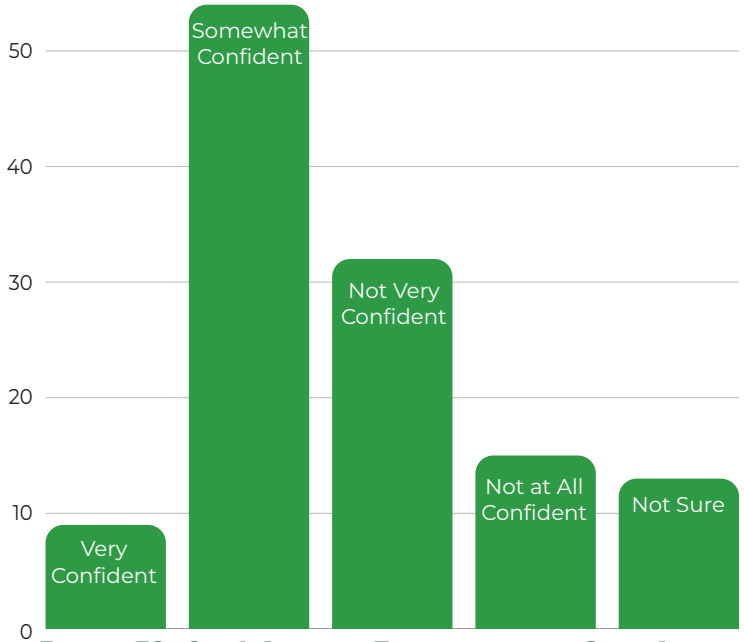


Figure 53. Confidence in Transportation Spending
Source: OTO Transportation Investment Survey

The results suggest that most respondents do not hold strongly positive or negative views. Rather, responses are concentrated in the middle, indicating an opportunity to continue explaining how transportation projects are selected, funded, and implemented, and how public input is incorporated into those decisions.

Location Specific Transportation Needs

Participants could also identify specific locations where transportation improvements may be needed. Survey responses included roadway and intersection improvements, safety concerns, trail and sidewalk connections, transit access, and other transportation needs. Location-specific suggestions were reviewed as part of the project development process, with applicable improvements considered for project prioritization. Additional documentation of public input and the engagement process is provided in Appendix H.

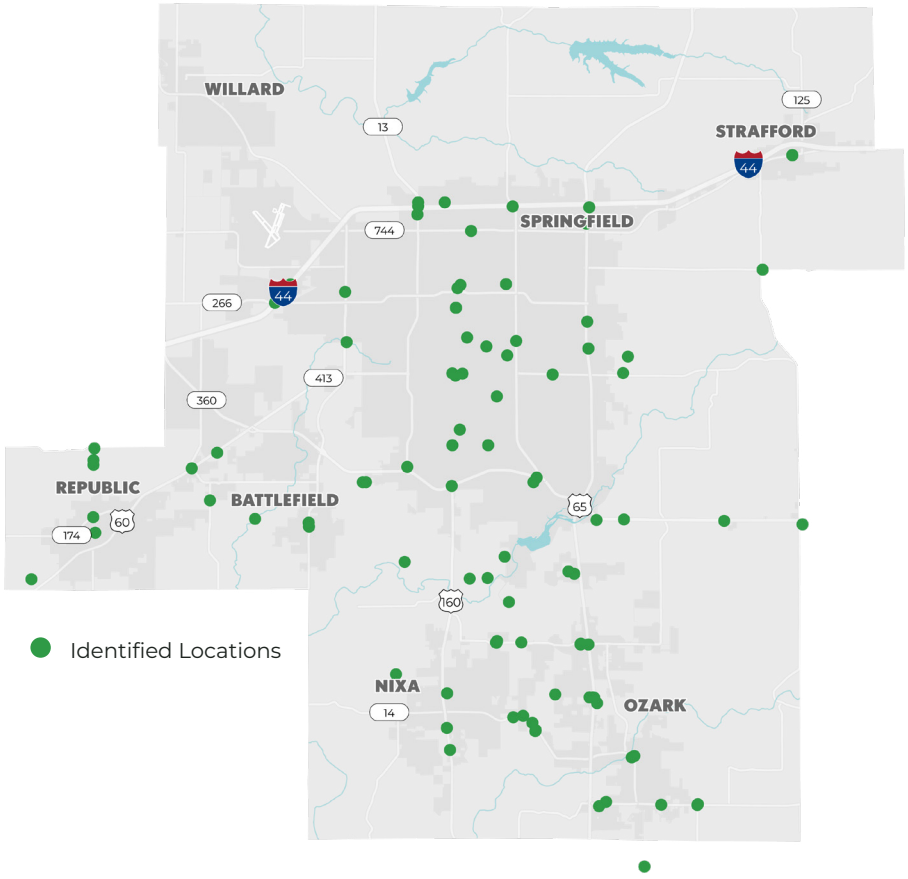


Figure 54. Location Specific Survey Input
Source: OTO Transportation Investments Survey

What We Heard

Taken together, the engagement activities reveal several recurring themes.

The public recognizes significant strengths in the existing transportation system, particularly the region's roadway network, recent infrastructure improvements, trails, connectivity, and regional planning partnerships. At the same time, participants

identified a broad set of future needs that extend across transportation modes.

Maintaining the existing system emerged repeatedly. It ranked highest in the survey's constrained-investment exercise and was also one of the most frequently selected uses of additional funding.

Safety remains a significant concern. Safety ranked near the top of survey priorities and appeared throughout open-ended comments concerning intersections, driver behavior, pedestrian facilities, roadway design, and specific locations.

Growth and roadway capacity are important, but not the only concern. Survey respondents gave strong support to addressing capacity in growing areas, while open-ended responses identified roadway widening, additional connections, intersection improvements, and congestion. At the same time, substantial numbers of participants called for more sidewalks, trails, bicycle facilities, transit, and regional transportation choices.

Better connections are a recurring regional goal. Participants identified connections between communities, neighborhoods, trails, roadways, and transit systems. Many transit comments specifically addressed travel between Springfield and surrounding communities.

The public expects transportation to continue changing. Responses about 2050 included automation, electric vehicles, multimodal travel, transit, and emerging technologies, alongside concerns about growth and congestion. The wide range of responses supports maintaining flexibility as technologies and travel patterns evolve.

Finally, the engagement process demonstrated the value of providing different ways to participate. Some participants preferred answering structured survey questions and considering specific tradeoffs. Others responded to open-ended prompts, identified locations on a map, or spoke directly with staff. Providing multiple avenues for engagement allowed participants to contribute in the format most comfortable and meaningful to them, resulting in a broader picture of how the public views the region's transportation system and its future.

2.01 Goals and Policies



PART 1 · THE STARTING POINT

1.01 Existing Conditions

1.02 System Performance

1.03 Community Context

1.04 Public Engagement

PART 2 · THE PATH FORWARD

2.01 Goals and Policies

2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD

3.01 Action Plan

DRAFT

Goals and Policies

The goals and policies in Next Stop 2050 provide the bridge between the needs identified in Part 1 and the investment and implementation decisions that follow. Part 1 described how the region is growing, how the transportation system is performing, how community characteristics shape transportation needs, and what the public and partner agencies identified as priorities. This chapter translates those findings into a policy framework for the plan.

The goals are intended to guide project prioritization, regional coordination, funding decisions, performance monitoring, and future updates to OTO plans and programs. They also provide the foundation for the investment plan later in Part 2 and the implementation plan in Part 3.

Next Stop 2050 builds on the goal framework established in Destination 2045. That plan identified five regional transportation goals: safety for all users and modes; asset management and fiscal responsibility; a connected, integrated, multimodal system; resilience and readiness for the future; and quality projects implementing best practices. Next Stop 2050 carries that foundation forward while refining the framework to reflect current public input, adopted local plans, updated performance data, and the transportation issues identified through this planning process.

The updated goal framework also separates transit and mobility options from the broader multimodal goal. This recognizes that transit is an important regional issue, but also that the region's long-term transit role is still being defined. Transit may serve several purposes, including providing mobility for people who do not drive, connecting workers to jobs, supporting older adults and individuals with disabilities, improving access to education and healthcare, complementing redevelopment and activity centers, or helping manage congestion in selected corridors. Next Stop 2050 treats transit as an ongoing regional policy conversation that will require continued coordination among City Utilities Transit, local governments, human-service transportation providers, employers, riders, and the public.

Next Stop 2050 Goals

Safety for All Users and Modes

Reduce fatalities and serious injuries and improve safety for people traveling by all modes.

Asset Management and Fiscal Responsibility

Maintain existing transportation assets, make fiscally responsible investments, and maximize the value of available funding.

Connected Multimodal System

Improve roadway, bicycle, pedestrian, trail, freight, and other transportation connections that link people and goods to destinations across the region.

Transit and Mobility Options

Define and support the role of transit and mobility services in meeting regional needs, including access to opportunity, mobility for people who do not drive, workforce connections, congestion management, and community growth.

Resilient and Prepared for the Future

Plan for growth, changing travel patterns, emerging technologies, environmental risks, and other future conditions that may affect the transportation system.

Quality Projects and Best Practices
Advance well-planned, coordinated, context-sensitive projects that reflect local plans, regional priorities, and effective implementation practices.

Building on Regional and Local Planning

Goal and policy development for Next Stop 2050 was informed by public engagement, committee discussion, adopted local plans, and the technical analysis included throughout Part 1 of this plan. Destination 2045 used a similar approach, drawing from public engagement, committee discussion, previous regional transportation goals, and area comprehensive plan recommendations.

Adopted local comprehensive plans and related transportation studies across the OTO area show several consistent transportation and growth themes. While each community has its own local priorities, common recommendations include improving bicycle, pedestrian, and trail connectivity; maintaining and managing roadway capacity; coordinating transportation and land use decisions; strengthening transit and mobility options; protecting environmental resources; and aligning capital improvement programming with long-term growth and infrastructure needs.

These local plan themes are consistent with the regional goals carried forward from Destination 2045 and help ground Next Stop 2050 in adopted community priorities. The LRTP does not replace local comprehensive plans, development regulations, or capital improvement programs. Instead, it provides a regional framework for coordinating transportation investments, identifying shared needs, and supporting projects that advance both local and regional objectives.

Table 19. Common Themes from Adopted Local Plans

Source: OTO, Member Jurisdictions

Theme	Common Local Plan Direction
Active Transportation and Trails	Improve sidewalk, bicycle, trail, and ADA-accessible connections between neighborhoods, schools, parks, commercial areas, transit stops, and regional trail corridors.
Roadway Safety, Operations, and Access Management	Address congestion and high-crash locations, improve intersections, manage access on major corridors, and coordinate roadway improvements with development.
Transit and Mobility Options	Improve transit access, passenger amenities, service reliability, and mobility options for people who do not drive or have limited transportation choices.
Land Use and Transportation Coordination	Align transportation investments with growth areas, redevelopment corridors, activity centers, neighborhood connections, and development patterns.
Resilience and Environmental Stewardship	Consider stormwater, floodplain, karst, environmental, and emergency-response needs when planning infrastructure improvements.
Funding, Partnerships, and Implementation	Use capital improvement programs, local funding, regional coordination, grants, and partnerships to implement transportation priorities.

These themes are not identical in every local plan, and not every recommendation applies equally to every community. However, the recurring themes show broad support for a transportation system that is safe, connected, well maintained, fiscally responsible, coordinated with growth, and responsive to changing community needs.

Public and Committee Input

Public input reinforced many of the same themes found in adopted local plans. Participants emphasized the importance of maintaining existing roads, bridges, and infrastructure; improving safety; addressing congestion and growth-related needs; expanding transportation options; and strengthening

connections between communities, neighborhoods, trails, transit, and daily destinations.

Committee and partner input also helped refine the goal and policy framework. OTO committees, member jurisdictions, MoDOT, City Utilities Transit, and other partners provided feedback on transportation needs, project timing, funding assumptions, local priorities, and implementation responsibilities. This coordination helped ensure that the goals and policies reflect both public priorities and the practical responsibilities of the agencies that plan, fund, build, operate, and maintain the transportation system.

Policy Direction

The Next Stop 2050 goals are supported by policy directions that guide the investment plan and five-year implementation plan. These policy directions are not limited to capital projects. They also include planning work, coordination, data development, project readiness, technical assistance, performance monitoring, and funding strategies.

Improve safety for all users and modes

OTO will continue to integrate safety into regional planning, project prioritization, local coordination, and public education. This includes using crash data to identify needs, supporting implementation of regional safety planning efforts, coordinating with MoDOT and member jurisdictions, and advancing projects that reduce fatal and serious injury crashes for all roadway users.

Maintain assets and use funding responsibly

OTO will promote fiscally responsible transportation investment by maintaining a financially constrained project list, tracking system condition, supporting project readiness, coordinating discretionary funding requests, and helping member jurisdictions align local priorities with available regional, state, and federal funding opportunities.

Strengthen regional connectivity

OTO will continue to support a connected transportation system by identifying gaps in the roadway, sidewalk, bicycle, trail, freight, and transit networks; coordinating regional trail and active transportation priorities; and supporting projects that improve access between neighborhoods, activity centers, employment areas, schools, parks, and regional destinations.

Discuss the role of transit and mobility services

OTO will support continued regional discussion about the role of transit and mobility services. This includes coordinating with City Utilities Transit, human-service transportation providers, local governments, employers, riders, and the public to better define how transit should support access to opportunity, workforce mobility, people who do not drive, congestion management, and future growth.

Prepare for growth, change, and future conditions

OTO will coordinate transportation investments with local growth decisions by using travel demand modeling, community context data, adopted local plans, and project coordination to identify where growth may place new pressure on the transportation system. OTO will also consider resilience, environmental constraints, stormwater, emergency access, emerging technologies, and changing travel patterns as part of long-range transportation planning. For emerging technologies such as connected and automated vehicles, the plan emphasizes adaptable readiness rather than speculative infrastructure investment.

Advance quality projects and best practices

OTO will work with member jurisdictions and partner agencies to improve project development, documentation, readiness, and implementation. This includes strengthening project descriptions, connecting projects to adopted goals and performance measures, supporting local project administration, and tracking implementation progress over time.

From Policy to Investment and Implementation

The goals and policies in this chapter guide the investment plan and the five-year implementation plan. The investment plan identifies the projects and funding assumptions that make up the fiscally constrained long-range transportation plan. The implementation plan identifies near-term actions, roles, timeframes, and coordination needs that will help move the goals and policies forward after adoption.

The policy framework is not intended to replace the Transportation Improvement Program, local capital improvement programs, or project-level decision-making. Instead, it provides a regional structure for connecting long-range needs, local priorities, funding decisions, and implementation actions. Together, the goals and policies help OTO and its partners move from the needs identified in Part 1 toward the investments and actions included in the rest of Next Stop 2050.



Figure 55. Next Stop 2050 Goal Framework

2.02 Investment Plan



PART 1 · THE STARTING POINT
1.01 Existing Conditions
1.02 System Performance
1.03 Community Context
1.04 Public Engagement

PART 2 · THE PATH FORWARD
2.01 Goals and Policies
2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD
3.01 Action Plan

DRAFT

Investment Plan

The Investment Plan identifies the transportation revenues reasonably expected to be available through 2050 and matches those revenues to the projects, programs, and system investments recommended in Next Stop 2050. Federal planning regulations require the long-range transportation plan to be fiscally constrained, meaning the plan must demonstrate that the projects it identifies can be implemented using revenues that are reasonably expected to be available.

The Investment Plan includes roadway, bridge, bicycle, pedestrian, trail, safety, operations, maintenance, technology, freight, and transit investments. It also distinguishes between fiscally constrained projects, which are matched to anticipated funding, and unconstrained needs, which remain identified, but do not currently have funding reasonably available within the plan period, and illustrative projects, which would be included in the adopted transportation plan if additional resources were to become available.

The Infrastructure Investment and Jobs Act (IIJA) was signed into law in November 2021 and authorized federal surface transportation programs through federal fiscal year 2026. The Continuing Appropriations and Extensions Act, 2027, enacted September 2, 2026, extended covered surface transportation authorities through December 11, 2026. While the extension provides short-term continuity, future federal funding levels and program structures remain uncertain. Each transportation reauthorization may introduce, continue, modify, or eliminate programs and adjust funding levels. OTO anticipates that federal funding will continue to support transportation planning, programming, maintenance, operations, and capital improvements. MoDOT regularly updates its statewide revenue and spending estimates, and OTO coordinates with MoDOT, City Utilities Transit, member jurisdictions, FHWA, and FTA to develop revenue assumptions for the long-range transportation plan and evaluate the implications of future funding changes.

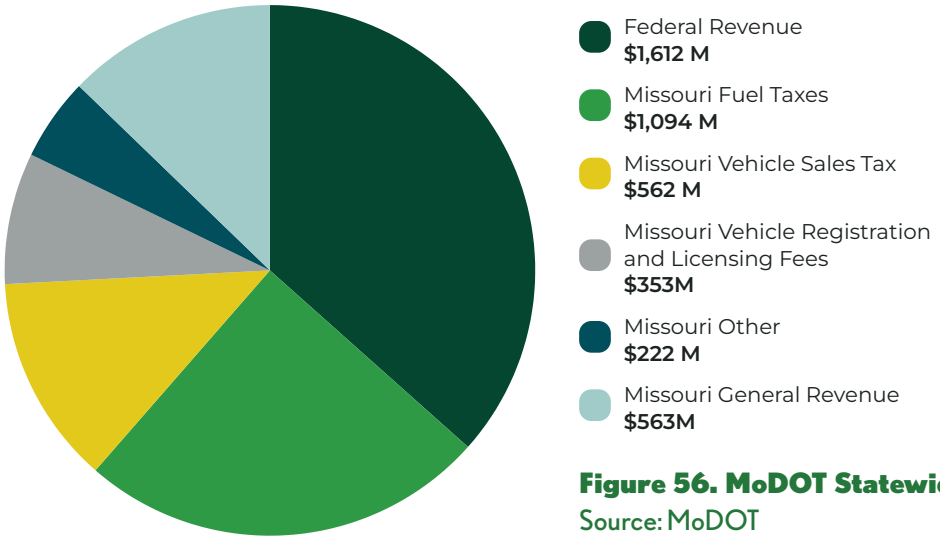


Figure 56. MoDOT Statewide Revenue (in millions)
Source: MoDOT

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of federal and state revenue, as well as proceeds received from the sale of bonds. MoDOT combines Federal Highway Administration and Federal Transit Administration funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes those estimates in the Statewide Transportation Improvement Program.

The largest source of transportation revenue for MoDOT is federal revenue. Federal transportation revenue includes the 18.4-cent per gallon tax on gasoline and 24.4-cent per gallon tax on diesel fuel, along with various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to states based on formulas prescribed by federal law. This revenue source also includes multimodal and highway safety grants. Approximately 37 percent of Missouri's transportation revenue comes from the federal government.

State fuel taxes are another major source of transportation revenue. The state motor fuel tax was increased from 22 cents to 29.5 cents per gallon on July 1, 2025. These revenues must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon tax on aviation fuel, which must be spent on airport projects. Fuel tax revenues provide approximately 25 percent of transportation revenues.

MoDOT also receives a portion of state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source includes sales tax paid on aviation fuel, which is dedicated to airport projects. Motor vehicle-related taxes provide approximately 14 percent of transportation revenues.

In November 2004, Missouri voters approved Constitutional Amendment 3, which redirected motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly created State Road Bond Fund. The redirection was fully phased in by state fiscal year 2009. 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.

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 multimodal programs. These fees provide approximately 8 percent of MoDOT's transportation revenue.

Interest earned on invested funds and other miscellaneous collections provides approximately 4 percent of transportation revenue. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property, and fees associated with the Missouri logo-signing program.

The State General Revenue and Budget Stabilization Funds provide revenue for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges debt service payments, the Improve I-70 Project, the Forward 44 Project, General Assembly designated and funded initiatives, and multimodal programs. These sources provide approximately 10 percent of transportation revenue.

Missouri Transportation Finance Corporation

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

the US Code and any transit capital project eligible for federal assistance under Title 49 of the US Code is eligible for MTFC assistance.

Statewide Transportation Assistance Revolving (STAR) Fund

Authorized by the Missouri General Assembly in 1997, the STAR fund provides loans to local entities for non-highway projects such as rail, waterway and air travel infrastructure. The STAR fund can also provide loans to fund rolling stock for transit and the purchase of vehicles for elderly or handicapped persons. The STAR fund can assist in the planning, acquisition, development and construction of facilities for transportation by air, water, rail or mass transit; however, STAR fund monies cannot fund operating expenses.

Federal - Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state. This funding distribution is detailed in the Planning Framework for Transportation Decision-Making, which was developed through a collaborative process between MoDOT and Missouri's metropolitan planning organizations and regional planning commissions.

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 (STBG)

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 Infrastructure Program (HIP)

The Highway Infrastructure Program may annually provide funding through the appropriations process, which is suballocated to the OTO region. Eligible projects have varied slightly from year to year, but are generally limited to construction of highways, bridges, and tunnels. For FY 2019, the elimination of hazards and the installation of protective devices at railway-highway crossing was also an eligible activity.

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 Penalty Transfer

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.

Funding from this program has allowed Missouri to reduce cross-median fatalities on many of the interstates with the installation of median guard cable and other safety improvements. This funding source will continue to be used on safety initiatives that are focused on reducing problem crash types that are identified in Missouri's Blueprint for Safety.

Statewide Transportation Alternatives Program (STAP)

This is the statewide allocation of the STBG set-aside program for transportation alternatives. MoDOT has committed half of this funding to addressing ADA transition plan compliance.

Federal - Special Programs

The IIJA established, replaced, or continued several "special programs" that are unique compared to traditional federal funding. Several COVID-19 Relief bills have also provided funding to MoDOT and Missouri MPOs.

Disadvantaged Business Enterprise Program

IIJA provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately $300,000 annually for this program.

On the Job Training Program

IIJA provides funding for On the Job Training activities. Missouri receives approximately $200,000 annually for this program.

Non-State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately $2 million of Surface Transportation Block Grant funds annually for non-state system bridge inspections.

State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately $4 million in performance of these inspections on the state system.

Preventive Maintenance Program

Missouri continues to work with the Federal Highway Administration (FHWA) to expand federal funding of preventive maintenance efforts for qualifying work. These efforts will include both contract and in-house efforts which are deemed preventive maintenance or have other specific approval by FHWA. Missouri typically spends between $150 to $190 million per year on preventive maintenance activities. Activities include striping, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, pipe culvert repair, bridge structural painting, bridge sealing, bridge deck repair, bridge flushing, intersection marking, sign replacement, highway lighting, slab lifting, and deep-pipe installations.

Eligible Operating Costs Program

Missouri is working with FHWA to expand federal reimbursement to eligible operating expenses of the state's transportation system. Certain components of the system require ongoing operating costs to provide continuous operation. Missouri typically spends between $5 and $10 million per year on operating costs related to traffic signals, highway lighting, and ITS. Operating costs include utilities, labor, administrative costs, and system maintenance costs.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. IIJA continued the National Highway Freight Program for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri State Freight and Rail Plan's Freight Investment Plan.

Infrastructure for Rebuilding America (INFRA) Grant Program

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

BUILD and RAISE Discretionary Grant Programs

This program, known over the years as BUILD, RAISE, and TIGER, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. The eligibility requirements allow project sponsors at the State and local levels to obtain funding for projects that have a significant local or regional impact.

Bridge Investment Program

The Bridge Investment Program provides dedicated, discretionary funds to invest in improving bridge (and culvert) conditions, safety, efficiency, and reliability.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

The PROTECT Program provides dedicated, formula, and discretionary federal funding to invest in planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Safe Streets and Roads for All (SS4A) Grant Program

The IIJA established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years (2022-2026). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Other Discretionary Programs

IIJA included a variety of discretionary funding programs, which operate on varying application schedules. More can be learned about the competitive grant funding available by visiting the FHWA web page dedicated to this purpose - https://highways.dot.gov/iija/competitive-grant-funding-matrix.

Federal - Regional Suballocated

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

STBG-Urban

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

Bridge Formula Program

The BFP, created in IIJA, funds the replacement, rehabilitation, preservation, protection and construction of bridges on public roads. This bill requires 15 percent of funding be spent on off-system structures with the focus being on structures that are in poor condition.

STBG-Set Aside (formerly TAP)

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

Carbon Reduction Program

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

Local

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.

Sales Tax

The Cities of Battlefield, Nixa, Ozark, Republic, and Springfield all have voter-approved transportation sales taxes. Battlefield, Nixa, and Republic each have a 1/2-cent transportation sales tax and Springfield's tax is 1/8-cent. In 2022, the City of Ozark extended a 3/8 of one-cent transportation sales tax. 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 and a 3/4-cent sales tax that, among other things, will fund priority capital improvement projects. 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.

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.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County.

Property Tax

Greene County levies just over ten cents per $100 assessed valuation for both real and personal property for the road and bridge fund.

Transit Sources

Section 5307 Urbanized Area Formula Program

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

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

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

MO HealthNet

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

State Operating Funding

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

Farebox

City Utilities receives funding through bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

Advertising

City Utilities Transit receives over $100,000 per year on their transit advertising contract. Advertisements are sold on buses,

inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

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

Human Service Providers

FTA Section 5310 funding is competitively awarded to area human service transportation providers. Beginning with FY 2025 funding, OTO administers the traditional Section 5310 program for the Springfield urbanized area as the designated recipient, while City Utilities serves as the direct recipient for non-traditional Section 5310 funds. These roles are coordinated through a memorandum of understanding among OTO, MoDOT, and City Utilities. The 5310 awards are administered according to the Program Management Plan. OTO confirms financial capacity for traditional 5310 projects, and awardees must demonstrate capacity to provide the required match and maintain any vehicle purchased. Projects are not awarded to agencies that cannot provide the required match.

Programmed Projects

The OTO has already identified funding and programmed projects for the FY 2027-2030 Transportation Improvement Program. Listed in Appendix B, these previously appeared in Destination 2045, as amended. The total cost of these projects is included in the constrained projects table and the FY 2027-2030 TIP projects are hereby incorporated via this reference.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2050. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual suballocation of Surface Transportation Block Grant funds for capital, planning, or engineering improvements.

Several inflationary rates were used to develop estimates. MoDOT funding is inflated at 1 percent per year, consistent with their own projections and slow growth in fuel tax revenue. Suballocated funding has been inflated at 2 percent, consistent with past revenue growth in this specific program. All transit funding is inflated at 2 percent, while CU Local Share is projected to stay flat. While conservative, the revenue projected for this plan is in-line with the overall projections found in prior OTO long range transportation plans. Initial year estimates were derived from MoDOT, City Utilities Transit, and the IIJA. Local match was determined by estimating a share of local sales tax as dedicated to LRTP projects, though the communities have additional funding for local road and maintenance projects not included in these revenue projections. The OTO region has been aggressive and successful in seeking both federal discretionary and statewide cost share funding, so an annual amount is also included in the projections.

Funding projections are organized into individual years and time bands in accordance with federal transportation law and guidance. The first four years align with the FY 2027–2030 TIP, recognizing that its outer years are not fully programmed. While the IIJA allows time banding beyond the first four years, OTO has elected to provide annual estimates through 2036, followed by two seven-year bands (2037–2043 and 2044–2050). Fiscal constraint is maintained throughout the planning horizon.

Table 20. Non-Transit Revenue Estimates, 2027-2050

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

Revenue Source	Projected Revenue by Year				
	2027	2028	2029	2030	2031
MoDOT Directed Revenue	$57,279,656	$54,850,007	$57,900,185	$53,847,276	$57,301,500
Suballocated Funding	$11,124,296	$11,346,782	$11,573,718	$11,805,192	$12,041,296
Discretionary Funding	$9,000,000	$26,500,000	$3,000,000	$3,000,000	$3,000,000
Local/Other	$19,259,500	$19,452,095	$19,646,616	$19,843,082	$20,041,513
TOTAL	**$96,663,452**	**$112,148,884**	**$92,120,519**	**$88,495,550**	**$92,384,309**

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	$57,874,515	$58,453,260	$59,037,793	$59,628,171	$60,224,453
Suballocated Funding	$12,282,122	$12,527,764	$12,778,319	$13,033,885	$13,294,563
Discretionary Funding	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Local/Other	$20,241,928	$20,444,347	$20,648,790	$20,855,278	$21,063,831
TOTAL	**$93,398,565**	**$94,425,371**	**$95,464,902**	**$96,517,334**	**$97,582,847**

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	$60,826,698	$61,434,965	$62,049,315	$62,669,808	$63,296,506
Suballocated Funding	$13,560,454	$13,831,663	$14,108,296	$14,390,462	$14,678,271
Discretionary Funding	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Local/Other	$21,274,469	$21,487,214	$21,702,086	$21,919,107	$22,138,298
TOTAL	**$98,661,621**	**$99,753,842**	**$100,859,697**	**$101,979,377**	**$103,113,075**

	2042	2043	2044	2045	2046
MoDOT Directed Revenue	$63,929,471	$64,568,766	$65,214,454	$65,866,599	$66,525,265
Suballocated Funding	$14,971,836	$15,271,273	$15,576,698	$15,888,232	$16,205,997
Discretionary Funding	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Local/Other	$22,359,681	$22,583,278	$22,809,111	$23,037,202	$23,267,574
TOTAL	**$104,260,988**	**$105,423,317**	**$106,600,263**	**$107,792,033**	**$108,998,836**

	2047	2048	2049	2050	TOTAL
MoDOT Directed Revenue	$67,190,518	$67,862,423	$68,541,047	$69,226,457	**$1,485,599,108**
Suballocated Funding	$16,530,117	$16,860,719	$17,197,933	$17,541,892	**$338,421,780**
Discretionary Funding	$3,000,000	$3,000,000	$3,000,000	$3,000,000	**$101,500,000**
Local/Other	$23,500,250	$23,735,253	$23,972,606	$24,212,332	**$519,495,441**
TOTAL	**$110,220,885**	**$111,458,395**	**$112,711,586**	**$113,980,681**	**$2,445,016,329**

Table 21. Transit Revenue Estimates, 2027-2050

Note: Revenue Directed to Transit Projects

Revenue Source	Projected Revenue by Year							
	2027	2028	2029	2030	2031	2032	2033	2034
FTA 5307	$4,084,197	$4,165,880	$4,249,198	$4,334,182	$4,420,866	$4,509,283	$4,599,469	$4,691,458
FTA 5310	$453,753	$462,829	$472,085	$481,528	$491,159	$500,982	$511,001	$521,221
FTA 5339	$342,073	$355,892	$363,010	$370,270	$377,675	$385,229	$392,933	$400,792
Discretionary	$3,379,209	$0	$6,561,098	$0	$0	$10,978,826	$1,687,067	$0
CU Transit Local	$10,884,000	$11,081,440	$13,102,829	$11,488,246	$11,805,681	$14,503,448	$11,961,346	$11,406,562
Missouri/Medicaid	$153,415	$153,415	$153,415	$153,415	$153,415	$153,415	$153,415	$153,415
Other Local	$44,041	$44,922	$45,820	$46,737	$47,671	$48,625	$49,597	$50,589
TOTAL	$19,340,688	$16,264,378	$24,947,455	$16,874,378	$17,296,466	$31,079,807	$19,354,828	$17,224,038

	2035	2036	2037	2038	2039	2040	2041	2042
FTA 5307	$4,785,287	$4,880,993	$4,978,613	$5,078,185	$5,179,749	$5,283,344	$5,389,011	$5,496,791
FTA 5310	$531,646	$542,279	$553,124	$564,187	$575,471	$586,980	$598,720	$610,694
FTA 5339	$408,808	$416,984	$425,324	$433,830	$442,507	$451,357	$460,384	$469,592
Discretionary	$1,270,400	$0	$0	$803,862	$597,493	$220,643	$0	$0
CU Transit Local	$11,891,083	$11,333,360	$11,296,447	$11,778,796	$11,480,392	$11,349,220	$11,139,715	$11,098,961
Missouri/Medicaid	$153,415	$154,949	$154,949	$154,949	$154,949	$154,949	$156,499	$156,499
Other Local	$51,601	$52,633	$53,686	$54,759	$55,854	$56,972	$58,111	$59,273
TOTAL	$19,092,240	$17,381,198	$17,462,143	$18,868,569	$18,486,415	$18,103,465	$17,802,439	$17,891,809

	2043	2044	2045	2046	2047	2048	2049	2050	TOTAL
FTA 5307	$5,606,727	$5,718,861	$5,833,238	$5,949,903	$6,068,901	$6,190,279	$6,314,085	$6,440,366	$124,248,864
FTA 5310	$622,908	$635,366	$648,073	$661,035	$674,255	$687,741	$701,495	$715,525	$13,804,056
FTA 5339	$478,984	$488,563	$498,335	$508,301	$518,467	$528,837	$539,413	$550,202	$10,607,764
Discretionary	$5,871,040	$0	$0	$9,944,801	$1,561,533	$143,163	$1,540,587	$0	$44,559,720
CU Transit Local	$12,877,391	$11,014,990	$10,971,741	$13,784,497	$11,399,500	$11,001,604	$11,306,789	$10,739,039	$280,697,078
Missouri/Medicaid	$156,499	$156,499	$156,499	$159,629	$159,629	$159,629	$159,629	$159,629	$3,736,118
Other Local	$60,459	$61,668	$62,901	$64,159	$65,442	$66,751	$68,086	$69,448	$1,339,805
TOTAL	$25,674,007	$18,075,947	$18,170,787	$31,072,324	$20,447,728	$18,778,004	$20,630,085	$18,674,209	$478,993,405

Range of Alternatives

Funding through 2050 will be limited. For this reason, OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions and through the public engagement process. These projects are then subjected to a prioritization process. The list of prioritized projects is compared to the available funding amounts through 2050 and a constrained list of priority projects is selected.

Project Prioritization Process

To prioritize projects, the Next Stop 2050 subcommittee developed a set of prioritization factors based on the plan goals. A glossary defining the criteria can be found in Appendix D.

Table 22. Prioritization Points

Factor	Max Points	Weight
High Volume Corridors	25	12.5%
Safety	35	17.5%
Crash Density	*15*	
High Injury Network	*5*	
Vulnerable Road Users	*15*	
RR Crossing Improvements	5	2.5%
Multimodal	15	7.5%
Community and Economic Access	15	7.5%
Current Congestion	25	12.5%
Future Congestion	10	5.0%
Freight Plan	5	2.5%
% Freight Traffic	10	5.0%
Bridge Condition	25	12.5%
Extending Life Cycle	15	7.5%
Local Priority	15	7.5%
	200	100%

Constrained Project Lists

The long range transportation plan is required to include a financial plan demonstrating how proposed transportation investments can be implemented using reasonably available funding. OTO has identified anticipated funding for transportation operations, maintenance, and improvements to federal-aid highways and public transportation. Because available funding is limited, projects have been prioritized and constrained to projected revenues. Next Stop 2050 maintains fiscal constraint throughout the planning horizon, with annual estimates for 2027–2036 and aggregate time bands for 2037–2043 and 2044–2050.

Foremost, OTO has accounted for the FY 2027-2030 Transportation Improvement Program. The FY 2027-2030 TIP contains projects constrained in Destination 2045 and has been fiscally constrained itself. The projects contained in the TIP can be found on the OTO website - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program. A small amount of funding is available beyond what has been programmed in the TIP and that has been made available for projects that have yet to be programmed in this timeframe.

Next, OTO has considered those needs that require an annual investment through regular evaluation. The first few years of these programs have already been included in the FY 2027-2030 TIP, then an annual cost/investment plan has been estimated through 2050:

- ADA/Bike/Ped/Trail
- Signal Replacement
- Bridge Asset Management (State and Local)
- Safety Improvement
- Interstate and Major Routes Pavement Improvement
- Minor Routes Pavement
- Intersection Operational Improvement

- ITS Operations and Management
- Operations and Maintenance - State and Local Systems
- Scoping
- Rail
- Right-of-Way
- Planning

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

Table 23. Non-Transit Fiscal Constraint

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

Time Band				
	2027	2028	2029	2030
Prior Year Funding	60,692,177	32,311,467	34,651,626	45,381,423
Projected Funding	96,663,452	112,148,884	92,120,519	88,495,550
Inflated Constrained Project Costs	(125,044,162)	(109,808,725)	(81,390,722)	(86,569,508)
Remaining Funding	**32,311,467**	**34,651,626**	**45,381,423**	**47,307,465**

	2031	2032	2033	2034
Prior Year Funding	47,307,465	7,186,693	30,470,147	42,966,144
Projected Funding	92,384,309	93,398,565	94,425,371	95,464,902
Inflated Constrained Project Costs	(132,505,081)	(70,115,112)	(81,929,374)	(95,160,631)
Remaining Funding	**7,186,693**	**30,470,146**	**42,966,144**	**43,270,415**

	2035	2036	2037-2043	2044-2050
Prior Year Funding	43,270,414	4,789,171	4,192,759	5,424,119
Projected Funding	96,517,334	97,582,847	714,051,917	771,762,679
Inflated Constrained Project Costs	(134,998,577)	(98,179,259)	(712,820,557)	(725,265,829)
Remaining Funding	**4,789,171**	**4,192,759**	**5,424,119**	**51,920,969**

Table 24. Non-Transit Constrained Project List

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

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
39	N/A	Various	2027-2030 TIP	Project Costs for TIP Adopted 7/16/2026	2027	$122,444,162
39	N/A	Various	2027-2030 TIP	Project Costs for TIP Adopted 7/16/2026	2028	$64,047,371
39	N/A	Various	2027-2030 TIP	Project Costs for TIP Adopted 7/16/2026	2029	$71,283,562
39	N/A	Various	2027-2030 TIP	Project Costs for TIP Adopted 7/16/2026	2030	$55,087,500
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2028	$2,000,000
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2029	$2,060,000
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2030	$2,121,800
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2031	$2,185,454
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2032	$2,251,018
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2033	$2,318,548
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2034	$2,388,105
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2035	$2,459,748
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2036	$2,533,540
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2037-2043	$16,879,616
43	N/A	Various	ADA/Bike/Ped/Trail Investments	Annual Program	2044-2050	$27,707,940
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2031	$546,364
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2032	$562,755
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2033	$579,638
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2034	$597,027
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2035	$614,937
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2036	$633,386
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2037-2043	$4,219,908
10	N/A	MoDOT/ Springfield	Signal Replacement Program	Annual Program	2044-2050	$6,926,991
11	N/A	Various	Bridge Asset Management Program	Annual Program	2027	$2,000,000
11	N/A	Various	Bridge Asset Management Program	Annual Program	2028	$2,020,000

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
11	N/A	Various	Bridge Asset Management Program	Annual Program	2029	$2,040,200
11	N/A	Various	Bridge Asset Management Program	Annual Program	2030	$3,948,400
11	N/A	Various	Bridge Asset Management Program	Annual Program	2031	$5,315,826
11	N/A	Various	Bridge Asset Management Program	Annual Program	2032	$5,475,301
11	N/A	Various	Bridge Asset Management Program	Annual Program	2033	$5,639,560
11	N/A	Various	Bridge Asset Management Program	Annual Program	2034	$5,808,747
11	N/A	Various	Bridge Asset Management Program	Annual Program	2035	$5,983,009
11	N/A	Various	Bridge Asset Management Program	Annual Program	2036	$6,162,499
11	N/A	Various	Bridge Asset Management Program	Annual Program	2037-2043	$41,057,418
11	N/A	Various	Bridge Asset Management Program	Annual Program	2044-2050	$67,395,876
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2031	$2,348,000
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2032	$2,418,440
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2033	$2,490,993
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2034	$2,565,723
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2035	$2,642,695
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2036	$2,721,976
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2037-2043	$18,135,059
12	N/A	MoDOT	Safety Improvement Program	Annual Program	2044-2050	$29,768,754
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	$5,927,000
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	$6,104,810
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2032	$6,287,954
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2033	$6,476,593
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2034	$6,670,891
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2035	$6,871,017

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2036	$7,077,148
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2037-2043	$47,151,231
13	N/A	MoDOT/ Springfield	Interstate and Major Routes Pavement Improvement Program	Annual Program	2044-2050	$77,398,887
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2030	$1,730,000
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2031	$1,781,900
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2032	$1,835,357
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2033	$1,890,418
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2034	$1,947,130
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2035	$2,005,544
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2036	$2,065,710
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2037-2043	$13,762,718
19	N/A	Various	Minor Routes Pavement Program	Annual Program	2044-2050	$22,591,543
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2031	$650,000
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2032	$669,500
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2033	$689,585
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2034	$710,273
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2035	$731,581
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2036	$753,528
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2037-2043	$5,020,353
21	N/A	Various	Intersection Operational Improvement Program	Annual Program	2044-2050	$8,240,924
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2031	$2,185,454
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2032	$2,251,018
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2033	$2,318,548
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2034	$2,388,105

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2035	$2,459,748
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2036	$2,533,540
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2037-2043	$16,879,616
34	N/A	MoDOT/ Springfield	ITS Operations and Management Program	Annual Program	2044-2050	$27,707,940
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2031	$12,840,039
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2032	$13,225,240
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2033	$13,621,997
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2034	$14,030,657
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2035	$14,451,577
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2036	$14,885,124
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2037-2043	$99,171,575
44	N/A	All	Operations and Maintenance - State and Local Systems	Annual Program	2044-2050	$162,790,439
48	N/A	Various	Scoping	Annual Program	2027	$100,000
48	N/A	Various	Scoping	Annual Program	2028	$300,000
48	N/A	Various	Scoping	Annual Program	2029	$309,000
48	N/A	Various	Scoping	Annual Program	2030	$318,270
48	N/A	Various	Scoping	Annual Program	2031	$2,500,000
48	N/A	Various	Scoping	Annual Program	2032	$2,575,000
48	N/A	Various	Scoping	Annual Program	2033	$2,652,250
48	N/A	Various	Scoping	Annual Program	2034	$2,731,818
48	N/A	Various	Scoping	Annual Program	2035	$2,813,772
48	N/A	Various	Scoping	Annual Program	2036	$2,898,185
48	N/A	Various	Scoping	Annual Program	2037-2043	$19,309,049
48	N/A	Various	Scoping	Annual Program	2044-2050	$31,695,862
49	N/A	MoDOT	Rail	Annual Program	2030	$200,000
49	N/A	MoDOT	Rail	Annual Program	2031	$206,000
49	N/A	MoDOT	Rail	Annual Program	2032	$212,180

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
49	N/A	MoDOT	Rail	Annual Program	2033	$218,545
49	N/A	MoDOT	Rail	Annual Program	2034	$225,102
49	N/A	MoDOT	Rail	Annual Program	2035	$231,855
49	N/A	MoDOT	Rail	Annual Program	2036	$238,810
49	N/A	MoDOT	Rail	Annual Program	2037-2043	$1,591,066
49	N/A	MoDOT	Rail	Annual Program	2044-2050	$2,611,739
501	N/A	Various	ROW	Annual Program	2027	$250,000
501	N/A	Various	ROW	Annual Program	2028	$500,000
501	N/A	Various	ROW	Annual Program	2029	$515,000
501	N/A	Various	ROW	Annual Program	2030	$530,450
501	N/A	Various	ROW	Annual Program	2031	$546,364
501	N/A	Various	ROW	Annual Program	2032	$562,754
501	N/A	Various	ROW	Annual Program	2033	$579,637
501	N/A	Various	ROW	Annual Program	2034	$597,026
501	N/A	Various	ROW	Annual Program	2035	$614,937
501	N/A	Various	ROW	Annual Program	2036	$633,385
501	N/A	Various	ROW	Annual Program	2037-2043	$4,219,904
501	N/A	Various	ROW	Annual Program	2044-2050	$6,926,985
502	N/A	Various	Planning	Annual Program	2027	$250,000
502	N/A	Various	Planning	Annual Program	2028	$500,000
502	N/A	Various	Planning	Annual Program	2029	$515,000
502	N/A	Various	Planning	Annual Program	2030	$530,450
502	N/A	Various	Planning	Annual Program	2031	$546,364
502	N/A	Various	Planning	Annual Program	2032	$562,754
502	N/A	Various	Planning	Annual Program	2033	$579,637
502	N/A	Various	Planning	Annual Program	2034	$597,026
502	N/A	Various	Planning	Annual Program	2035	$614,937
502	N/A	Various	Planning	Annual Program	2036	$633,385
502	N/A	Various	Planning	Annual Program	2037-2043	$4,219,904
502	N/A	Various	Planning	Annual Program	2044-2050	$6,926,985
394	3rd Street	Battlefield	Roadway Improvements from Route FF to Old Wire Road, including intersection at Lewis	Roadway and Intersection Improvements	2034	$4,919,495
3	4th to Plainview	Battlefield	New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	2031	$2,251,018

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
1	Chestnut	MoDOT	Chestnut Expwy Capacity and Safety Improvements from KS to Glenstone	Capacity and Safety improvements on Chestnut Expressway from Route. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2044-2050	$9,012,789
99	Division	Springfield	Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2037-2043	$22,926,868
427	Division/65/RR	MoDOT	RR Grade Separation and Interchange Improvements at Division and US 65	Grade Separation and Interchange Improvements	2035	$38,003,102
405	Elm Street	Republic	Elm St (Farm Road 182) from Cedarwood to ZZ	Roadway Improvements	2044-2050	$2,669,421
52	Farm Road 115/140	Greene County	Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	2035	$1,900,155
392	Farm Road 151	Greene County	FR 151 Improvements near Lost Hill Park	Roadway Improvements, continuing Grant Avenue Parkway	2031	$1,688,263
426	Fremont	Springfield	Fremont Avenue Improvements – Erie to Independence	Capacity and Safety Improvements	2029	$2,121,800
114	Glenstone	MoDOT	Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2035	$1,203,530
309	Glenstone/LP 44/ RT H	MoDOT	Glenstone from Valley Watermill to Evergreen, including pedestrian improvements	Capacity, Safety, and Pedestrian Improvements	2037-2043	$4,340,968
311	Glenstone/Luster/ Independence	MoDOT	Glenstone/Luster/Independence intersection	Intersection Improvements	2037-2043	$2,893,979
83	Hughes	Willard	Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	2037-2043	$795,844
316	Hughes Rd	Willard	New Roadway from Granite Road to Hunt Road	New Roadway	2031	$3,376,526
317	Hunt Rd	Willard	Hunt Road Improvements	Roadway Improvements	2034	$4,304,559
432	I-244	MoDOT	Interstate designation I-44/US65/ JRF/MO360	Ramp Improvements and Signage necessary to designate I-244	2044-2050	$2,544,848
318	I-44	MoDOT	Widen to six lanes from Route. MM to LP 44 (Chestnut Expressway)	Capacity and Safety Improvements	2037-2043	$31,833,764
321	I-44/Route MM	MoDOT	Interchange improvements at Route MM	Interchange Improvements	2044-2050	$26,694,214
320	I-44/Glenstone	MoDOT	I-44/Glenstone interchange improvements	Interchange Improvements	2037-2043	$21,704,839

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
322	I-44/US 65	MoDOT	Phase II interchange improvements at Route. 65	Interchange Improvements	2037-2043	$28,939,785
425	Kansas Ave	Springfield	Kansas Avenue Improvements – Walnut Lawn to Maplewood	Capacity and Safety Improvements	2029	$1,485,260
246	Main	Nixa	Main Street Nixa from Route 14 to North	Widening and Sidewalks	2037-2043	$7,735,160
69	McCracken	Ozark	McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2031	$2,708,946
81	McCracken	Ozark	McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	2044-2050	$4,004,132
379	Route 13	MoDOT	Rte 13 from Rte WW to new Norton Rd connection	Context Sensitive, Safety, and Capacity Improvements	2044-2050	$26,694,214
407	Route 13 (Kansas Expwy)	MoDOT	Mo 13 from Evergreen to Division	Context Sensitive, Safety, and Capacity Improvements	2033	$13,704,138
408	Route 13 (Kansas Expwy)	MoDOT	MO 13 from Division to Chestnut	Context Sensitive, Safety, and Capacity Improvements	2034	$13,528,613
409	Route 13 (Kansas Expwy)	MoDOT	MO 13 from Chestnut to Mt Vernon	Context Sensitive, Safety, and Capacity Improvements	2035	$11,527,608
410	Route 13 (Kansas Expwy)	MoDOT	MO 13 from Mt. Vernon to Grand St	Context Sensitive, Safety, and Capacity Improvements	2034	$8,609,117
382	Route 13 (Kansas Expwy)	MoDOT	Rte 13 from Rte. 413/Sunshine to Battlefield Rd.	Context Sensitive, Safety, and Capacity Improvements	2032	$11,592,741
411	Route 13 (Kansas Expwy)	MoDOT	MO 13 from Battlefield Rd to 60	Context Sensitive, Safety, and Capacity Improvements	2033	$11,940,523
378	Route 13/Division	MoDOT	Intersection improvements at Kansas Expressway and Division Street	Intersection Improvements	2031	$1,446,279
190	Route 14	MoDOT	Hwy 14 OTO western boundary to Nicholas	Capacity and Safety Improvements	2044-2050	$13,347,107
18	Route 14	MoDOT	Rte. 14 Improvements - Tiffany to Fremont	Capacity and Safety Improvements	2036	$49,581,381
17	Route 14	MoDOT	Rte. 14 Improvements - Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark.	2044-2050	$14,236,914
329	Route 14	MoDOT	3rd St Revitalization Plan - Rte 14 from Jackson St to South St	Context Sensitive, Safety, and Capacity Improvements	2031	$9,004,070
16	Route 14	MoDOT	Rte. 14 Improvements from 14th Avenue to Rte. W, including intersection at W	Capacity and Safety Improvements	2035	$13,696,091
465	Route 14 (South)/17th	MoDOT/ Ozark	Route 14/17th Street Intersection Improvements	Intersection Improvements	2029	$1,060,900

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
331	Route 14/18th St	MoDOT/ Ozark	Route 14/18th Street Outer Road Intersection	Intersection Improvements	2037-2043	$7,234,946
302	Route 14/Route NN	MoDOT	West Jackson/North 9th Street Roundabout	Intersection Improvements	2032	$2,318,548
147	Route 160	MoDOT	West Bypass Intersection improvements I-44 to JRF	Safety and Operational Improvements	2032	$2,647,032
139	Route 160	MoDOT	Rte. 160 Capacity Improvements from Plainview to Route CC	Capacity and Safety Improvements	2037-2043	$56,651,820
140	Route 160	MoDOT	Rte. 160 Capacity Improvements from Route CC to Route 14	Capacity and Safety Improvements	2035	$24,797,983
141	Route 160	MoDOT	Rte. 160 Capacity Improvements from Route 14 to the Southern OTO Boundary	Capacity and Safety Improvements	2044-2050	$19,575,757
142	Route 160/ Aldersgate	MoDOT	Rte. 160 Capacity Improvements	Capacity and Safety Improvements	2037-2043	$2,575,082
244	Route 174/Main	MoDOT/ Republic	Rte. 174 Intersection improvements at Main St	Intersection Improvements	2034	$4,093,112
238	Route 413	MoDOT	MO 413 - JRF to West Bypass	Capacity and Safety Improvements	2037-2043	$30,386,775
196	Route 60	MoDOT	US 60 Safety and Capacity Improvements - M to Main St Phase I (P to Republic Rd)	Capacity and Safety Improvements	2031	$6,955,644
249	Route 60	MoDOT	US 60 Safety and Capacity Improvements- M to Main St Phase II (P to Republic Rd)	Capacity and Safety Improvements	2031	$6,955,644
200	Route 60	MoDOT	US 60 improvements - RT 174 to MM	Capacity and Safety Improvements	2037-2043	$44,949,337
23	Route 60	MoDOT	US 60 Capital Improvements from M/MM to Route 360	Capacity and Safety Improvements	2033	$12,049,581
22	Route 60	MoDOT	US 60 ITS - Springfield to Rogersville	ITS Improvements	2033	$1,791,078
365	Route 60/65	MoDOT	Phase II interchange improvements at Rte 65	Interchange Improvements	2037-2043	$21,704,839
386	Route 60/Farm Road 164	MoDOT/ Republic	Intersection of US 60/FR 164 to N Commercial Ave	Intersection Improvements	2037-2043	$4,340,968
9	Route 60/FR 189	MoDOT	Rte. 60 Freeway Improvements	Capacity, Safety, and Operational Improvements	2037-2043	$28,939,785
42	Route 60/Main/P	MoDOT	US 60 & Main St. Republic/State Highway P	Intersection Improvements	2037-2043	$7,234,946
235	Route 60/National	MoDOT	JRF & National interchange capacity improvements	Interchange Improvements	2037-2043	$20,600,662
429	Route 65	MoDOT	Route 65 Capacity Improvements from I-44 to US 60	Capacity and Safety Improvements	2032	$11,592,741

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
468	Route 65	MoDOT	Capacity and Safety Improvements from US 60 to Evans	Capacity and Safety Improvements	2037-2043	$14,469,893
29	Route 65	MoDOT	Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity and Safety Improvements	2044-2050	$29,497,124
28	Route 65	MoDOT	Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Safety Improvements	2044-2050	$19,835,252
373	Route 65/Chestnut	MoDOT	Interchange improvements and bridge replacements at BU 65	Interchange Improvements	2044-2050	$35,592,286
375	Route 65/South	MoDOT	Interchange improvements at US 65/South	Interchange Improvements	2034	$18,448,108
134	Route 744	MoDOT	Kearney Safety and Operational Improvements - Airport to LeCompte	Safety and Operational Improvements	2032	$3,074,779
138	Route 744	MoDOT	Kearney Safety and Operational Improvements - LeCompte to Mulroy	Safety and Operational Improvements	2036	$4,827,661
323	Route 744/National	MoDOT	Kearney/National intersection improvements	Intersection Improvements	2037-2043	$3,617,473
154	Route CC	MoDOT	Rte. CC Improvements Main to Cheyenne, including Old Castle Intersection	Capacity and Safety Improvements	2037-2043	$21,704,839
155	Route CC	MoDOT	Rte. CC Improvements Cheyenne to Fremont	Capacity and Safety Improvements	2031	$11,400,194
30	Route CC	MoDOT	Rte. CC Capacity Improvements Fremont Road to 22nd St.	Capacity and Safety Improvements	2030	$16,175,638
343	Route D	MoDOT	Route D from Blackman Road to Hwy 125	Capacity and Safety Improvements	2037-2043	$11,575,914
345	Route D/Oak Grove/ Ventura	MoDOT	Route D/Oak Grove/Ventura intersection improvements	Intersection Improvements	2037-2043	$7,234,946
346	Route EE	MoDOT	Division Street from I-44 to US 160 (WestBypass), including pedestrian improvements	Capacity, Safety, and Pedestrian Improvements	2031	$4,502,035
348	Route H	MoDOT	Rte H from Sasha Ln to I-44	Capacity, Safety, and Pedestrian Improvements	2044-2050	$12,457,300
63	Route J	MoDOT	Rte. J Improvements Ozark	Roadway Improvements	2037-2043	$7,725,249
36	Route MM	MoDOT	Rte. MM Improvements I-44 to Haile	Capacity, Safety, and Pedestrian Improvements	2028	$34,261,354
349	Route MM (Old)	MoDOT/ Republic	Old MM/US Hwy 60 Intersection from 3049 E US Hwy 60 to 6861 W US Hwy 60	Intersection Improvements	2033	$2,388,105
356	Route NN/J	MoDOT	Rte NN & Rte J intersection improvements	Intersection Improvements	2037-2043	$4,340,968

Project No.	Route	Expected Sponsor	Project Name	Description	Time Band	Inflated Cost
358	Route NN/Pheasant	MoDOT/ Ozark	Route NN/Pheasant Drive Roundabout	Intersection Improvements	2044-2050	$7,118,457
76	Route NN/Sunset	MoDOT/ Ozark	Intersection Improvements	Intersection Improvements	2044-2050	$2,473,664
359	Route O	MoDOT/ Willard	Route O to Wylie	New Roadway	2044-2050	$3,915,151
174	Route OO	MoDOT	OO Capacity Improvements	Capacity, Safety, and Pedestrian Improvements	2037-2043	$4,743,493
169	Route OO/ Washington	MoDOT/ Strafford	Route OO and Washington Street Intersection Improvements	Intersection Improvements	2031	$5,067,080
209	Route P/Miller Ave	MoDOT/ Republic	Rte P intersection improvements at Miller	Intersection Improvements	2035	$1,374,752
306	Route YY	MoDOT	Rte YY Widening from US 65 to FR 199	Capacity and Safety Improvements	2044-2050	$14,236,914
202	Route ZZ/Hines	MoDOT/ Republic	Rte ZZ intersection improvements at Hines to Wilson's Creek Blvd	Intersection Improvements	2028	$6,180,000
424	Sunshine	Springfield	Safety and Operational Improvements between Kansas Expressway and Glenstone	Context Sensitive, Safety, and Operational Improvements	2031	$39,392,808
170	Washington/ Madison	Strafford	Realignment of Washington and Madison	Roadway Realignment	2044-2050	$2,669,421
					TOTAL COST	($2,453,787,537)
					Prior Year Funding*	$60,692,177
					Projected Funding	$2,445,016,329
					Remaining Funding	**$51,920,969**
					*Prior year funding identified in FY 2027-2030 TIP	

Table 25. Transit Fiscal Constraint

Note: Fiscal Constraint for Transit

Time Band				
	2027	2028	2029	2030
Prior Year Funding	$16,201,465	$1,272,014	$1,626,609	$1,266,297
Projected Funding	$19,340,688	$16,264,378	$24,947,455	$16,874,378
Inflated Constrained Project Costs	($34,270,139)	($15,909,782)	($25,307,767)	($16,557,518)
Remaining Funding	**$1,272,014**	**$1,626,610**	**$1,266,297**	**$1,583,157**

	2031	2032	2033	2034
Prior Year Funding	$1,583,157	$2,257,634	$1,509,690	$1,509,691
Projected Funding	$17,296,466	$31,079,807	$19,354,828	$17,224,038
Inflated Constrained Project Costs	($16,621,990)	($31,827,751)	($19,354,827)	($16,823,244)
Remaining Funding	**$2,257,633**	**$1,509,690**	**$1,509,691**	**$1,910,485**

	2035	2036	2037-2043	2044-2050
Prior Year Funding	$1,910,485	$1,509,694	$1,926,680	$1,509,708
Projected Funding	$19,092,240	$17,381,198	$134,288,846	$145,849,084
Inflated Constrained Project Costs	($19,493,030)	($16,964,212)	($134,705,818)	($145,298,868)
Remaining Funding	**$1,509,695**	**$1,926,680**	**$1,509,708**	**$2,059,924**

Table 26. Transit Constrained Project List

Expected Sponsor	Projects	2027	2028	2029	2030	2031	2032
Various	FY 2027-2030 TIP	$34,116,991	$15,753,571	$16,048,432	$15,820,928	$0	$0
City Utilities Transit	Operating Expenses	$0	$0	$0	$0	$13,333,944	$13,333,944
City Utilities Transit	Preventative Maintenance	$0	$0	$0	$0	$2,208,162	$2,252,326
City Utilities Transit	Planning	$0	$0	$0	$0	$231,857	$236,494
City Utilities Transit	Security	$0	$0	$0	$0	$96,704	$98,638
City Utilities Transit	ADA Enhancements	$0	$0	$0	$229,026	$233,606	$238,278
City Utilities Transit	Fixed Route Bus Replacement	$0	$0	$9,100,000	$0	$0	$14,300,000
City Utilities Transit	Paratransit Bus Replacement	$0	$0	$0	$0	$0	$840,000
City Utilities Transit	Shelter/Signs/Amenities	$50,192	$51,196	$52,220	$53,264	$54,329	$55,416
City Utilities Transit	ITS	$102,956	$105,015	$107,115	$109,258	$111,443	$113,672
Various	Other Agency Vehicles	$0	$0	$0	$345,043	$351,943	$358,982
Total		($34,270,139)	($15,909,782)	($25,307,767)	($16,557,518)	($16,621,990)	($31,827,751)
Prior Year Funding		$16,201,465	$1,272,014	$1,626,609	$1,266,297	$1,583,157	$2,257,634
Projected Funding		$19,340,688	$16,264,378	$24,947,455	$16,874,378	$17,296,466	$31,079,807
Remaining Funding		$1,272,014	$1,626,609	$1,266,297	$1,583,157	$2,257,634	$1,509,690

Expected Sponsor	Projects	2033	2034	2035	2036	2037-2043	2044-2050
Various	FY 2027-2030 TIP	$0	$0	$0	$0	$0	$0
City Utilities Transit	Operating Expenses	$13,333,944	$13,333,944	$13,333,944	$13,333,944	$93,337,608	$93,337,608
City Utilities Transit	Preventative Maintenance	$2,297,372	$2,343,319	$2,390,186	$2,437,990	$18,487,200	$21,235,981
City Utilities Transit	Planning	$241,224	$246,049	$250,970	$255,989	$1,941,157	$2,229,780
City Utilities Transit	Security	$100,611	$102,623	$104,676	$106,769	$809,628	$930,008
City Utilities Transit	ADA Enhancements	$243,044	$247,905	$252,863	$257,920	$1,955,800	$2,246,600
City Utilities Transit	Fixed Route Bus Replacement	$2,600,000	$0	$2,600,000	$0	$13,000,000	$19,500,000
City Utilities Transit	Paratransit Bus Replacement	$0	$0	$0	$0	$840,000	$840,000
City Utilities Transit	Shelter/Signs/Amenities	$56,524	$57,655	$58,808	$59,984	$454,857	$522,488
City Utilities Transit	ITS	$115,945	$118,264	$120,629	$123,042	$933,023	$1,071,750
Various	Other Agency Vehicles	$366,162	$373,485	$380,955	$388,574	$2,946,544	$3,384,653
Total		($19,354,827)	($16,823,244)	($19,493,030)	($16,964,212)	($134,705,818)	($145,298,868)
Prior Year Funding		$1,509,690	$1,509,691	$1,910,485	$1,509,694	$1,926,680	$1,509,708
Projected Funding		$19,354,828	$17,224,038	$19,092,240	$17,381,198	$134,288,846	$145,849,084
Remaining Funding		$1,509,691	$1,910,485	$1,509,694	$1,926,680	$1,509,708	**$2,059,924**

Illustrative Economic Development Projects

Two projects are included for illustrative purposes rather than as fiscally constrained projects. While these projects have high estimated costs and do not currently have funding reasonably identified within Next Stop 2050, they may support future economic development, regional access, and long-term growth opportunities. Including them as illustrative projects preserves them for future coordination, project development, and potential discretionary grant applications if additional resources become available.

Table 27. Illustrative Project List - Unfunded Needs

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
65	Route 65/Longview	MoDOT/Ozark	US 65 and Longview Interchange	New Interchange	$35,000,000
186	Route 65/Gasconade	MoDOT/Springfield	US 65 and Gasconade Interchange	New Interchange	$60,000,000

Unconstrained Projects

The following tables include those projects not prioritized for funding.

Table 28. Unconstrained Non-Transit List - Unfunded Needs

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
74	10th	Ozark	10th Street Bridge	"10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River "	$8,500,000
431	19th Street Extension	Ozark	19th St extension from current terminus to Lakeland Dr for future outer road (City of Ozark)	19th St extension from current terminus to Lakeland Dr for future outer road (City of Ozark)	$5,000,000
247	Azalea	Battlefield	Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	$875,500
303	Bailey Street	Republic	Republic|Roadway Extension for Bailey Avenue Kirkwood Estates to Farm Road 174 - N Bailey Ave from Kirkwood Estates Subdivision to Farm Road 174	Planning for roadway and sidewalk extension improvements along Bailey Avenue through Republic. Bailey is a secondary Arterial connection within the City of Republic and there are sections of Bailey that still need to be constructed.	$2,385,000
222	Camino Alto/Lyon	Springfield	Camino Alto & Lyon Ave	Signalization	$2,500,000
466	Catalpa/Eastgate	MoDOT/ Springfield	Intersection Improvements	Roundabout	$4,000,000
399	Cherry Street	Springfield	Cherry St from Main to Hightower	Safety improvements	$1,000,000
467	Cherry/Eastgate	MoDOT/ Springfield	Intersection Improvements	Intersection improvements	$4,000,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
212	Chestnut	MoDOT	Chestnut Expwy from Glenstone to US 65	Operational Improvements	$3,559,229
390	Clifton Avenue	Springfield	Clifton from Kearney to High St	Safety improvements	$500,000
391	Commercial Street/Atlantic Street	Springfield	Commercial St & Atlantic St neighborhood	Safety improvements	$2,000,000
389	Division	Springfield	Division St from Sherman to National	Safety improvements	$1,000,000
187	EW Arterial	Greene County	E/West Arterial - FF to Kansas Expressway	New roadway including bicycle and pedestrian accommodations.	$17,000,000
45	EW Arterial	Greene County	East/West Arterial - Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations.	$26,249,311
46	EW Arterial	Greene County	East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	$15,000,000
47	EW Arterial	Greene County	East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	$19,000,000
185	EW Arterial	Greene County	East/West Arterial - Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	$15,000,000
395	Farm Road 182	Battlefield	FR 182 at Old Wire Rd	Safety improvements	$2,000,000
7	Farm Road 190	Battlefield/ Greene County	Extend Farm Road 190 through Battlefield	Extension from FF to FR 115	$2,000,000
221	Farm Road 89/ Hickory	Greene County	Farm Road 89 & Hickory Ln	Signalization	$1,500,000
220	Farm Road 89/ Williamsburg	Greene County	Farm Road 89 & Williamsburg Walk	Signalization	$1,500,000
393	Farm Road 96	Greene County	FR 96 near Truman Elementary	Safety improvements	$2,000,000
70	Farmers Branch	MoDOT	Farmers Branch Expansion	Capacity, Operational and Safety Improvements FR 194 to Rte. J/NN	$3,350,000
71	Fremont	Ozark	Fremont Rd Expansion	"Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements "	$2,765,000
73	Fremont	Ozark	Fremont Rd Expansion - Ph 2	"Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements "	$3,550,000
308	Fremont/North/ Longview	Ozark	Fremont Intersection improvements	A much-needed improvement to the current intersection of Longview Rd and N Fremont Rd and North Rd. This intersection contributes to significant traffic congestion along a route that is quickly become a major north/south corridor for cities of Ozark and	$6,000,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
387	Glenstone	MoDOT	Glenstone Ave at Battlefield Mall Entrance	Safety improvements	$1,500,000
231	Glenstone/ Sunshine	MoDOT	Glenstone & Sunshine intersection improvements	"Operational improvements at Sunshine and Glenstone "	$5,000,000
388	Golden Avenue	Springfield	Golden Ave from Kearney to Atlantic	Safety improvements	$1,500,000
312	Hall Street	Ozark	The intersection of N 10th St and W Hall St	ntersection improvements planned for N 10th St and W Hall St to mitigate future traffic congestion as the area develops with more multi-family housing and businesses.	$6,000,000
314	Hawkins Ct	Ozark	E Hawkins Ct extension - From the current cul-de-sack of E Hawkins Court to intersecting with E Country Crest Rd to the west. from Terminal point of E Hawkins Ct to Intersecting with E Country Crest Rd	Extending E Hawkins Ct from its current terminal point the intersect with E Country Crest Rd will add a much-needed east/ west transit route and alleviate ever increasing traffic congestion along McCraken Rd.	$6,000,000
315	Hines Street	Republic	E Hines Street Corridor Improvements - E Hines Street Corridor from Hampton Ave to US Highway 60	The East Hines Street corridor between North Hampton Avenue and US Highway 60 is a vital route for school and residential traffic. Roadway and sidewalk enhancements are necessary to improve safety, and recent upgrades to JR Martin Park have intensified t	$5,000,000
403	Hines Street	Republic	Hines Street from western city limits to Main	Safety improvements	$750,000
234	Hines/Lynn	Republic	Hines & Lynn intersection improvements	Intersection Improvements	$2,000,000
319	I-44	MoDOT	Widen to six lanes from MO 360 to Route MM	Capacity and Safety improvements	$11,000,000
215	LeCompte/YY	Springfield	LeCompte Rd and Rte YY intersection improvements	Intersection improvements	$3,559,229
68	Melton	Ozark	Melton Intersection & Turn Lane	"Intersection at Melton & right turn lane on to Melton "	$996,000
78	Miller	Willard	Miller - E Proctor to New Melville in Willard	This is a project to continue improvement on a collector street.	$500,000
80	Miller	Willard	Miller Rd - New Melville to Hughes in Willard	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	$2,170,484
402	Miller	Republic	Miller Road from Rachel to Park in Republic	Safety improvements	$350,000
400	Missouri Ave	Ozark	Missouri Ave North St to MO 14	Safety improvements	$1,500,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
55	National Avenue	Greene County	National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	$7,000,000
88	North St	Nixa	North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	$8,000,000
401	North St	Nixa	North St from Maplewood Hills to Cheyenne	Safety improvements	$2,500,000
66	North Rd	Ozark	W North Rd Improvements	Longview expansion from Cheyenne to Fremont	$1,560,000
404	Oneal Road	Republic	Oneal Rd from Ashton to McKee	Safety improvements	$350,000
62	Route 14	MoDOT	OTC Entrance Upgrades	"OTC Campus Entrance control upgrade "	$2,500,000
327	Plainview Rd/FR 141	Greene County	Plainview Rd/FR 141 Intersection improvements	Intersection improvements	$2,000,000
54	Plainview Road	Greene County	Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	$10,000,000
184	Republic	Springfield	New Republic Road Bridge/ Extension over JRF	New Bridge to connect to Gasconade	$25,000,000
242	Route 125	MoDOT	125 - Safety Improvements From FR 84 to OTO North Boundary	Safety Improvements	$5,000,000
433	Route 125	MoDOT	Roadway improvements from Rte DD to I-44 interchange (City of Strafford)	Roadway improvements from Rte DD to I-44 interchange (City of Strafford)	$1,200,000
14	Route 125	MoDOT	Rte. 125 Intersection and North Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	$11,299,539
434	Route 125	MoDOT	Traffic study from FR 84 to Evergreen including Evergreen intersection	Traffic study from FR 84 to Evergreen including Evergreen intersection	$200,000
328	Route 125	MoDOT	Add shoulders, curve realignments and turn lanes from West Junction Route OO to Route 14	Capacity and Safety improvements	$30,000,000
435	Route 125	MoDOT	Poor condition from Logan-Rogersville middle school to start of the dogbone at US 60	Poor condition from Logan-Rogersville middle school to start of the dogbone at US 60	$250,000
436	Route 125	MoDOT	Improve curve delineation north of Rte JJ	Improve curve delineation north of Rte JJ	$200,000
443	Route 125/Route DD	MoDOT	Intersection Improvements (City of Strafford)	Intersection Improvements (City of Strafford)	$4,000,000
441	Route 125/FR 84	MoDOT	Intersection Improvements	Intersection Improvements	$2,000,000
445	Route 125/Route YY	MoDOT	Intersection Improvements	Intersection Improvements	$4,000,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
439	Route 125/FR 132	MoDOT	Intersection Improvements	Intersection Improvements	$2,000,000
442	Route 125/Route D	MoDOT	Intersection improvements	Intersection improvements	$6,000,000
440	Route 125/FR 186	MoDOT	Intersection improvements	Intersection improvements	$2,000,000
444	Route 125/Route U	MoDOT	MoDOT SW Safety Plan/HFST Curves	MoDOT SW Safety Plan/HFST Curves	$100,000
173	Route 125/OO	MoDOT	N. 125/OO Intersection Improvements	Intersection Improvements	$6,556,362
172	Route 125/OO	MoDOT	S. 125/OO Signalization	Signalization	$1,194,052
15	Route 13	MoDOT	Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements, possible J-turn.	$1,791,078
248	Route 13 (Kansas Expressway)/ Sunshine	MoDOT	Kansas and Sunshine Intersection	Intersection Improvements	$6,955,644
61	Route 14	MoDOT	HWY 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	$6,000,000
189	Route 14	MoDOT	Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	$3,250,000
335	Route 14/JJ	MoDOT	Route 14/JJ intersection improvements	Intersection improvements	$5,000,000
193	Route 160	MoDOT	US 160 widening from Jackson to Rte 123	Capacity Improvements	$7,500,000
192	Route 160/Farm Road 123	MoDOT	US 160 & FR 123 intersection improvements	Intersection Improvements	$2,000,000
363	Route 160/60	MoDOT	US 160 ramp improvements at Route 60 (James River Freeway)	Interchange ramp improvements	$4,000,000
464	Route 160/Ward Branch	Springfield	Bike/Pedestrian Underpass improvements	Bike/Pedestrian Underpass improvements	$1,000,000
460	Route 160/FR 192	MoDOT	Intersection improvements	Intersection improvements	$2,000,000
461	Route 160/ Pembrook	MoDOT/Nixa	Intersection Improvements (Public Comment/City of Nixa)	Intersection Improvements (Public Comment/City of Nixa)	$3,000,000
463	Route 160/ Rosedale Rd	MoDOT	Intersection improvements	Intersection improvements	$2,000,000
243	Route 174	MoDOT	Rte 174	Capacity Improvements Main to 60	$7,234,946
201	Route 174/Boston	MoDOT/ Republic	Intersection Improvements Rte 174/Boston	Intersection Improvements	$1,500,000
337	Route 266	MoDOT	Rte 266 from Rte AB to Rte B	Capacity and Safety improvements	$1,500,000
122	Route 360	MoDOT	Capacity Improvements	Rte. 360 - I-44 to MO 413	$15,000,000
338	"Route 360 "	MoDOT	ITS	ITS Improvements from I-44 to 60	$1,000,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
446	Route 360/US 60/ Route 413	MoDOT	Interchange Ramp Improvements to include adding/extending lanes	Interchange Ramp Improvements to include adding/ extending lanes	$5,000,000
25	Route 60	MoDOT	Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	$3,979,000
123	Route 60	MoDOT	Capacity Improvements from MO 413 to West Bypass	JRF - MO 413 to West Bypass	$15,000,000
124	Route 60	MoDOT	Capacity Improvements from West Bypass to Kansas Expressway	JRF - West Bypass to Kansas Expwy	$16,000,000
250	Route 60	MoDOT	Address flooding between NN and 223	Roadway Improvements	$5,787,957
24	Route 60	MoDOT	Rte. 60 Freeway Improvements from Routes NN/J to Rte. 125	Freeway improvements from e/o Rtes. NN/J to Farm Rte. 125.	$22,693,133
167	Route 60/65	MoDOT	Ramp Improvements at Route 60/65	Ramp Capacity Improvements	$14,469,893
366	Route 60/FR 193	MoDOT	Offset Lefts & Rights at US 60/ Farm Road 193	US 60/FR 193	$3,000,000
368	Route 60/Harrison	MoDOT/ Republic	Harrison St & US 60 Intersection Improvements	Intersection improvements for safety and capacity needs from 769 E US Hwy 60 to 638 E US Hwy 60	$4,000,000
165	Route 65/KK/A	MoDOT	US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	$2,500,000
164	Route 65/AA/C	MoDOT	US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	$12,500,000
339	Route 744/Mulroy	MoDOT	Route 744/Mulroy intersection improvements	Intersection improvements	$2,000,000
340	Route AA/Nicholas Rd	MoDOT/ Christian County	Route AA/Nicholas Rd intersection improvements	Intersection improvements	$2,000,000
213	Route AA/Owen	MoDOT/ Christian County	Rte AA intersection improvements at Owen Rd	Intersection improvements	$2,669,421
225	Route AB	MoDOT	Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	$1,000,000
341	Route AB	MoDOT	Rte AB from Rte EE to Rte 266.	Capacity & Safety improvements	$1,000,000
157	Route AB/New Melville	MoDOT	Intersection improvements	Rte AB & New Melville (FR84)	$500,000
158	Route AB/Farm Road 94	MoDOT	Intersection improvements	Rte AB & FR 94	$500,000
159	Route AB/EE	MoDOT	Intersection improvements	Rte AB & Rte EE	$1,000,000
160	Route AB/RR Crossing	MoDOT	At-Grade Railroad Crossing Improvements	Rte AB and RR X-ing	$500,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
342	Route AB/Hwy 160	MoDOT	Route AB/Hwy 160 intersection improvements	Intersection improvements with pedestrian underpass	$3,000,000
214	Route B	MoDOT	Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	$1,500,000
31	Route CC	MoDOT	Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	$8,681,936
344	Route D/Forrest Heights	MoDOT	Route D/Forrest Heights intersection improvements	Intersection improvements	$2,000,000
451	Route EE	MoDOT	Safety improvements from Airport Blvd to I-44, including pedestrian improvements	Safety improvements from Airport Blvd to I-44	$4,500,000
450	Route EE	MoDOT	Safety improvements at Willard S. Elementary school	Safety improvements at Willard S. Elementary school	$1,000,000
452	Route F	MoDOT	Repair erosion due to nearby creek between Tennessee to Cave Hollow (Ozark Special Rd Dist)	Repair erosion due to nearby creek between Tennessee to Cave Hollow (Ozark Special Rd Dist)	$450,000
204	Route FF	MoDOT	Route FF Intersection Improvements through Battlefield	Improvements at various intersections along FF through Battlefield	$4,340,968
205	Route FF	MoDOT	Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	$13,500,000
301	Route FF/4th	MoDOT/ Battlefield	Fourth Street intersection	Intersection improvement, possible roundabout	$4,000,000
347	Route FF/Route ZZ	MoDOT	Rte FF and Rte ZZ connection	How to connect? - Greene County	$30,000,000
35	Route FF/Route. M/Republic Rd	MoDOT	Rte. FF intersection improvements at Republic Rd/ Rte. M	Intersection improvements	$2,600,000
208	Route M	MoDOT	Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	$20,000,000
232	Route M/Farm Road 101	MoDOT	Rte M & FR 101 intersection improvements	Intersection Improvements	$1,250,000
352	Route NN	MoDOT	Rte NN from J to Pheasant	Roadway improvements	$3,500,000
219	Route N/Main/ Farm Road 168	MoDOT	Main & FR 168 intersection improvements	Intersection Improvements - four way stop or flashing light	$550,000
353	Route NN	MoDOT	Rte NN curve south of Rte 60	Realign curve	$5,000,000
156	Route NN	MoDOT	Route J to Pheasant	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	$29,000,000
67	Route NN	MoDOT	Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements Rte J to Sunset, possibly Weaver. Bike lanes and sidewalks	$2,598,237

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
64	Route NN	MoDOT	NN Improvements - Weaver to Jackson	"Operational and Safety Improvements on HWY NN from Weaver to Jackson "	$4,175,274
75	Route NN	MoDOT	Hwy NN Improvements Oak to South St	"NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River "	$642,070
355	Route NN/FR 194	MoDOT	Route NN/Farm Road 194 intersection improvements	Intersection improvements	$2,000,000
428	Route O	MoDOT	Safety and Capacity Improvements from Miller Road to State Highway AB	Safety and Capacity Improvements, including pedestrian accommodations	$1,000,000
245	Route O/Miller	MoDOT	Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	$177,961
210	Route P	MoDOT	Rte P capacity improvements from Main to Miller	Capacity Improvements	$4,250,000
217	Route P	MoDOT	Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	$3,750,000
79	Route W	MoDOT	Hwy W Expansion	"HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements "	$2,700,000
361	Route YY	MoDOT	Route YY/Farm Road 193 intersection improvements	Intersection improvements	$2,000,000
38	Route ZZ	MoDOT	Rte. ZZ Extension from Route 60 to Republic Road	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	$27,712,078
362	Route ZZ	MoDOT	Rte ZZ from Rte M to Farm Road 178	(Public Comment)	$6,009,999
456	Route ZZ Extension	MoDOT/ Christian County	Rte ZZ realignment to Highway 14	Rte ZZ realignment to Highway 14	$6,000,000
203	Route ZZ/174	MoDOT	Rte ZZ intersection improvements at FR 174	Intersection Improvements	$1,500,000
233	Route ZZ/Repmo	MoDOT	Rte ZZ & Repmo Dr intersection improvements	Intersection Improvements	$2,669,421
398	Sanders Valley Road	Christian County	Sanders Valley Rd north of Hart Ln	Safety improvements	$1,000,000
82	Selmore	Christian County/Ozark	Selmore Widening	"Capacity, Operational and Safety Improvements "	$3,810,000
376	W Marseille	Ozark	Expand Marseille St from terminal pt in Olde World subdivision to Fremont Rd	Roadway expansion	$3,000,000

Project No.	Route	Expected Sponsor	Project Name	Description	Current Cost
53	Weaver Road	Greene County	Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	$5,000,000
397	Weaver Road	Battlefield	Weaver Rd from FF to Old Wire	Safety improvements	$500,000
				Total	$737,168,722
				Illustrative Project Costs	$95,000,000
				Unfunded Needs	**$832,168,722**

Transit Unconstrained Needs

Unconstrained transit needs identify potential investments beyond the fiscally constrained transit program, including additional vehicle needs, bus stop improvements, a potential secondary hub facility, facility expansion, and medium- and long-term service concepts identified in the Connect SGF study. These projects illustrate the scale of investment that could be needed to implement the study's recommended service improvements over time. Because a dedicated funding strategy has not yet been identified for these improvements, they are shown as unconstrained needs rather than committed projects. Including them in Next Stop 2050 supports continued coordination, future project development, and potential funding opportunities as the region continues defining the role of transit and mobility services in meeting community needs.

Table 29. Unconstrained Transit List - Unfunded Needs

Expected Sponsor	Projects	2027-2030	2031-2036	2037-2042	2043-2050	Total
CU Transit	Additional Bus Replacement	N/A	$1,100,000	$3,725,519	$7,260,000	$12,085,519
CU Transit	Additional/New Vehicles	$4,495,926	$1,100,000	$18,887,539	$4,400,000	$28,883,465
CU Transit	Additional Bus Stop Installation	$737,924	$150,000	$934,781	$934,779	$2,757,484
CU Transit	Secondary Hub Facility	N/A	N/A	$10,594,178	N/A	$10,594,178
CU Transit	Facility Expansion - Ops/Maint/Admin	N/A	$2,000,400	N/A	$6,813,600	$8,814,000
CU Transit	Connect SGF Mid-term Phase 1 - Enhance Existing Routes	$8,107,626	$16,215,252	$22,158,768	$29,545,024	$76,026,670
CU Transit	Connect SGF Mid-term Phase 2 - New Route and Fast Route	$4,000,970	$12,002,910	$16,402,440	$21,869,920	$54,276,240
CU Transit	Connect SGF Mid-term Phase 3 - Microtransit	$4,151,346	$12,454,038	$14,081,526	$18,775,369	$49,462,279
CU Transit	Connect SGF Mid-term Phase 4 - Regional Transit (Republic & Nixa/Ozark)	$633,814	$7,605,768	$9,634,410	$12,845,880	$30,719,873
CU Transit	Connect SGF Long-term - Fast & Frequent	N/A	N/A	$65,649,373	$152,765,930	$218,415,304
CU Transit	Connect SGF Long-term - Local Routes	N/A	N/A	$7,218,312	$9,624,415	$16,842,727
CU Transit	Connect SGF Long-term - Regional (Willard & Marshfield/ Strafford)	N/A	N/A	$4,817,205	$12,845,880	$17,663,085
CU Transit	Connect SGF Long-term - Coverage (Microtransit)	N/A	N/A	$3,126,042	$4,168,055	$7,294,097
Total		$22,127,606	$52,628,369	$177,230,093	$281,848,853	$533,834,920

Model Results

The OTO travel demand model was used to evaluate projected transportation conditions in 2050 under two scenarios. The Existing Plus Committed scenario includes the existing transportation network and improvements already programmed for implementation, while the Constrained Projects scenario includes additional improvements identified in the Next Stop 2050 fiscally constrained investment plan. The results indicate that planned transportation investments could substantially reduce the extent of projected roadway congestion compared to the Existing Plus Committed scenario. While some locations are still projected to experience capacity constraints, the comparison demonstrates the potential benefits of the region's planned investments. Both maps use consistent volume-to-capacity thresholds to illustrate roadway segments approaching or exceeding capacity.

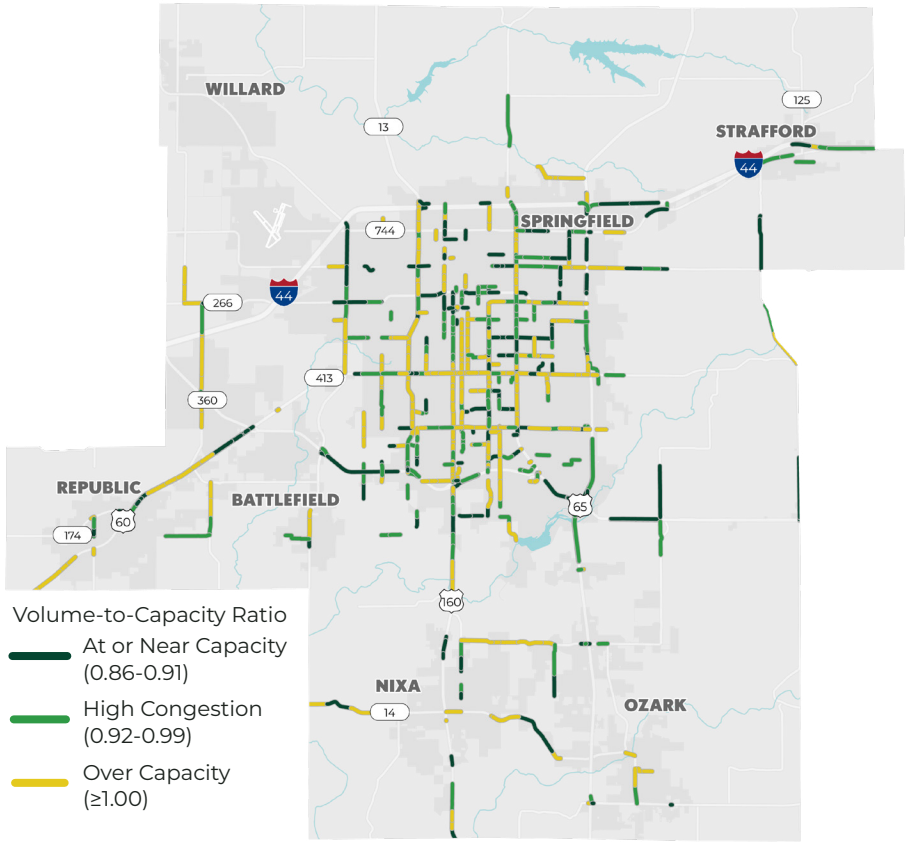


Figure 57. Projected Congestion Levels, 2050 - Existing Plus Committed Projects Scenario

Source: OTO Travel Demand Model

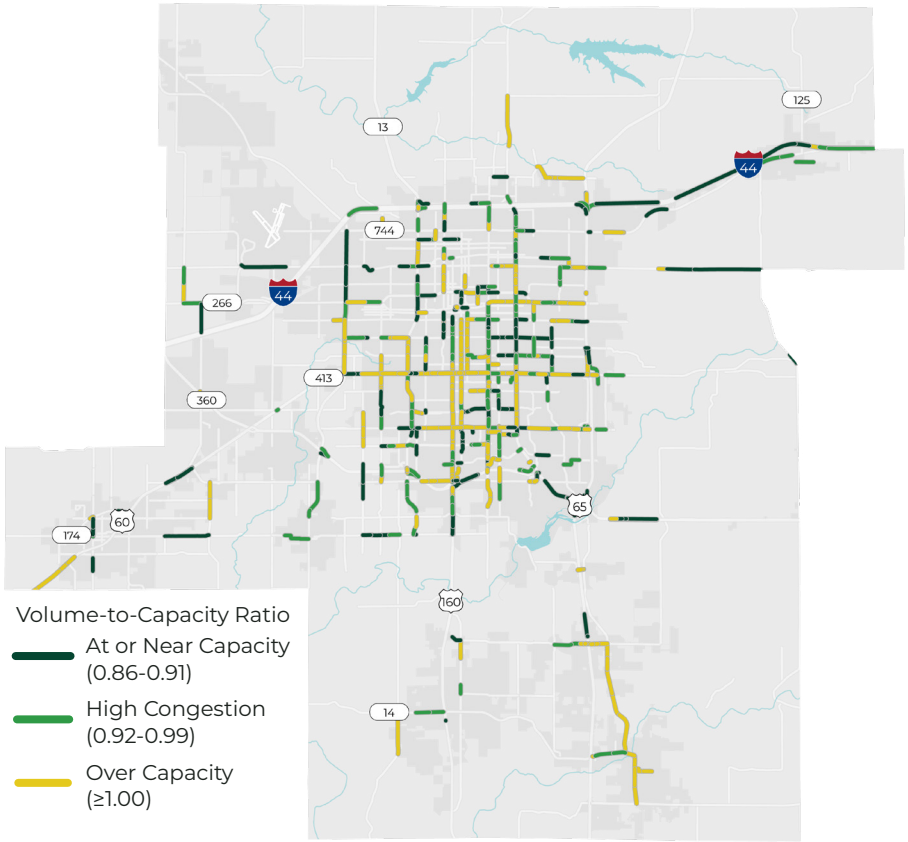


Figure 58. Projected Congestion Levels, 2050 - Constrained Projects Scenario

Note: Maps compare projected volume-to-capacity ratios in 2050 under the Existing Plus Committed and fiscally constrained project scenarios. Both use consistent congestion thresholds. For additional detail, explore the interactive maps on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050

Figure 59. Constrained Projects Map

Source: OTO, Esri

Note: To review the Projects in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050

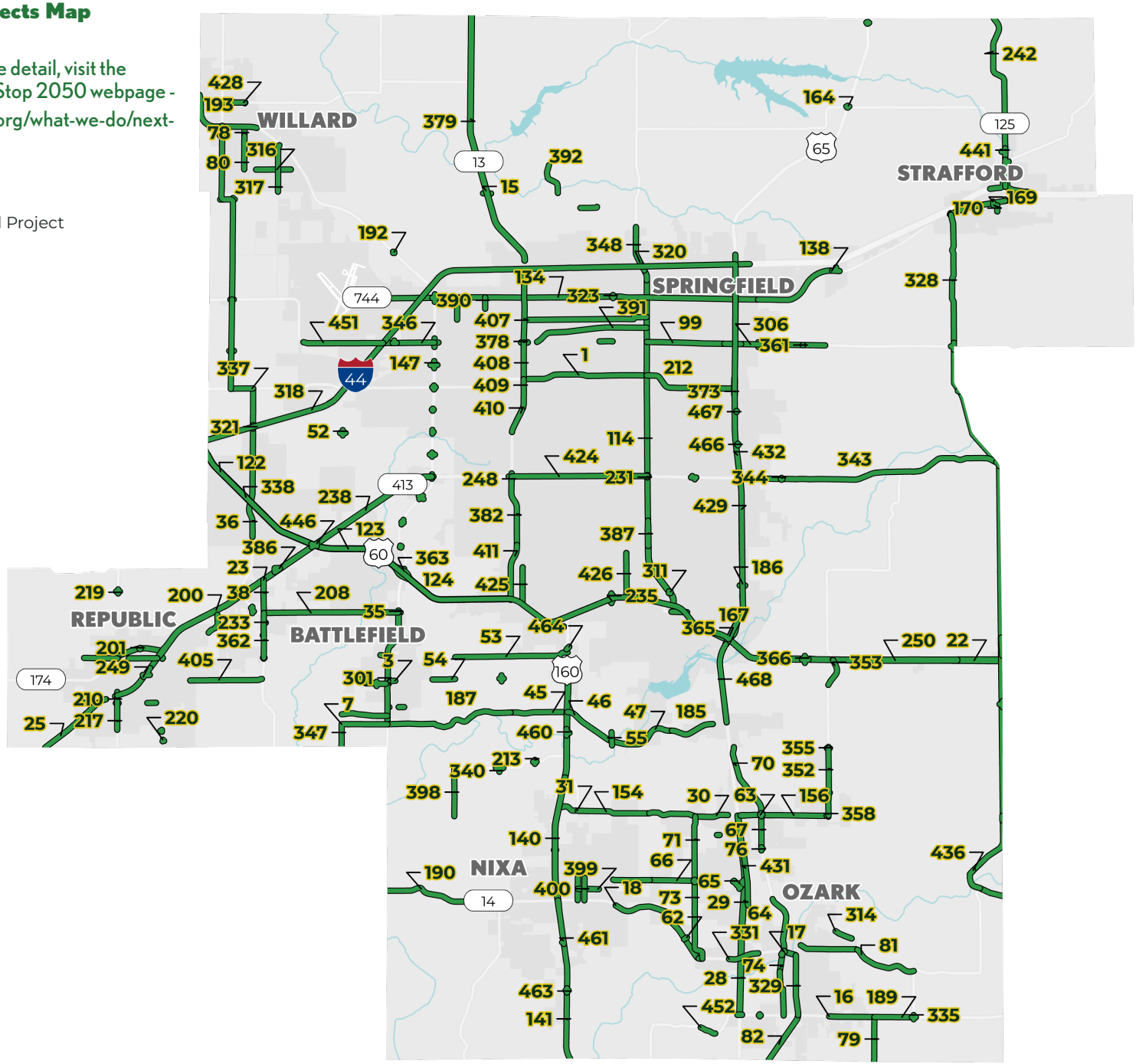
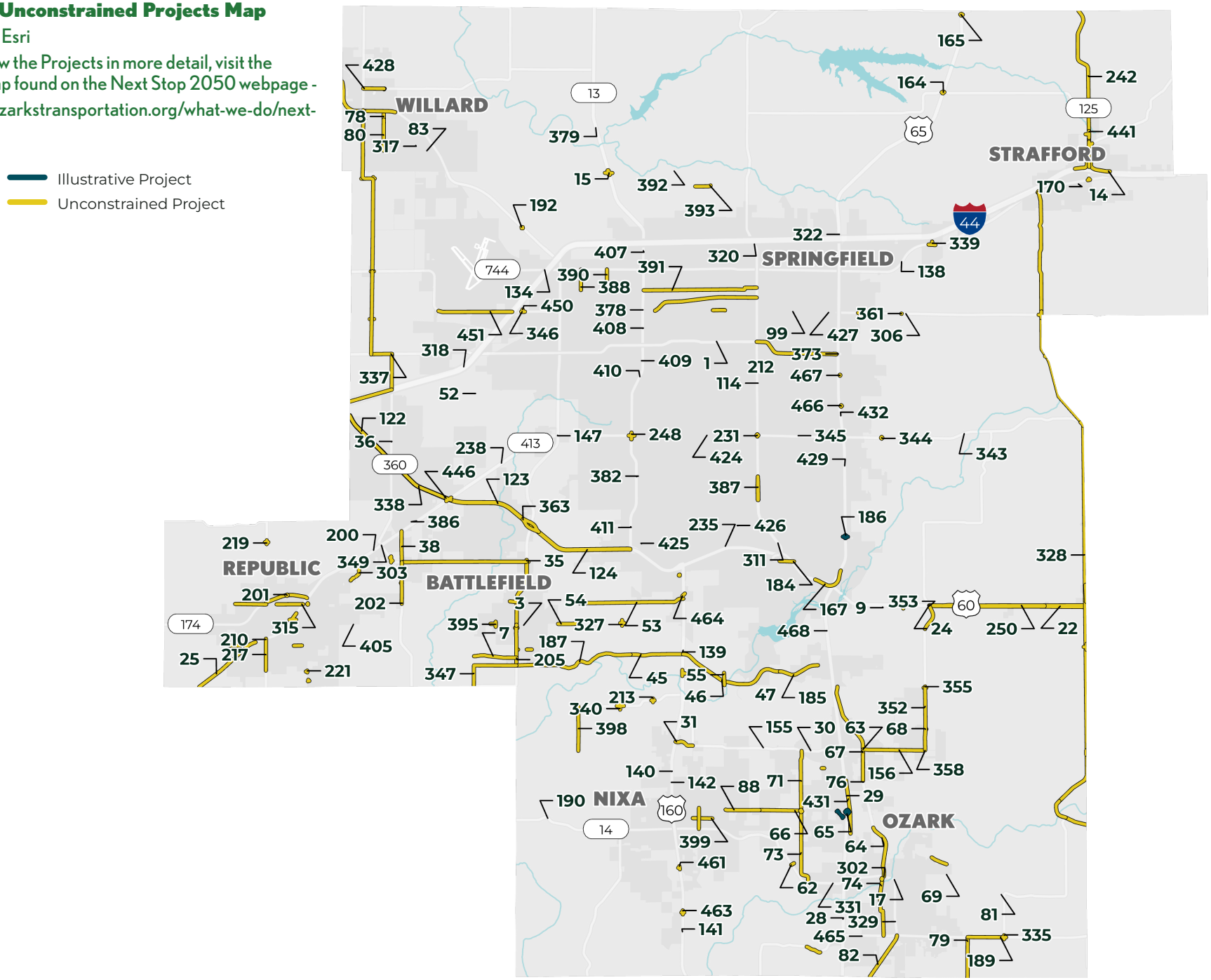


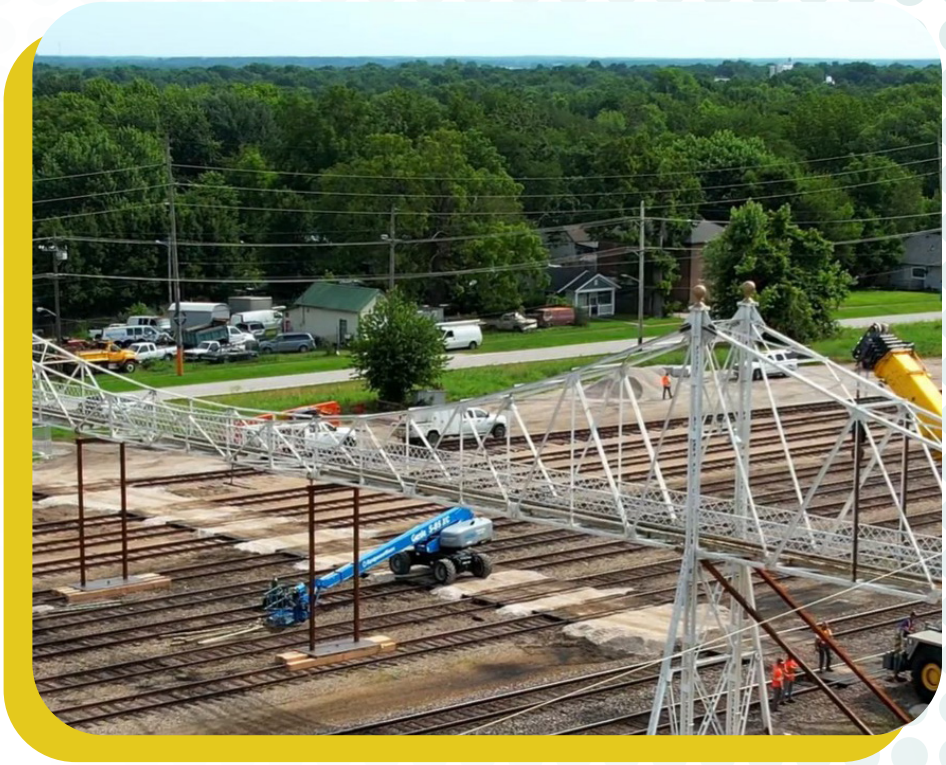
Figure 60. Unconstrained Projects Map

Source: OTO, Esri

Note: To review the Projects in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050



3.01 Action Plan



PART 1 · THE STARTING POINT

1.01 Existing Conditions

1.02 System Performance

1.03 Community Context

1.04 Public Engagement

PART 2 · THE PATH FORWARD

2.01 Goals and Policies

2.02 Investment Plan

PART 3 · THE JOURNEY AHEAD

3.01 Action Plan

DRAFT

Action Plan

Major Thoroughfare Plan

The OTO Major Thoroughfare Plan (MTP) provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area. The MTP was first adopted by the OTO Board of Directors in October 2004, with revisions 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 the 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. Additional considerations should be made regarding the application of the MTP roadway classifications besides potential function, including alignment and corridor preservation, as well as land use and development.

Network Updates

During the five years since adoption of Destination 2045, several individual updates were amended into the Major Thoroughfare Plan. As part of Next Stop 2050, OTO completed a more comprehensive review of the planned roadway network through meetings with member jurisdictions. These discussions provided an opportunity to review existing Major Thoroughfare Plan classifications, identify corridors where planned roadway needs have changed, and incorporate local knowledge about growth areas, development activity, project timing, and long-range transportation priorities. The updates included reclassifying some corridors to better reflect their intended long-term function, refining planned alignments, adding or adjusting future connections, and removing planned facilities that no longer matched local priorities or expected growth. Together, these changes provide a more current foundation for regional project planning, travel demand modeling, and future coordination.

While these changes occurred throughout the region, both Springfield and Greene County are beginning their own long-range examinations of their transportation systems. OTO will participate in those processes, and the Major Thoroughfare Plan will be considered and revised if needed based on the additional input and recommendations that come from those efforts.

Design Standards

The OTO adopted design standards are desired minimums based on the recommendations of the MTP. 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 it 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 a variance from a special subcommittee of the OTO Technical Planning Committee.

OTO is proposing one new classification to the adopted design standards. Over time, MoDOT has needed more right-of-way to accommodate utilities, clear zones, and to address slopes on roadways with open ditches. This has led to the need for 130-feet of right-of-way, 20 feet more than the 110-feet required for a Primary Arterial. For roadways on the state system in areas with less development, OTO is recommending a State Arterial that adds that extra right-of-way as part of the standard. The full

design standards can be found in Appendix A, but the revised cross-section is provided here.

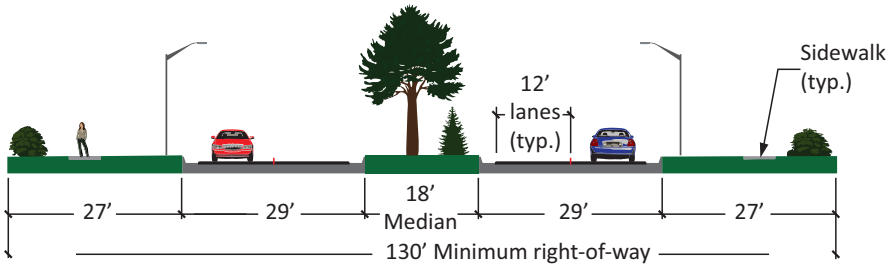


Figure 61. State Arterial Cross-Section

Street Typologies

Destination 2045 introduced and discussed street typologies to support flexibility in the application of the Major Thoroughfare Plan and the design standards. OTO is partnering with the City of Springfield, as part of their master transportation plan process, to incorporate street typologies into the Major Thoroughfare Plan. As that work advances, OTO will use the results to refine how street typologies are defined, mapped, and applied within the MTP, ensuring future roadway planning better reflects surrounding land use, community context, and multimodal needs.

Bicycle/Pedestrian/Trail Facilities

Bicycle, pedestrian, and trail facilities are an important part of the region's transportation system. Sidewalks, bicycle accommodations, sidepaths, and trails provide access to schools, parks, jobs, transit, commercial areas, and other daily destinations. They also help connect local neighborhoods to the broader regional trail system. Previous OTO planning work emphasized that these facilities are most effective when they form continuous local and regional networks, rather than isolated segments. OTO's bicycle and pedestrian priorities call for arterial corridors to include bicycle and pedestrian infrastructure, freeway corridors to be supported by parallel low-stress routes, and local networks to provide safe movement between neighborhoods, schools, institutions, and commercial areas.

The regional trail network remains a major focus of OTO's bicycle and pedestrian planning efforts. Destination 2045 included additional work to define expectations for regional trail implementation, identify remaining gaps, and establish a long-term construction goal. The Towards a Regional Trail System effort described a long-term hard surface trail network of approximately 255 miles, with about 52 miles built at the time of that work, and emphasized that the region is committed to broad trail corridors rather than fixed alignments that cannot change as opportunities arise. That work also established a goal of constructing 45 miles of new trails by 2045, supported by continued local, state, federal, and private development participation. Progress toward the 45 new miles can be monitored through a dashboard on the OTO website - https://www.ozarkstransportation.org/what-we-do/bikeped. Currently, 17.54 miles have been constructed since adopting the 45 by 45 goal.

The Official Trail Map was amended into Destination 2045 after the LRTP was originally adopted and continues to serve as a guide for identifying regional trail corridors, constructing new trail connections, and bringing existing connectors up to current trail standards. The Official Trail Map has also been reviewed and updated through this planning process.

To better communicate near-term bicycle and pedestrian priorities, Next Stop 2050 replaces the previous comprehensive bicycle and pedestrian facility map with a simplified priority map focused on key bicycle routes and sidewalk connections.

OTO's continued focus is to fund and construct trail facilities while also encouraging local sidewalk and bicycle connections

that make the trail system useful for everyday transportation. Regional trails provide the backbone of the system, but local sidewalk and bicycle networks are needed to connect people from neighborhoods, schools, employment areas, commercial centers, and transit stops to those regional facilities. OTO's prior bicycle and pedestrian work specifically emphasized integrating the regional Hard Surface Trail Network into each community through neighborhood-level sidewalk and bicycle connections and constructing local networks that connect trails to schools, commercial areas, and local institutions.

OTO has also completed additional work to identify and prioritize critical sidewalk gaps. The Bicycle and Pedestrian Advisory Committee reviewed sidewalk needs using public input, local unfunded needs, and technical scoring factors such as safety, population, roadway type, gap length, proximity to regional trails, proximity to transit, parks, schools, jobs, and equity-related measures. The resulting inventory identifies gaps throughout the OTO area and provides a starting point for local coordination, project development, and future funding decisions. This is maintained as a planning resource and may be updated as sidewalk data, local priorities, and project opportunities evolve. OTO has also developed a trail maintenance cost-estimating tool to help local communities anticipate long-term maintenance needs and associated costs.

Moving forward, OTO will continue using regional trail priorities, the Official Trail Map, the critical sidewalk gap inventory, and the broader Next Stop 2050 strategy set to guide bicycle, pedestrian, and trail implementation. This work will include continued funding for high-priority trail and sidewalk projects, coordination with member jurisdictions and MoDOT, support for project development, and encouragement of local policies and funding approaches that help create a connected, safe, and accessible regional bicycle and pedestrian network.

Figure 62. Major Thoroughfare Plan

Source: OTO, Esri

Note: To review the MTP in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050

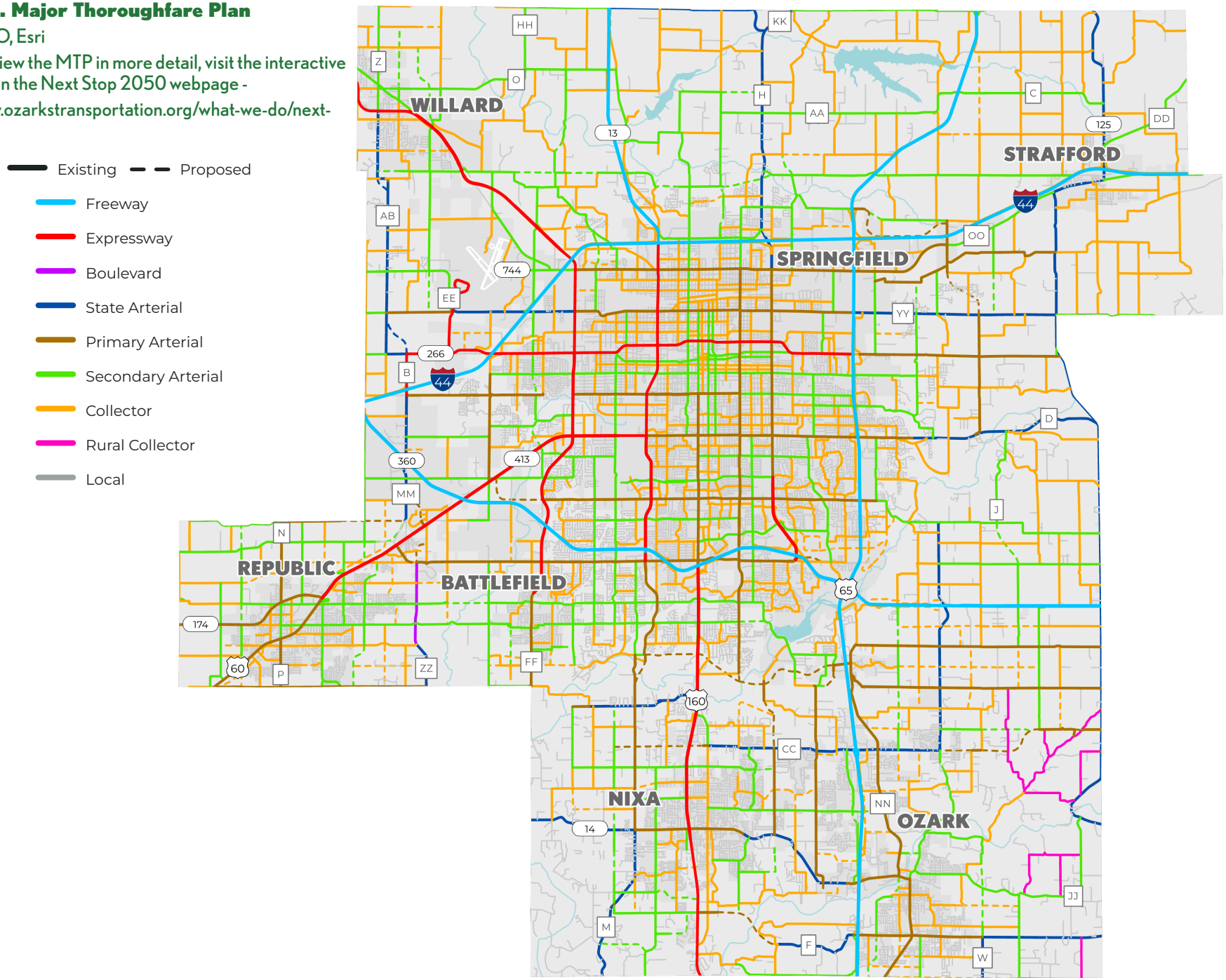


Figure 63. Official Trail Map

Source: OTO, Esri

Note: To review the Trail Map in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050

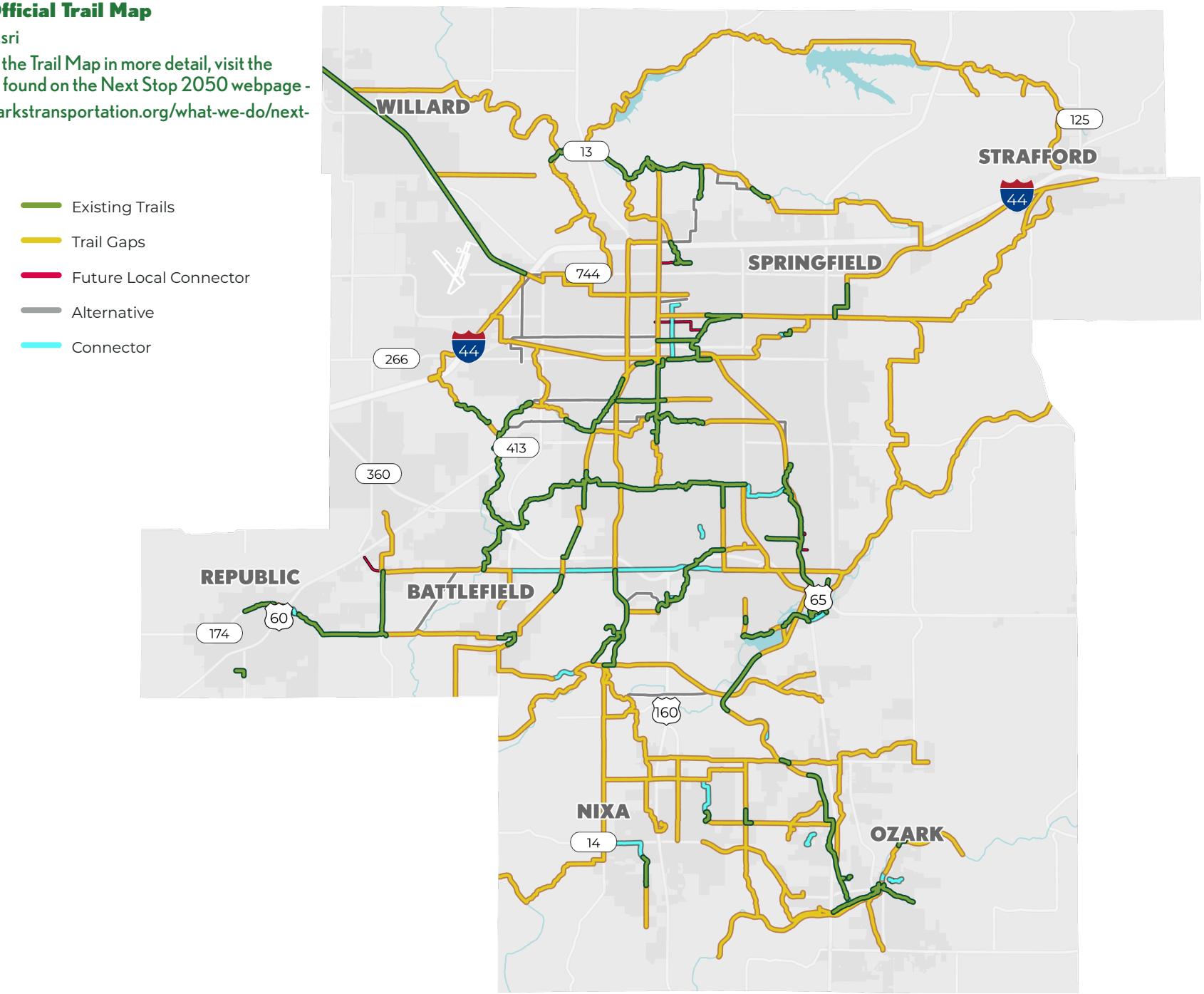
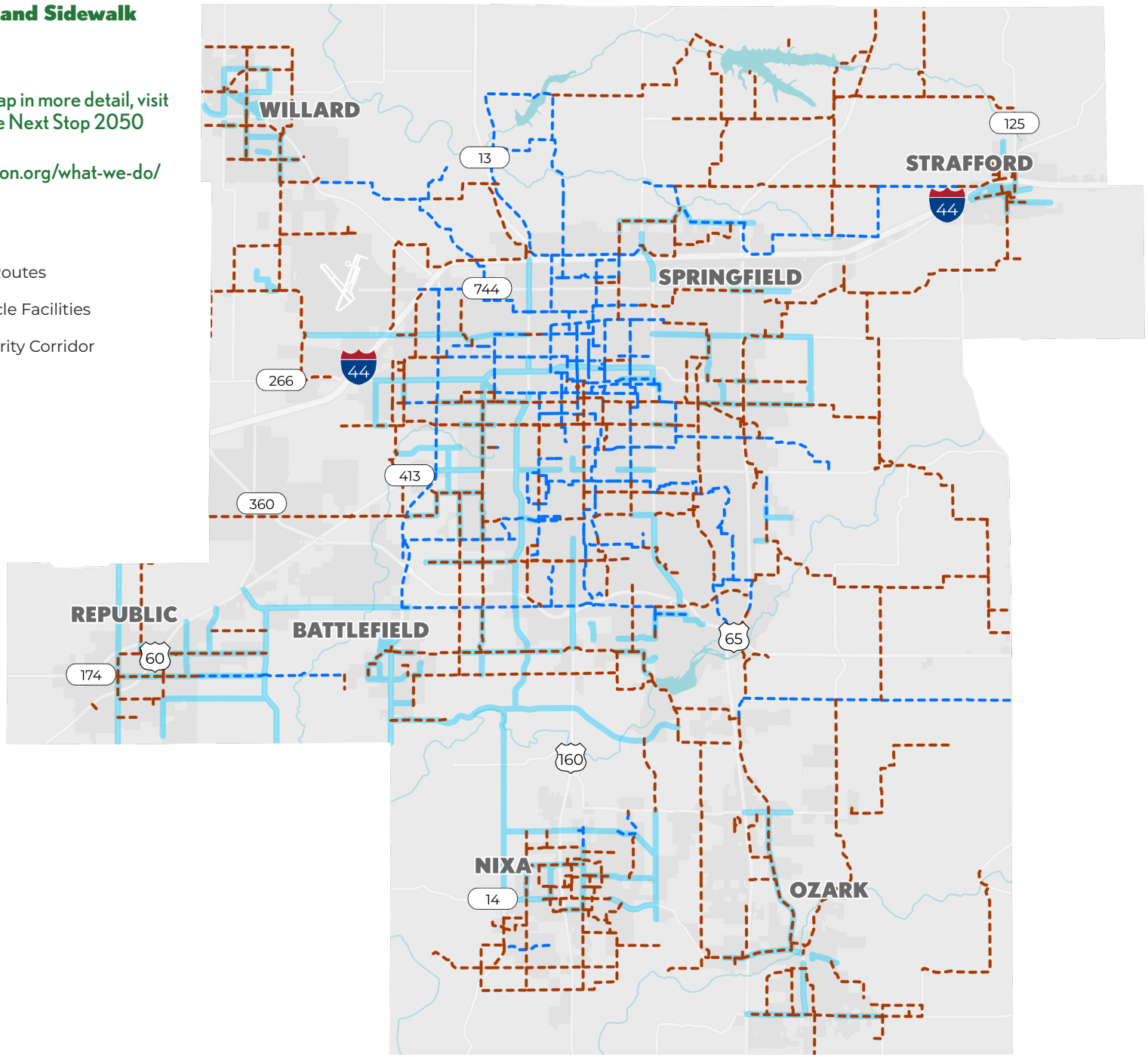


Figure 64. Bicycle Route and Sidewalk Priority Map

Source: OTO, Esri

Note: To review the Facilities Map in more detail, visit the interactive map found on the Next Stop 2050 webpage - https://www.ozarkstransportation.org/what-we-do/next-stop-2050



Preparing for Connected and Automated Vehicles

Connected and automated vehicle technology continues to evolve, but widespread changes to the regional transportation system are expected to be gradual and uncertain. Current research suggests that near-term deployment is most likely to occur through lower levels of vehicle automation, geographically limited shared-use services, campus or shuttle environments, and selected freight applications rather than rapid, systemwide conversion to fully autonomous travel. Mixed traffic conditions, with automated and human-driven vehicles operating together, are expected to continue for many years.

For the OTO region, preparing for automated vehicles does not require speculative roadway redesign or dedicated autonomous vehicle infrastructure. Instead, many of the same investments that improve safety, reliability, and clarity for today's transportation system also support future vehicle technologies. Clear pavement markings, consistent signage, predictable roadway geometry, well-defined crossings, separated bicycle and pedestrian facilities, resilient design, and effective curb management can reduce ambiguity for both human drivers and automated systems.

Digital infrastructure will become increasingly important as transportation technology advances. Broadband connectivity, accurate and timely data on work zones and temporary roadway changes, traffic management systems, and coordination with public and private data providers can support future connected and automated vehicle applications. These investments may be especially relevant along major freight and regional travel corridors, including I-44 and other high-volume routes.

Next Stop 2050 takes a flexible approach to emerging transportation technology. Rather than assuming a specific deployment timeline, the plan emphasizes infrastructure quality, safety, system management, multimodal design, and data readiness. This approach allows OTO and its partners to adapt as vehicle technology, federal and state policy, market conditions, and local needs change over time.

Five-Year Action Strategies

The five-year action strategies identify the near-term work needed to advance the goals, policies, project priorities, and planning needs identified in Next Stop 2050. The strategies are organized around the major implementation roles OTO plays in the region, including planning, coordination, funding, technical assistance, performance monitoring, public engagement, and support for member jurisdictions. Together, these actions provide a work program for OTO and its partners following adoption of the plan. A progress report documenting implementation of Destination 2045 is included in Appendix C and provides additional context for the strategies carried forward into Next Stop 2050.

OTO's role varies by implementation action:

- Lead indicates work OTO is primarily responsible for initiating and carrying out.
- Coordinate indicates a regional effort that requires participation from multiple agencies.
- Support indicates work primarily led by another agency where OTO can provide planning, technical, funding, advocacy, or coordination assistance. Potential partners are identified where applicable.

Implementation of these strategies will be supported through OTO's continuing metropolitan planning responsibilities, including public involvement, committee coordination, civil rights compliance, project programming, and agency coordination.

The implementation schedule identifies anticipated activities over the five-year period. Filled circles indicate primary implementation activities, while open circles indicate ongoing, recurring, as-needed, or maintenance activities. Blank cells indicate years without specifically scheduled activity. Background colors provide visual emphasis and do not represent a separate implementation status.

- ● Indicates a primary implementation action during the given year.
- ○ Indicates an ongoing, as-needed, or maintenance activity during the given year.

Implementation Years:

1 = 2027 2 = 2028 3 = 2029 4 = 2030 5 = 2031

1. Implement the Regional Safety Action Plan

Advance Destination Safe Streets through ongoing monitoring, incorporation of member safety planning, project development, education, and application of proven safety practices.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
1.1	Incorporate applicable recommendations, projects, and analyses from member SS4A, ADA transition, transportation safety, and related plans into Destination Safe Streets.	●	●	○	○	○	OTO Role: Lead Partners: Member jurisdictions, MoDOT	Updated regional safety priorities and project inventory
1.2	Monitor fatalities, serious injuries, high-injury locations, vulnerable road-user crashes, crash types, and systemic safety risk.	●	●	●	●	●	OTO Role: Lead Partners: MoDOT	Annual regional safety monitoring/ reporting
1.3	Periodically update high-injury and systemic-risk analyses to reflect new crash data and changing conditions.			●	●		OTO Role: Lead	Updated regional Safety Action Plan
1.4	Identify and advance high-priority safety projects toward funding and implementation.	○	○	○	○	○	OTO Role: Coordinate Partners: Project sponsors, MoDOT	Projects moved into engineering, grant applications, TIP, or construction
1.5	Support driver education and other roadway-safety education efforts, including identification of appropriate lead organizations and partners.	○	○	○	○	○	OTO Role: Support Partners: Schools, MoDOT, safety partners, local agencies	Partnerships, campaigns, educational resources, or legislative support as appropriate
1.6	Develop and maintain a web-based safety toolbox that complements Destination Safe Streets Safety Toolkit and provides resources related to the Safe System approach and other proven safety approaches.	●	○	○	○	○	OTO Role: Lead Partners: Member jurisdictions, safety partners	Safety toolbox published on the OTO website.

2. Build a Regional Project-Readiness, Programming, and Funding Pipeline

Help move priority transportation projects from identified need to programmed, fundable, implementation-ready projects by supporting project development, federal-aid programming, funding strategy, grant coordination, and local-match solutions.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
2.1	Establish and maintain an inventory of priority projects needing additional development before they are ready for construction funding.	○	○	○	○	○	OTO Role: Lead Partners: Project sponsors	Project-readiness and programming inventory
2.2	Track project scope, estimated cost, readiness, environmental needs, right-of-way issues, local match, funding status, and next steps.	○	○	○	○	○	OTO Role: Lead Partners: Project sponsors	Readiness status for priority projects
2.3	Select priority projects for planning, preliminary engineering, environmental review, cost development, or other preconstruction work.	●	●	●	●	●	OTO Role: Lead Partners: Project sponsors	Projects advanced to next stage
2.4	Maintain a transparent process for programming regional transportation funds and advancing priority projects into the TIP.	●	●	●	●	●	OTO Role: Lead Partners: Member jurisdictions, MoDOT, project sponsors	Priority projects programmed through the TIP and regional funding processes
2.5	Integrate environmental considerations earlier in project development.	○	○	○	○	○	OTO Role: Coordinate Partners: Project sponsors, MoDOT, FHWA, resource agencies	Earlier identification of environmental constraints and mitigation needs
2.6	Develop recommendations for addressing local-match barriers for using federal transportation funds.	●	●				OTO Role: Lead Partners: Member jurisdictions, MoDOT	Local-match options/ recommendations
2.7	Monitor discretionary and competitive funding opportunities and match appropriate projects with available programs.	○	○	○	○	○	OTO Role: Lead Partners: Project sponsors	Funding opportunities identified and pursued
2.8	Support regional grant applications through data, mapping, benefit documentation, technical review, and letters of support where appropriate.	○	○	○	○	○	OTO Role: Support Partners: Project sponsors	Grant applications supported with technical materials and review
2.9	Maintain and communicate major unfunded regional transportation needs.	○	○	○	○	○	OTO Role: Lead Partners: Member jurisdictions, MoDOT	Updated unfunded needs information

3. Update and Modernize the Major Thoroughfare Plan and Regional Design Framework

Maintain the Major Thoroughfare Plan and regional design standards, develop a regional street typology framework, and better connect transportation function, surrounding land use, safety, and multimodal needs.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
3.1	Review and update the regional Major Thoroughfare Plan, incorporating applicable findings from local transportation planning efforts and regional growth and travel trends.	●	●				OTO Role: Lead Partners: Member jurisdictions, MoDOT	Updated/adopted MTP
3.2	Develop a regional street typology framework that incorporates applicable findings from local transportation planning efforts and relates transportation function to surrounding land use, development context, safety, access, and multimodal needs.	●	●				OTO Role: Lead Partners: Member jurisdictions, MoDOT	Regional street typology framework
3.3	Update regional transportation design standards and supporting guidance as appropriate.		●				OTO Role: Lead Partners: Member jurisdictions, MoDOT	Updated design standards
3.4	Apply street context and typologies in project scoping, project descriptions, and prioritization.		●	●			OTO Role: Lead Partners: Project sponsors	Typology/context incorporated into regional project development
3.5	Identify and preserve important future roadway and multimodal connections as development occurs.	○	○	○	○	○	OTO Role: Support Partners: Member jurisdictions	Planned connections maintained in regional/local plans

4. Coordinate Transportation, Land Use, and Regional Growth

Use local plans, development patterns, growth trends, and regional transportation analysis to identify emerging needs, coordinate across jurisdictions, and support transportation investments that respond to planned growth.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
4.1	Periodically update the regional inventory of transportation recommendations contained in member comprehensive, corridor, land-use, and transportation plans.	●		●		●	OTO Role: Lead Partners: Member jurisdictions	Updated regional recommendations inventory
4.2	Following each inventory update, identify recurring regional priorities and recommendations shared by multiple jurisdictions.		●		●		OTO Role: Lead	Regional themes/priority needs identified
4.3	Participate in and support local transportation and comprehensive planning efforts to promote consistency with the regional transportation vision and identify opportunities for cross-jurisdictional coordination.	○	○	○	○	○	OTO Role: Support Partners: Member jurisdictions	Regional transportation priorities reflected in local planning efforts
4.4	Monitor major growth areas and changing development patterns, including housing and employment trends, to identify where transportation and land-use coordination is particularly important.	●	●	●	●	●	OTO Role: Lead Partners: Member jurisdictions	Updated regional growth-trend analysis, including housing and employment indicators
4.5	Identify corridors and areas where anticipated growth may create roadway, intersection, multimodal, transit, or freight needs.	●	●	○	○	○	OTO Role: Lead Partners: Member jurisdictions, MoDOT	Emerging-needs map/inventory
4.6	Use traffic counts, travel-demand modeling, development information, and other data to assess future transportation impacts.	○	○	●	●	○	OTO Role: Lead	Growth-related analysis
4.7	Incorporate identified growth needs into the MTP, project-development pipeline, CMP, and regional priorities.	○	○	○	●	●	OTO Role: Lead	Growth needs translated into planning actions

5. Preserve and Operate the Existing Transportation System Effectively

Prioritize system preservation, congestion management, operational improvements, ITS, traveler information, and reliability before or alongside major system expansion.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
5.1	Continue using pavement, bridge, transit asset, trail, and other condition data to inform regional investment decisions.	○	○	○	○	○	OTO Role: Lead Partners: MoDOT, member jurisdictions, transit providers	Condition information incorporated into prioritization
5.2	Maintain and implement the regional Congestion Management Process, including ongoing monitoring of congestion, bottlenecks, travel-time reliability, and operational needs.	●	○	○	●	○	OTO Role: Lead	Updated CMP data, interactive tools, and identified congestion/operations needs
5.3	Support evaluation of signal, ITS, access-management, multimodal, demand-management, and capacity strategies appropriate to identified congestion and operational needs.	○	○	○	○	○	OTO Role: Support Partners: MoDOT, TMC, member jurisdictions	Congestion and operational needs supported through regional analysis and coordination
5.4	Coordinate regional ITS and traveler-information planning needs and priorities.	○	○	○	○	○	OTO Role: Coordinate Partners: MoDOT, TMC, member jurisdictions	Regional ITS and traveler-information priorities maintained
5.5	Continue coordination related to traffic incident management and emergency response.	○	○	○	○	○	OTO Role: Coordinate Partners: TIM agencies, emergency responders	TIM coordination and identified improvements
5.6	Monitor freight bottlenecks, reliability, and freight-generating development and strengthen coordination with regional freight and economic-development partners.	○	○	○	○	○	OTO Role: Lead Partners: MoDOT, member jurisdictions, freight and economic-development partners	Freight needs incorporated into regional planning

6. Evaluate and Support the Evolving Regional Role of Transit

Support implementation and review of adopted transit recommendations, evaluate changing mobility needs, and identify appropriate future transit and mobility opportunities.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
6.1	Monitor implementation progress related to Connect SGF study recommendations, as well as other transit recommendations.	○	○	○	○	○	OTO Role: Lead Partners: Transit providers	Transit implementation status
6.2	Evaluate changing transit coverage, frequency, accessibility, and mobility needs.				●	●	OTO Role: Lead Partners: Transit providers	Updated needs assessment
6.3	Continue to evaluate regional transit needs and opportunities as community interest, funding, and potential partnerships evolve, including identification of implementation needs for future service.	○	●	●	○	○	OTO Role: Coordinate Partners: Transit providers, member jurisdictions, major institutions and funding partners as applicable	Updated regional transit opportunities and implementation considerations
6.4	Administer OTO's Section 5310 program responsibilities and support coordination among eligible transportation providers.	●	●	●	●	●	OTO Role: Lead/Support Partners: Section 5310 subrecipients, transit and human-service transportation providers, MoDOT	Section 5310 funds administered and eligible vehicles/projects advanced

7. Implement a Coordinated Regional Multimodal Program

Advance bicycle, pedestrian, trail, accessibility, and first/last-mile planning through safety analysis, connectivity planning, design guidance, project development, and regional investment priorities.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
7.1	Maintain bicycle and pedestrian systemic safety analysis and identify emerging high-risk locations.	●	●	●	●	●	OTO Role: Lead	Updated multimodal safety analysis
7.2	Identify and prioritize major sidewalk, bicycle, trail, accessibility, crossing, and first/last-mile connectivity gaps.	●	○	○	○	○	OTO Role: Lead Partners: Member jurisdictions, transit providers	Regional multimodal gap inventory
7.3	Maintain a regional inventory of bicycle, pedestrian, trail, accessibility, and multimodal plans and recommendations.	○	○	○	○	○	OTO Role: Lead Partners: Member jurisdictions	Updated regional inventory
7.4	Coordinate development and regional application of multimodal design, accessibility, connectivity, and policy guidance.		●	●			OTO Role: Coordinate Partners: Member jurisdictions, Ozark Greenways, other partner organizations	Guidance/toolbox
7.5	Continue recognizing multimodal needs and benefits, including identified safety risks, in project prioritization and funding decisions.	○	○	○	○	○	OTO Role: Lead	Prioritization criteria maintained
7.6	Advance selected bicycle, pedestrian, trail, and accessibility projects toward construction readiness.	○	○	○	○	○	OTO Role: Coordinate Partners: Project sponsors, MoDOT	Projects advanced
7.7	Maintain and advance the regional trail network and implementation tracking.	○	○	○	○	○	OTO Role: Coordinate Partners: Ozark Greenways, member jurisdictions	Trail implementation dashboard/ inventory
7.8	Develop a 10-year regional trail investment program identifying priorities, sequencing, costs, readiness, and funding needs.	●	●				OTO Role: Lead Partners: Ozark Greenways, member jurisdictions	Adopted or endorsed trail investment program
7.9	Support coordinated bicycle and pedestrian safety education efforts with appropriate regional and community partners.	○	○	○	○	○	OTO Role: Support Partners: Safety and community partners	Educational partnerships/resources

8. Plan for a More Resilient Regional Transportation System

Improve understanding of transportation vulnerabilities, particularly flooding and recurring roadway closures, and coordinate regional approaches to resiliency, emergency access, and public information.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
8.1	Expand the regional inventory of flood-prone roadways, low-water crossings, flood/rescue events, recurring closures, and critical access routes.	●	●				OTO Role: Lead Partners: Member jurisdictions, MoDOT, emergency management	Regional resilience/flood inventory
8.2	Identify locations where recurring transportation disruptions warrant additional study or improvements.		●	●			OTO Role: Lead Partners: Member jurisdictions, emergency management	Priority resilience locations
8.3	Incorporate resilience, redundancy, emergency access, and critical-facility considerations into project planning and prioritization.			●	○	○	OTO Role: Lead Partners: Member jurisdictions, MoDOT	Resilience incorporated into planning process
8.4	Coordinate with emergency-management and public-safety agencies regarding transportation disruptions and roadway closures.	○	○	○	○	○	OTO Role: Coordinate Partners: Member jurisdictions, emergency management, public safety	Regional coordination process
8.5	Evaluate a regional map, application, or shared-data approach for providing public information about flooded or closed roadways.			●			OTO Role: Coordinate Partners: Member jurisdictions, MoDOT, emergency management, technology partners	Feasibility assessment and recommended approach
8.6	If feasible and supported by partners, advance implementation of a coordinated roadway-closure information system.				●	●	OTO Role: Coordinate Partners: Member jurisdictions, MoDOT, emergency management, public safety, technology partners	Operational tool or implementation plan
8.7	Monitor connected and automated vehicle trends and identify practical readiness needs, such as pavement marking quality, signage, work zone data, curb management, broadband connectivity, and traffic management systems.	○	○	○	○	○	OTO Role: Coordinate Partners: MoDOT, local governments, City Utilities Transit, community stakeholders	Periodic review of connected and automated vehicle trends and practical readiness needs completed

9. Maintain Performance-Based Planning, Data, and Implementation Monitoring

Use performance measures, project prioritization, regional data, GIS, modeling, and implementation tracking to support transparent and informed transportation decisions.

No.	Implementation Action	Implementation Year					Responsibility	Measure or Deliverable
		1	2	3	4	5		
9.1	Maintain performance-based project prioritization tied to LRTP goals and adopted performance measures.	○	○	○	○	○	OTO Role: Lead Partners: OTO committees and Board	Updated prioritization methodology as needed
9.2	Periodically review prioritization criteria and weights as data, federal requirements, and regional priorities change.	●			●		OTO Role: Lead Partners: OTO committees and Board	Criteria review/update
9.3	Maintain core regional transportation datasets, GIS applications, dashboards, and decision-support tools.	○	○	○	○	○	OTO Role: Lead Partners: Member jurisdictions, MoDOT, transit providers	Current regional data tools
9.4	Maintain and improve travel-demand-model capabilities for regional planning and scenario analysis.	○	○	○	○	○	OTO Role: Lead Partners: MoDOT, member jurisdictions	Updated model/scenario capability
9.5	Support regional air-quality attainment and maintain readiness for transportation conformity requirements.	○	○	○	○	○	OTO Role: Support Partners: Ozarks Clean Air Alliance, MoDOT, environmental agencies, member jurisdictions	Air-quality coordination and transportation-conformity readiness maintained
9.6	Develop targeted data and analytical tools to support identified LRTP implementation needs.	○	●	○	●	○	OTO Role: Lead Partners: As applicable	New or enhanced tools supporting specific LRTP strategies
9.7	Review and update OTO-defined regional performance measures and targets.	●	○	○	○	○	OTO Role: Lead Partners: MoDOT, City Utilities, member jurisdictions	Updated measures, target dates, and reporting methods for future State of Transportation and LRTP updates.
9.8	Prepare a mid-cycle implementation review and a final implementation progress report before development of the next LRTP.			●		●	OTO Role: Lead	Implementation reports
9.9	Use implementation results to inform annual work programs and priorities.	●	●	●	●	●	OTO Role: Lead Partners: OTO committees and Board	Work program tied to LRTP implementation

Appendix
A. Design Standards

Appendices

Appendix A. Design Standards
Appendix B. FY 2027-2030 Programmed Projects
Appendix C. Destination 2045 Progress Report
Appendix D. Prioritization Glossary
Appendix E. CU Transit PTASP Performance Measures
Appendix F. Land Use and Parcel Characteristics
Appendix G. Travel Demand Model Report
Appendix H. Public Engagement and Consultation

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Major Thoroughfare Plan
DESIGN STANDARDS

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Adopted Standards

The Board of Directors most recently amended these Design Standards on November 19, 2026. The Major Thoroughfare Plan may be amended separately from the standards. The most recent version can be found on the OTO website.

Learn More

The Ozarks Transportation Organization's 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 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 on a detailed location study. The classifications shown on the MTP map direct the application of the OTO Design Standards.

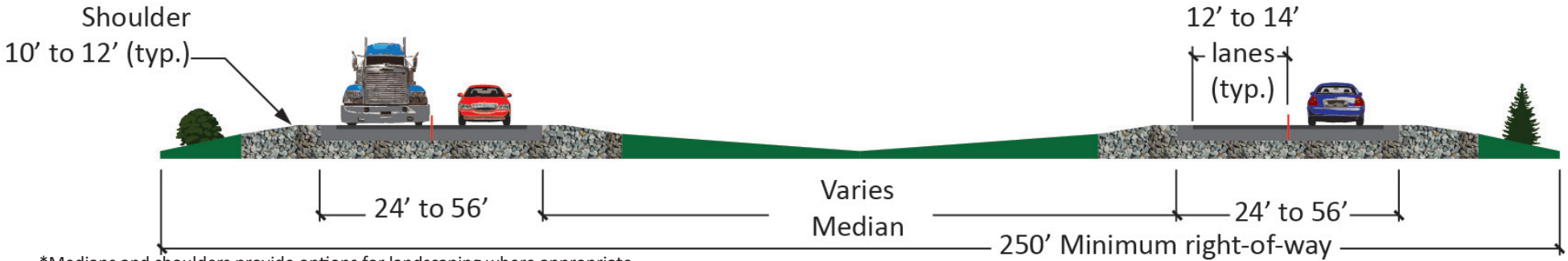
The OTO adopted design standards are desired minimums based on the recommendations of the MTP. These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but it has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO design standards require a variance from a special subcommittee of the OTO Technical Planning Committee.

About the OTO

The Ozarks Transportation Organization is the Springfield-regional Metropolitan Planning Organization, or MPO. The MPO is a body of elected and appointed members who work together with local, state, and federal elected officials and policy-makers, serving to make funding and planning decisions for transportation within the Springfield, MO region.

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Freeway



*Medians and shoulders provide options for landscaping where appropriate.

Description

Design Service Volume	20,000 - 100,000
Design Speed	55 - 70 mph
Traffic Flow/Access Priority	99/1
Facility Spacing	4 - 8 miles
Trip Length	Between cities and across metropolitan area (2+ miles)

Basics

Minimum Right-of-Way	250’ minimum
Number of Lanes	4 - 8
Lane Width	12’ to 14’ per lane
Drainage/Shoulders	Variable. Minimum 10’ - 12’ shoulder

Access

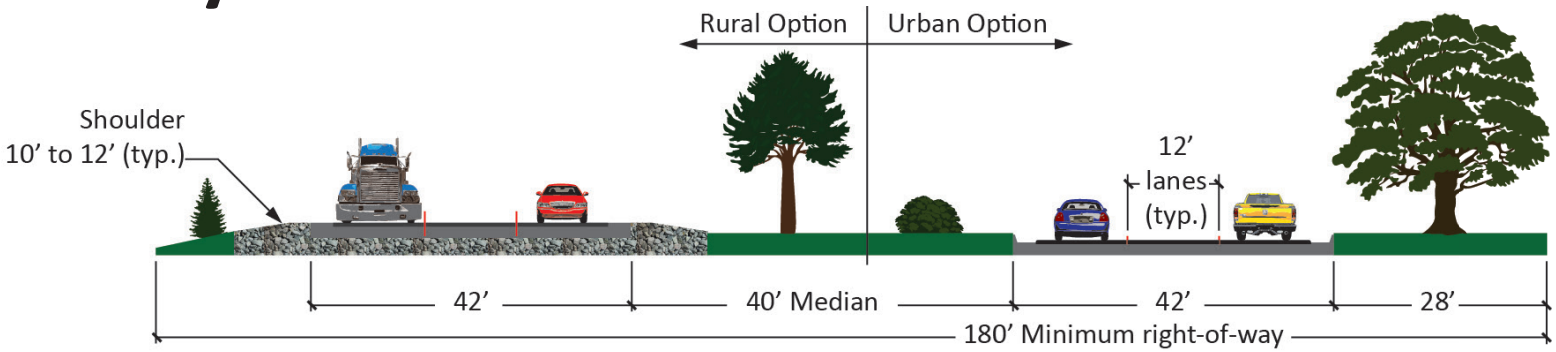
Median	Varies
Full Median Break Spacing	Not permitted
Directional Median Break Spacing	Not permitted
Interchange Spacing	1 - 3 miles
Full Access Intersection Spacing	Not permitted
Residential Driveway Spacing	Not permitted
Commercial Driveway Spacing	Not permitted

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	Pedestrians prohibited (no sidewalks required)
Bicycle Provisions	Bicycles not recommended
Transit Provisions	No stops, express routes only

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Expressway



*Medians and shoulders provide options for landscaping where appropriate.

Description

Design Service Volume	20,000 - 50,000
Design Speed	40 - 55 mph
Traffic Flow/Access Priority	90/10
Facility Spacing	3 - 5 miles
Trip Length	Across metropolitan area and between major activity centers (2+ miles)

Basics

Minimum Right-of-Way	180’ + 40’ each side if frontage roads are needed
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12’ (plus shoulders in rural areas only)
Drainage/Shoulders	Curb and gutter or shoulders (rural areas)

Access

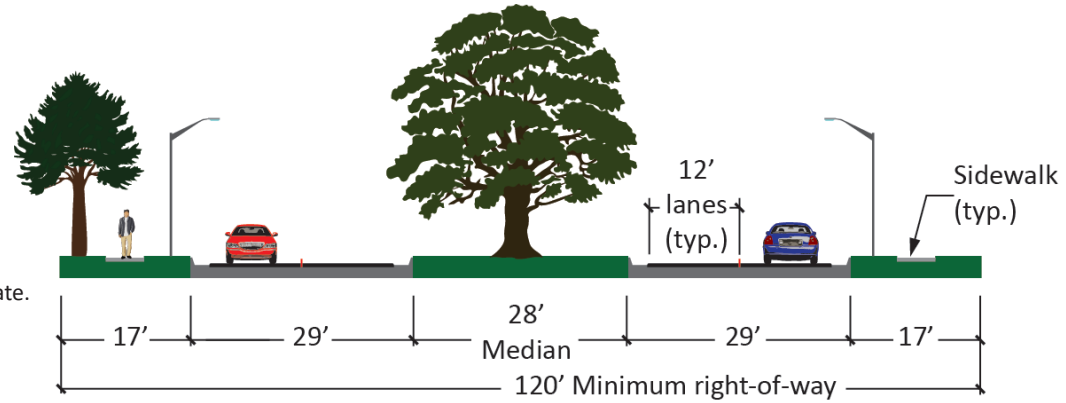
Median	40’ landscaped
Median Breaks	Allowed at signalized intersections only
Full Access Intersection Spacing	1/2 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	660’ (right-in/right-out only)

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	Sidewalks required on frontage roads
Bicycle Provisions	Bicycle lane provided on frontage roads
Transit Provisions	Turnouts at major generators

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Boulevard



*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.

Description

Design Service Volume	10,000 - 40,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	3 - 5 miles
Trip Length	Across metropolitan area and between major activity centers (2+ miles)

Basics

Minimum Right-of-Way	120’ plus intersection triangles
Number of Lanes	4
Turning Lanes	At intersections only; left and right turn lanes desired
Lane Width	12’ per lane
Minimum Area Behind Curb	17’ used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; 6’ -10’ for shoulders (if used)

Access

Median	28’ (landscaping desired)
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660’
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330’ center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

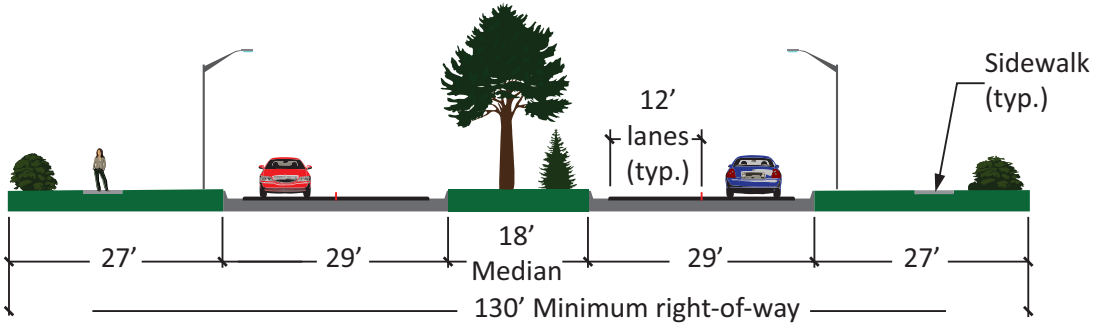
Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 6’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Turnouts at major generators

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State Arterial

*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	130’ plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	11-12’ per lane
Minimum Area Behind Curb	27’ used for sidewalks, clear zone, utilities, and landscaping (as appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

Median	18’
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660’
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330’ center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

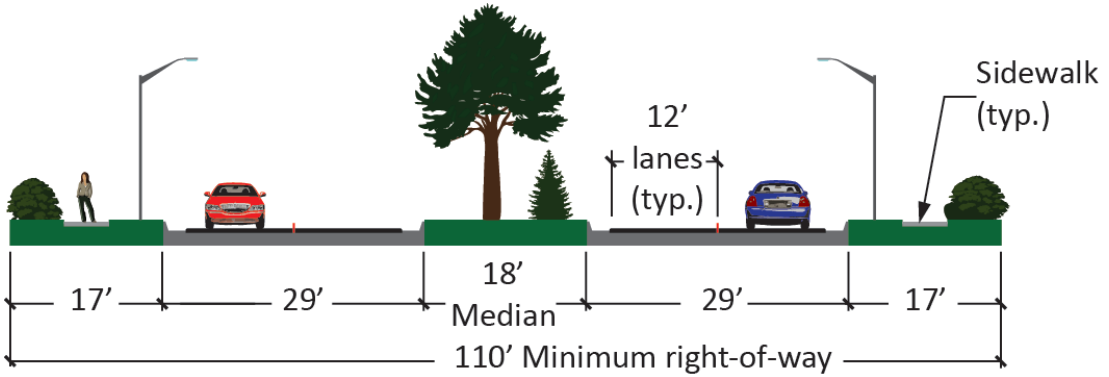
Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

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Primary Arterial

*Medians and shoulders provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	110’ plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12’ per lane
Minimum Area Behind Curb	17’ used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

Median	18’
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660’
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330’ center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

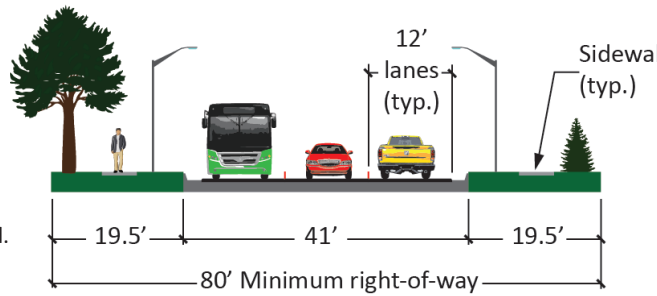
Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

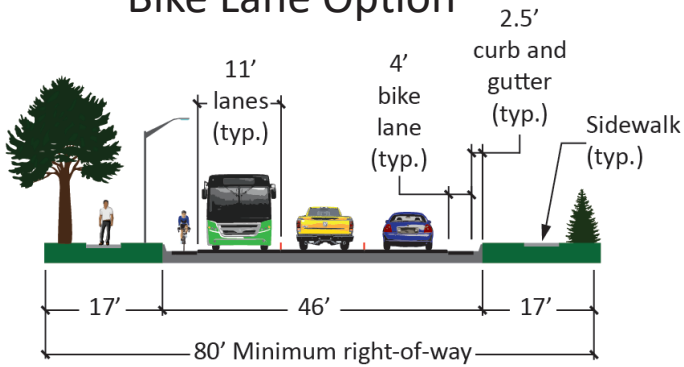
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Secondary Arterial

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	6,000 - 20,000
Design Speed	30 - 35 mph
Traffic Flow/Access Priority	60/40
Facility Spacing	1/2 - 1 mile
Trip Length	Between and within activity centers (1 - 4 miles)

Basics

Minimum Right-of-Way	80’ plus intersection triangles
Number of Lanes	2 - 3
Turning Lanes	Left turn lane
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	19.5’ (17’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	210’ center-to-center. Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

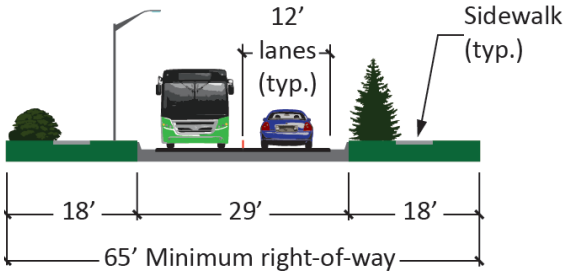
Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

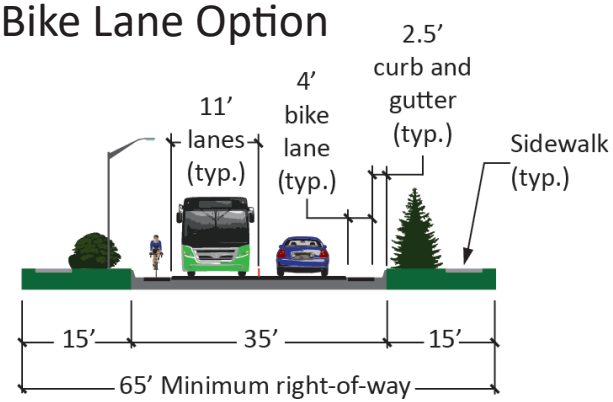
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Collector

*Medians and greenspace provide options for landscaping where appropriate.
*Utility and greenspace areas may switch locations if needed.
*Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	Up to 4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	160’ center-to-center

Basics

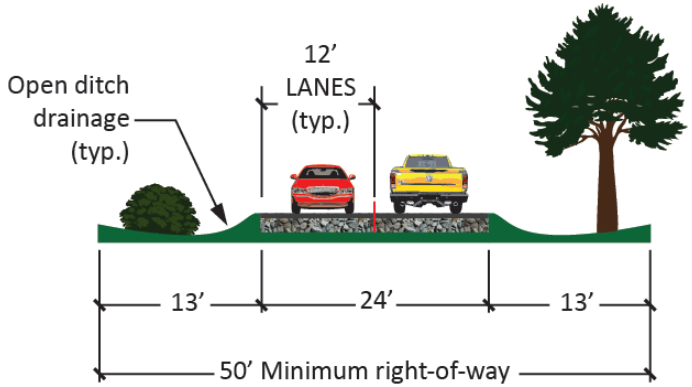
Minimum Right-of-Way	65’ plus intersection triangles
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12’ (bicycle routes: 11’ vehicle and 4’ bicycle lanes)
Minimum Area Behind Curb	18’ (15’ when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6’ - 10’)

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4’ - 5’ (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled regular and paratransit service

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Rural Collector



Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Basics

Minimum Right-of-Way	50’
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12’
Minimum Area Behind Curb	13’ used for utilities and open ditch (where appropriate)
Drainage/Shoulders	Open ditch

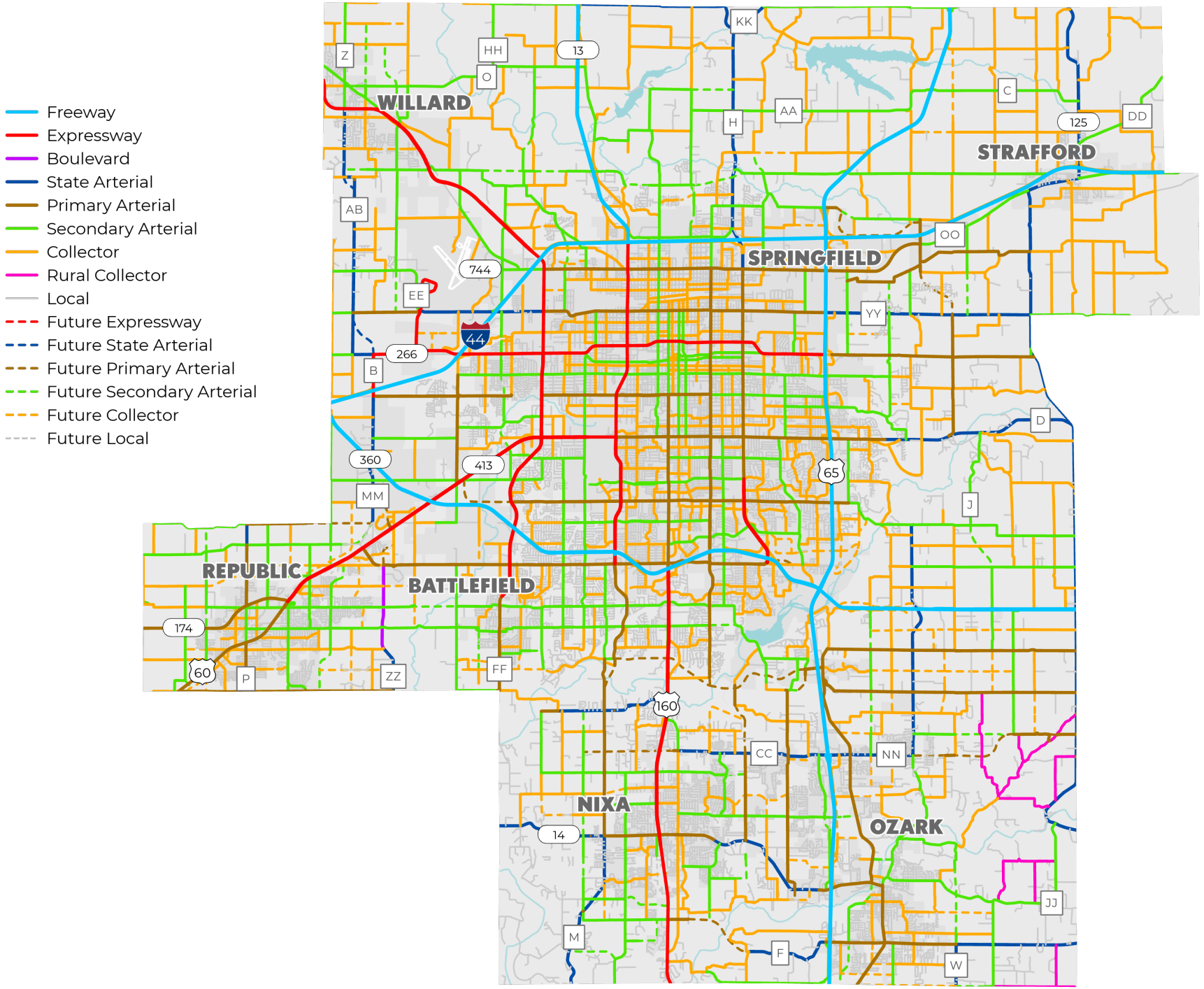
Access

Median	Not required
Full Access Intersection Spacing	660’
Intersection	up to 4 lanes
Residential Driveway Spacing	Residential driveways are discouraged; 200’ center-to-center if no other alternative is available
Commercial Driveway Spacing	160’ center-to-center

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	No sidewalks required
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan

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Freeway
Expressway
Boulevard
State Arterial
Primary Arterial
Secondary Arterial
Collector
Rural Collector
Local
Future Expressway
Future State Arterial
Future Primary Arterial
Future Secondary Arterial
Future Collector
Future Local
WILLARD
SPRINGFIELD
STRAFFORD
REPUBLIC
BATTLEFIELD
NIXA
OZARK
Z
HH
O
13
KK
C
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AA
125
DD
AB
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EE
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OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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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.

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Appendix

B. FY 2027-2030 Programmed Projects

Appendices

Appendix A. Design Standards

Appendix B. FY 2027-2030 Programmed Projects

Appendix C. Destination 2045 Progress Report

Appendix D. Prioritization Glossary

Appendix E. CU Transit PTASP Performance Measures

Appendix F. Land Use and Parcel Characteristics

Appendix G. Travel Demand Model Report

Appendix H. Public Engagement and Consultation

DRAFT

Appendix B. FY 2027-2030 Programmed Projects

This appendix summarizes projects included in the FY 2027–2030 Transportation Improvement Program that are programmed within the first four years of Next Stop 2050. Projects are shown for reference and to document near-term programmed commitments included in the fiscally constrained plan.

The OTO TIP is availabe in an interactive format at https://oto.ecointeractive.com/

Table B-1. FY 2027-2030 Programmed Projects

Source: OTO FY 2027-2030 Transportation Improvement Program

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
BA2202-22A3	MoDOT	ROUTE FF CORRIDOR IMPROVEMENTS SCOPING	Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield.	Battlefield	MoDOT, MoDOT-AC	ENG	$90,000	$0	$90,000
BA2301-23	MoDOT	ROUTE FF PAVEMENT RESURFACING	Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.	Battlefield	MoDOT, MoDOT-AC	ENG, CON	$631,000	$0	$631,000
BA2401-24	MoDOT	FF INTERSECTION IMPROVEMENTS AT WEAVER ROAD	Intersection improvements at Weaver Road in Battlefield.	Battlefield	MoDOT, SAFETY (FHWA)	ENG, ROW, CON	$3,806,000	$3,425,400	$380,600
BA2402-24A3	MoDOT	WEAVER ROAD IMPROVEMENTS	Roadway improvements from east of Rte. FF to Cloverdale Lane.	Battlefield	Local, MoDOT, MoDOT-AC, STBG-U (FHWA)	ENG, ROW, CON	$2,803,000	$2,226,400	$576,600
BA2501-25	MoDOT	RT FF PAVEMENT IMPROVEMENTS	Pavement improvements from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.	Battlefield	MoDOT, NHPP (FHWA)	ENG, CON	$895,000	$716,000	$179,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
CC0901	MoDOT	ROUTES CC/J/NN SCOPING	Scoping for capacity and safety improvements on Routes CC/J/NN from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN, and on Rte. NN from Rte. J to Pheasant Road in Ozark.	Unincorporated Christian County	MoDOT, MoDOT-AC	ENG	$40,000	$0	$40,000
CC2302-23	MoDOT	RT W PAVEMENT RESURFACING NEAR OZARK	Pavement resurfacing on Rte. W from Rte. 14 to south of Timbercrest Road near Ozark.	Unincorporated Christian County	MoDOT, MoDOT-AC	ENG	$5,000	$0	$5,000
CC2501-25	MoDOT	US 160 PAVEMENT IMPROVEMENTS	Pavement improvement from Rte. 14 in Nixa to 0.4 mile north of Finely River.	Nixa	MoDOT, NHPP (FHWA)	ENG, CON	$656,000	$524,800	$131,200
CC2502-25	MoDOT	RTE 14 PAVEMENT IMPROVEMENTS FROM NIXA TO OZARK	Pavement improvement from 0.2 mile west of Rte. M in Nixa to Finely River Bridge in Ozark.	Nixa, Ozark	MoDOT, NHPP (FHWA)	ENG, CON	$4,282,000	$3,425,200	$856,800
CC2503-25	MoDOT	SCOPING RTE M PAVEMENT IMPROVEMENTS NIXA	Scoping for pavement improvements from 1.0 mile south of Rte. 14 in Nixa to Shelvin Rock Road.	Nixa	MoDOT, MoDOT-AC	ENG	$15,000	$0	$15,000
CC2504-25A2	Christian County	NICHOLAS AND TRACKER	Operational improvements at Nicholas and Tracker Intersection	Unincorporated Christian County	Local, STBG-U (FHWA)	ROW, CON	$1,180,000	$944,000	$236,000
CU2601-23	City Utilities	FY 2026 OPERATING ASSISTANCE - FIXED ROUTE	Operating Assistance up to 75% of apportionment to operate public transit service.	Springfield	5307-Operating (FTA), Local, MoDOT	OPER	$10,149,709	$2,166,044	$7,983,665

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
CU2603-23	City Utilities	FY 2026 TRANSIT PLANNING	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Springfield	5307-Planning (FTA), Local	PLN	$210,000	$168,000	$42,000
CU2605-24	City Utilities	FY 2026 TRANSIT SAFETY AND SECURITY	This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.	Springfield	5307-Safety (FTA), 5307-Security (FTA), Local	CAP	$87,589	$70,071	$17,518
CU2606-24	City Utilities	VARIOUS ADA ENHANCEMENT PROJECTS	FTA FY 2024, 2025, and 2026 Non-Traditional 5310 Projects	Springfield	5310-Capital (FTA), Local	CAP	$609,716	$486,232	$123,484
CU2607-26A5	City Utilities	FY26 PURCHASE OF (1) FIXED ROUTE BUS	Capital replacement of (1) low floor, fixed route bus.	Springfield	5339 (FTA), Local	CAP	$584,263	$467,410	$116,853
CU2701-24	City Utilities	FY 2027 OPERATING ASSISTANCE - FIXED ROUTE	Operating assistance up to 75% of apportionment to operate public transit service.	Springfield	5307-Operating (FTA), Local, MoDOT	OPER	$12,222,805	$2,209,365	$10,013,440
CU2702-24	City Utilities	FY 2027 PREVENTATIVE MAINTENANCE	Subsidy of preventative maintenance expenses for existing public transit service.	Springfield	5307-Preventative Maintenance (FTA), Local	MAINT	$2,040,000	$1,632,000	$408,000
CU2703-24	City Utilities	FY 2027 TRANSIT PLANNING	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Springfield	5307-Planning (FTA), Local	PLN	$214,200	$171,360	$42,840
CU2705-24	City Utilities	FY 2027 TRANSIT SAFETY AND SECURITY	This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.	Springfield	5307-Safety (FTA), 5307-Security (FTA), Local	CAP	$89,340	$71,472	$17,868

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
CU2706-25	City Utilities	FY27 PURCHASE OF (6) FIXED ROUTE BUSES	Capital replacement of (6) low floor, fixed route buses	Springfield	5339 (FTA), Local	CAP	$4,152,960	$3,322,368	$830,592
CU2707-25	City Utilities	FY27 PURCHASE OF (1) FIXED ROUTE BUS	Capital replacement of (1) low floor, fixed route bus.	Springfield	5339 (FTA), Local	CAP	$584,263	$467,410	$116,853
CU2708-26	City Utilities	VARIOUS ADA ENHANCEMENT PROJECTS	FTA FY 2027, 2028, and 2029 Non-Traditional 5310 Projects	Springfield	5310-Capital (FTA), Local	CAP	$660,484	$528,387	$132,097
CU2801-25	City Utilities	FY2028 OPERATING ASSISTANCE - FIXED ROUTE	Operating assistance up to 75% of apportionment to operate public transit services.	Springfield	5307-Operating (FTA), Local, MoDOT	OPER	$12,811,383	$2,253,552	$10,557,831
CU2802-25	City Utilities	FY2028 PREVENTATIVE MAINTENANCE	Subsidy of preventive maintenance expenses for existing public transit services.	Springfield	5307-Preventative Maintenance (FTA), Local	OPER	$2,080,800	$1,664,640	$416,160
CU2803-25	City Utilities	FY2028 TRANSIT PLANNING	This project is listed in the OTO Unified Planning Work Program each year for short-range planning activities.	Springfield	5307-Planning (FTA), Local	PLN	$218,484	$174,787	$43,697
CU2805-25	City Utilities	FY2028 TRANSIT SAFETY AND SECURITY	This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.	Springfield	5307-Safety (FTA), 5307-Security (FTA), Local	OPER	$91,126	$72,901	$18,225
CU2901-26	City Utilities	FY2029 OPERATING ASSISTANCE - FIXED ROUTE	Operating assistance up to 75% of apportionment to operate public transit services.	Springfield	5307-Operating (FTA), Local, MoDOT	OPER	$13,047,401	$2,298,623	$10,748,778
CU2902-26	City Utilities	FY2029 PREVENTATIVE MAINTENANCE	Subsidy of preventive maintenance expenses for existing public transit services.	Springfield	5307-Preventative Maintenance (FTA), Local	OPER	$2,122,416	$1,697,933	$424,483

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
CU2903-26	City Utilities	FY2029 TRANSIT PLANNING	This project is listed in the OTO Unified Planning Work Program each year for short-range planning activities.	Springfield	5307-Planning (FTA), Local	PLN	$222,854	$178,283	$44,571
CU2904-26	City Utilities	FY2029 TRANSIT SAFETY AND SECURITY	This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.	Springfield	5307-Safety (FTA), 5307-Security (FTA), Local	OPER	$92,949	$74,359	$18,590
CU3001-27	City Utilities	FY 2030 OPERATING ASSISTANCE - FIXED ROUTE	Operating assistance up to 75% of apportionment to operate public transit services.	Springfield	5307-Operating (FTA), Local, MoDOT	OPER	$13,333,944	$2,344,595	$10,989,349
CU3002-27	City Utilities	FY 2030 PREVENTATIVE MAINTENANCE	Subsidy of preventive maintenance expenses for existing public transit services.	Springfield	5307-Preventative Maintenance (FTA), Local	OPER	$2,164,865	$1,731,892	$432,973
CU3003-27	City Utilities	FY 2030 TRANSIT PLANNING	This project is listed in the OTO Unified Planning Work Program each year for short-range planning activities.	Springfield	5307-Planning (FTA), Local	PLN	$227,311	$181,849	$45,462
CU3004-27	City Utilities	FY 2030 TRANSIT SAFETY AND SECURITY	This project is for projects required to meet the .75% safety and 1% security requirements for FTA Section 5307 funding.	Springfield	5307-Safety (FTA), 5307-Security (FTA), Local	OPER	$94,808	$75,846	$18,962
EN2402-25AM1	Greene County Parks	LOST HILL GREENWAY BRIDGE	Construct new bridge to replace low-water crossing for greenway trail at Lost Hill Park.	Unincorporated Greene County	Local, TAP (FHWA)	CON	$102,850	$82,280	$20,570
EN2413-26AM1	City of Springfield	SOUTH CREEK GREENWAY FREMONT TO GLENSTONE	Construct pedestrian pathway from Fremont to Glenstone.	Springfield	CRP (FHWA), Local, STBG-U (FHWA)	CON	$1,005,338	$804,270	$201,068

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
EN2502-25AM4	City of Springfield	SOUTH CREEK GREENWAY TRAIL-SUNSET/ GLENSTONE CROSSING IMPROVEMENTS	Engineering of sidewalks and pedestrian crossings at intersection of Glenstone Avenue and Sunset Street in Springfield.	Springfield	Local, Local-AC, MoDOT	CON	$363,644	$0	$363,644
EN2602-26AM4	Ozark Greenways	SOUTH CREEK GREENWAY - POSENKE GAP	Approximately .5 miles of greenway trail (10' wide concrete) with a bridge over South creek connecting the South Creek Greenway trail west to the Wilsons Creek Greenway Trail at Tal's Trailhead.	Springfield	Local, Local-AC	ENG, CON	$840,317	$0	$840,317
EN2603-26	City of Springfield	WARD BRANCH GREENWAY TRAIL - NATIONAL TO FREMONT	Approximately 1,500 linear feet between E Bradford Parkway and E Independence Street, from S National Avenue to S Fremont Avenue in Springfield, MO. This project will extend the existing Ward Branch Greenway trail from its current terminus at the Cox Health Campus to the planned Fremont Avenue Multi-Use Sidepath.	Springfield	Local, Local-AC	CON	$496,685	$0	$496,685
EN2604-26	Ozark Greenways	WILSON'S CREEK/ REPUBLIC ROAD TRAIL	10' trail along Republic Rd/Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek Trail	Republic, Unincorporated Greene County	Local, Local-AC	ENG	$529,331	$0	$529,331

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
EN2606-26	City of Springfield	GRAND STREET TRAIL PHASE I	Multi-use path on south side of Grand St from Kansas Expressway to Campbell Ave	Springfield	Local, Local-AC	CON	$1,254,342	$0	$1,254,342
EN2607-26AM3	City of Ozark	FINLEY RIVER TRAIL WESTERN EXPANSION PHASE I	Construction of the expansion of the 'Finley River Trail' from the Ozark Community Center heading West to the Highway 65 bridge where there will be a turnaround point. This will consist of Phase One of the Finley River Western Expansion.	Ozark	Local, Local-AC	ENG, CON	$1,114,987	$0	$1,114,987
EN2610-26	City of Republic	HINES STREET PEDESTRIAN PROJECT	Engineering to fill three sidewalk gaps along the Hines Street Corridor between Butternut and Route ZZ	Republic	Local, Local-AC	ENG	$308,633	$0	$308,633
EN2611-26	City of Ozark	CHADWICK FLYER JACKSON STREET CONNECTOR	Construction for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.	Ozark	Local, Local-AC	CON	$318,649	$0	$318,649
EN2612-23A3	Ozarks Transportation Organization	AREA WIDE SCHOOL FLASHER PROGRAM	Purchase of school flasher equipment for use in the OTO area.	Area Wide	Local, Local-AC	CAP	$312,500	$0	$312,500
GR1403-18A1	MoDOT	CAPITAL IMPROVEMENTS ON ROUTE 60 EAST	Capital improvements on Route 60 from 0.5 mile east of Rte. 65 to Rtes. NN and J.	Unincorporated Greene County	MoDOT, NHPP (FHWA)	ENG, ROW	$3,741,000	$2,992,800	$748,200
GR1801-18	MoDOT	SCOPING FOR I-44 SAFETY IMPROVEMENTS	Scoping for safety improvements on I-44 from Rte. 360 to 2.0 miles east of Rte. 125.	Unincorporated Greene County	MoDOT, SAFETY (FHWA)	ENG	$8,000	$7,200	$800

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
GR2203-22	MoDOT	ROUTE D PAVEMENT RESURFACING BLACKMAN ROAD TO ROUTE 125	Pavement resurfacing and replace guardrail from east of Blackman Road to Rte. 125 east of Springfield. Project involves bridges A3055 and A3056.	Unincorporated Greene County	MoDOT, MoDOT-AC	ENG, CON	$1,837,000	$0	$1,837,000
GR2205-22	MoDOT	ROUTE J PAVEMENT RESURFACING FROM ROUTE D TO NORTH OF US 60	Pavement resurfacing and add rumblestripes from Route D to 0.3 mile north of Rte. 60 east of Springfield.	Unincorporated Greene County	MoDOT, MoDOT-AC	ENG, CON	$1,299,000	$0	$1,299,000
GR2208-22	MoDOT	US 60 SCOPING FOR ITS EXTENSION TO ROGERSVILLE	Scoping to extend Ozarks Traffic ITS on Route 60 from Route 65 in Springfield to east of Route VV in Rogersville.	Unincorporated Greene County	MoDOT, MoDOT-AC	ENG	$16,000	$0	$16,000
GR2301-23	MoDOT	MO 13 SAFETY IMPROVEMENTS SCOPING NORTH OF SPRINGFIELD	Scoping for safety improvements from 0.3 miles north of Richland Road to 0.4 miles north of I-44 in Springfield.	Unincorporated Greene County	MoDOT, SAFETY (FHWA)	ENG	$80,000	$72,000	$8,000
GR2303-23	MoDOT	INTERSECTION AND SAFETY SCOPING IN WILLARD AND NEAR REPUBLIC	Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B, and on Rte. B from Rte. 266 to I-44 near Republic.	Unincorporated Greene County, Willard	MoDOT, MoDOT-AC	ENG	$40,000	$0	$40,000
GR2403-24	MoDOT	SCOPING FOR CAPITAL IMPROVEMENTS US 60	Scoping for capital improvements from Rtes. NN/J to Route 125.	Unincorporated Greene County	MoDOT, NHPP (FHWA)	ENG	$200,000	$160,000	$40,000
GR2501-25	MoDOT	SCOPING I-44 CAPITAL IMPROVEMENTS STRAFFORD	Scoping for capital improvements from Rte. 65 in Springfield to Rte. 125 in Strafford.	Springfield, Strafford	MoDOT, NHPP (FHWA)	ENG	$275,000	$220,000	$55,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
GR2502-25	MoDOT	RT J BOX CULVERTS	Replace box culverts south of Farm Road 150 and south of Farm Road 168. Project involves culverts Y0581 & W0010.	Unincorporated Greene County	MoDOT, MoDOT-AC	ENG, CON	$3,176,000	$0	$3,176,000
GR2503-25	MoDOT	SCOPING RT ZZ PAVEMENT IMPROVEMENTS	Scoping for pavement improvements from Rte. M in Republic to Farm Road 194.	Republic, Unincorporated Greene County	MoDOT, MoDOT-AC	ENG	$17,000	$0	$17,000
GR2504-25	MoDOT	SCOPING RT M PAVEMENT IMPROVEMENTS	Scoping for pavement improvements from Rte. 60 in Republic to Rte. FF in Battlefield.	Battlefield, Republic	MoDOT, MoDOT-AC	ENG	$16,000	$0	$16,000
GR2601-26A2	MoDOT	ROUTE 160 PAVEMENT REPLACEMENT	Rebuild pavement from 0.4 mile west of I-44 to I-44.	Unincorporated Greene County	MoDOT, STBG (FHWA)	ENG, CON	$1,932,000	$1,545,600	$386,400
GR2701-27	MoDOT	ROUTE 13 AT FARM ROAD 94 SAFETY IMPROVEMENTS	Scoping for Route 13 safety improvements at Farm Road 94.	Unincorporated Greene County	MoDOT, SAFETY (FHWA)	ROW	$40,000	$32,000	$8,000
GR2702-27	MoDOT	ROUTE 266 PAVEMENT IMPROVEMENTS FROM RTE AB TO FARM ROAD 97	Scoping for pavement improvements from Rte. AB to Farm Road 97.	Unincorporated Greene County	MoDOT, STBG (FHWA)	ENG	$4,000	$3,200	$800
GR2703-27	MoDOT	ROUTE J BRIDGE REHABILITATION OVER RTE 60	Scoping for Route J bridge rehabilitation over Rte. 60.	Unincorporated Greene County	MoDOT, NHPP (FHWA)	ENG	$12,000	$9,600	$2,400
GR2704-27	MoDOT	SCOPING FOR PAVEMENT IMPROVEMENTS ON RTE N	Scoping for pavement improvements on Route N from Rte. TT to Farm Road 168.	Unincorporated Greene County	MoDOT, STBG (FHWA)	ENG	$4,000	$3,200	$800
GR2705-27	MoDOT	SCOPING FOR BRIDGE REHAB IN GREENE COUNTY	Scoping for bridge rehabilitation at various locations in Greene County. Project involves bridges A4142, A4145, and A7764.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$30,000	$24,000	$6,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
MO1105	MoDOT	SAFE AND SOUND BRIDGE PROGRAM	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.	Area Wide	MoDOT	PMT	$1,168,000	$0	$1,168,000
MO1905-22A1	MoDOT	BRIDGE INSPECTIONS	Bridge inspections throughout the Ozarks Transportation Organization area.	Area Wide	BRO (FHWA), Local	MAINT	$168,000	$134,400	$33,600
MO2210-22	MoDOT	REPLACE SIGNALS AT VARIOUS LOCATIONS	Replace signals on Kearney St at National Ave, Summit Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. MM in Battlefield, and on Rte. CC at Cheyenne Rd in Christian County.	Area Wide	MoDOT, MoDOT-AC	ENG, ROW, CON	$3,039,000	$0	$3,039,000
MO2214-22A3	MoDOT	ITS SCOPING AT VARIOUS LOCATIONS	Scoping for Intelligent Transportation System improvements at various locations in the Southwest Urban district.	Area Wide	MoDOT, MoDOT-AC	ENG	$100,000	$0	$100,000
MO2405-24	MoDOT	SCOPING FOR ADA TRANSITION PLAN	Scoping for bicycle and pedestrian improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$120,000	$0	$120,000
MO2406-24	MoDOT	SIGN TRUSS INSPECTIONS	Scoping for sign truss inspections on various routes in the urban Southwest District.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$100,000	$80,000	$20,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
MO2407-24	MoDOT	RETAINING WALL INSPECTIONS	Scoping for retaining wall inspections on various routes in the urban Southwest District.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$150,000	$120,000	$30,000
MO2503-25	MoDOT	SCOPING SIGNAL AND LIGHTING	Scoping for signal and lighting improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$30,000	$0	$30,000
MO2504-25	MoDOT	SCOPING I-44 JOB ORDER CONTRACT PAVEMENT REPAIR	Scoping for job order contracting for pavement repair in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$10,000	$0	$10,000
MO2505-25	MoDOT	SCOPING BRIDGE PREVENTIVE MAINTENANCE	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$30,000	$24,000	$6,000
MO2507-25	MoDOT	US 160 PAVEMENT IMPROVEMENT SPRINGFIELD TO NIXA	Pavement improvement from Route 60 in Springfield to Route 14 in Nixa. Project involves bridge J0930.	Nixa, Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$3,151,000	$2,520,800	$630,200
MO2508-25	MoDOT	SCOPING SAFETY IMPROVEMENTS	Scoping for safety improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, SAFETY (FHWA)	ENG	$60,000	$54,000	$6,000
MO2510-25	MoDOT	SCOPING SURVEY EXCESS RIGHT OF WAY	Surveying to sell excess right of way in the urban Southwest District.	Area Wide	MoDOT	ENG	$30,000	$0	$30,000
MO2511-25	MoDOT	US 65 PAVEMENT IMPROVEMENTS OZARK	Pavement improvements from Rte. 60 in Springfield to 0.2 mile north of Rte. CC in Ozark.	Ozark, Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$4,291,000	$3,432,800	$858,200

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
MO2512-25	MoDOT	SCOPING SIGNAGE IMPROVEMENTS	Ongoing scoping for signage improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$30,000	$0	$30,000
MO2515-25	MoDOT	SCOPING MAJOR ROUTE PAVEMENT IMPROVEMENTS	Scoping for pavement improvements on major routes at various locations in the urban Southwest District.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$60,000	$48,000	$12,000
MO2516-25	MoDOT	SCOPING MINOR ROUTE PAVEMENT IMPROVEMENTS	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$30,000	$0	$30,000
MO2517-25	MoDOT	SCOPING SIGN REPLACEMENTS	Scoping for sign replacements at various locations in the Southwest urban District.	Area Wide	MoDOT, MoDOT-AC	ENG	$15,000	$0	$15,000
MO2518-25	MoDOT	SCOPING FUTURE PROJECTS	Scoping for future projects at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$60,000	$0	$60,000
MO2520-25	MoDOT	SCOPING BRIDGE IMPROVEMENTS	Scoping for bridge improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$30,000	$24,000	$6,000
MO2523-25A2	MoDOT	MODOT PERMIT REVIEW	Review of permit projects at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$60,000	$0	$60,000

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MO2606-26	MoDOT	US 160 SAFETY IMPROVEMENTS	Scoping for safety and operational improvements at various locations from I-44 in Springfield to Eagle Ridge Drive in Battlefield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$350,000	$280,000	$70,000
MO2608-26	MoDOT	ADA TRANSITION PLAN IMPROVEMENTS 2028	Job Order Contracting for ADA compliance repairs at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG, CON	$291,000	$0	$291,000
MO2609-26	MoDOT	SCOPING FOR UTILITY COORDINATION	Scoping for utility coordination at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG	$300,000	$0	$300,000
MO2701-26AM5	City of Springfield	ITS OPERATIONS AND MANAGEMENT (2027)	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Area Wide	Local, STBG-U (FHWA)	OPER	$740,000	$592,000	$148,000
MO2702-25	MoDOT	ON-CALL WORK ZONE ENFORCEMENT (2027)	On-call work zone enforcement at various locations in the urban Southwest District.	Area Wide	MoDOT, SAFETY (FHWA)	CON	$200,000	$180,000	$20,000
MO2703-27	MoDOT	JOB ORDER CONTRACTING FOR CONCRETE REPAIR	Job Order Contracting for concrete repairs in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG, CON	$769,000	$0	$769,000
MO2704-27	MoDOT	JOB ORDER CONTRACTING FOR BRIDGE REPAIR	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG, CON	$256,000	$0	$256,000
MO2705-27	MoDOT	JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG, CON	$1,855,000	$0	$1,855,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
MO2706-27	MoDOT	PEDESTRIAN SAFETY IMPROVEMENTS	Pedestrian safety improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, SAFETY (FHWA)	ENG, ROW, CON	$1,555,000	$1,399,500	$155,500
MO2707-27	MoDOT	BICYCLE AND PEDESTRIAN SAFETY IMPROVEMENTS	Bicycle and pedestrian safety improvements at various locations in the urban Southwest District.	Area Wide	MoDOT, SAFETY (FHWA)	ENG, ROW, CON	$725,000	$652,500	$72,500
MO2708-27	MoDOT	JOB ORDER CONTRACTING PAVEMENT REPAIR (2027)	Job Order Contracting for pavement repair on I-44, Rte. 65, Rte. 60, Rte. 160, and Rte. 13 in the urban Southwest District.	Area Wide	MoDOT, MoDOT-AC	ENG, CON	$610,000	$0	$610,000
MO2709-27	MoDOT	SCOPING FOR BRIDGE REHAB AT VARIOUS LOCATIONS	Scoping for bridge rehabilitation at various locations in the urban Southwest District. Project involves various bridges.	Area Wide	MoDOT, NHPP (FHWA)	ENG	$20,000	$16,000	$4,000
MO2710-27	MoDOT	ITS OPERATIONS AND MANAGEMENT (2027)	ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.	Area Wide	MoDOT	PMT	$1,279,000	$0	$1,279,000
MO2801-25	City of Springfield	ITS OPERATIONS AND MANAGEMENT (2028)	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Area Wide	Local, STBG-U (FHWA)	OPER	$750,000	$600,000	$150,000
MO2802-26	MoDOT	ON-CALL WORK ZONE ENFORCEMENT (2028)	On-call work zone enforcement at various locations in the urban Southwest District.	Area Wide	MoDOT, SAFETY (FHWA)	CON	$200,000	$180,000	$20,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
MO2803-27	MoDOT	ITS OPERATIONS AND MANAGEMENT (2028)	ITS operations and management of the Traffic Management Center of the Ozarks in the urban Southwest District.	Area Wide	MoDOT	OPER	$1,058,000	$0	$1,058,000
MO2901-26	City of Springfield	ITS OPERATIONS AND MANAGEMENT (2029)	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Area Wide	Local, STBG-U (FHWA)	OPER	$765,000	$612,000	$153,000
MO2902-27	MoDOT	ON-CALL WORK ZONE ENFORCEMENT (2029)	On-call work zone enforcement at various locations in the urban Southwest District.	Area Wide	MoDOT, SAFETY (FHWA)	PMT	$200,000	$180,000	$20,000
MO2903-27	MoDOT	ITS OPERATIONS AND MANAGEMENT (2029)	ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.	Area Wide	MoDOT	OPER	$1,063,000	$0	$1,063,000
MO3001-27	City of Springfield	ITS OPERATIONS AND MANAGEMENT (2030)	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Area Wide	Local, STBG-U (FHWA)	OPER	$780,000	$624,000	$156,000
NA1501-20A5	Springfield-Branson National Airport	RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS	Remove Runway 32 20:1 approach obstruction and grading improvements.	Springfield	AIP (FAA), Local	CON	$1,600,000	$1,440,000	$160,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
NA1503-20A5	Springfield-Branson National Airport	TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AT TAXIWAY NOVEMBER	Removal of Taxiways Alpha & Papa east of Taxiway November correcting the existing direct access from the apron to Runway 2-20 via Taxiway A and from the T-hangar complex to the Runway via Taxiway Papa. A taxiway parallel to Taxiway November will be constructed to connect the General Aviation apron to Taxiway P and a singular connecting Taxiway will replace Taxiways Alpha & Papa in this area to provide access to Taxiway November.	Springfield	AIP (FAA), Local	CON	$3,160,000	$2,844,000	$316,000
NA1904-20A5	Springfield-Branson National Airport	RUNWAY 2-20 LIGHTING REHABILITATION	This project includes the replacement of the Runway 2-20 edge lighting system, including lighting and signage, as the equipment is at the end of its useful life and in need of constant maintenance by Airport personnel.	Springfield	AIP (FAA), Local	CON	$1,790,000	$1,611,000	$179,000
NA2102-20A5	Springfield-Branson National Airport	TAXIWAY NOVEMBER AND SIERRA RECONSTRUCTION AT RUNWAY 14-32	Taxiway November reconstruction from Runway 14-32 to Taxiway Sierra; and Taxiway Sierra reconstruction from Runway 14-32 to Taxiway November.	Springfield	AIP (FAA), Local	CON	$13,050,000	$11,745,000	$1,305,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
NA2602-26	Springfield-Branson National Airport	TAXIWAY N AND S RECONSTRUCTION 14-32 TO RUNWAY 2	This will cover the design costs for the FY 2027 reconstruction of Taxiway N (east 2-20 RSA to south 14-32 RSA) and Taxiway S (south 14-32 RSA to Taxiway N), including likely Taxiway S realignment.	Springfield	AIP (FAA), Local	ENG	$965,000	$868,500	$96,500
NA2801-25	Springfield-Branson National Airport	CONSTRUCT NEW/ RELOCATED SRE FACILITY	Construct a relocated snow removal equipment facility near the commercial terminal.	Springfield	AIP (FAA), Local	CON	$10,500,000	$6,000,000	$4,500,000
NA2803-25	Springfield-Branson National Airport	CORPORATE/GA CAMPUS PHASE I	Phase I of the Corporate/GA campus site development, including access road, taxiway, and utilities. Phase I includes taxilane access to a corporate hangar/ apron site, roadway access to the corporate hangar parking location, and utilities (sanitary, water, gas, storm).	Springfield	AIP (FAA), Local	CON	$6,200,000	$5,000,000	$1,200,000
NA2804-27	Springfield-Branson National Airport	TERMINAL "NODE" EXPANSION CONSTRUCTION	The construction of proposed “node” expansion to the existing Commercial Terminal. The result would be four additional gates, updated interior and improved waiting area, restrooms and concessions.	Springfield	AIP (FAA), Local	CON	$78,700,000	$14,800,000	$63,900,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
NA2901-27	Springfield-Branson National Airport	CONSTRUCT AND REHABILITATE PERIMETER ROAD	The paving of a 9/10ths mile section of perimeter road that was originally constructed as an aggregate surface section after the construction of the AVCRAD facility. The remainder of the Airport's six miles of asphalt perimeter roadways are due for maintenance as well.	Springfield	Local, MoDOT	CON	$2,000,000	$0	$2,000,000
NA3001	Springfield-Branson National Airport	RECONSTRUCT GA APRON - DESIGN	Design for the reconstruction of a portion of the GA Apron.	Springfield	AIP (FAA), Local	ENG	$350,000	$315,000	$35,000
NX1704	MoDOT	SCOPING FOR ROUTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.	Nixa	MoDOT, NHPP (FHWA)	ENG	$6,000	$4,800	$1,200
OK2002-20A9	MoDOT	ROUTE 14 ROADWAY IMPROVEMENTS 6TH TO W ON SOUTH	Scoping for roadway improvements on South Street (Rte. 14) from 14th Avenue to Rte. W in Ozark.	Ozark	MoDOT, MoDOT-AC	ENG	$80,000	$0	$80,000
OK2102-23A3a	MoDOT	ROUTE CC CAPITAL IMPROVEMENTS	Add lanes, sidewalk and shared use path from Fremont Road to east of 22nd Street in Ozark.	Ozark	Local, MoDOT, MoDOT-AC, STBG-U (FHWA)	ENG, CON	$5,157,000	$2,128,397	$3,028,603
OK2201-24AM5	MoDOT	MO 14 ROADWAY IMPROVEMENTS 6TH AVENUE TO 14TH AVENUE	Add lanes and add sidewalk on South Street from 6th Avenue to 14th Avenue in Ozark.	Ozark	Local, MoDOT, MoDOT-AC, STBG-U (FHWA), TAP (FHWA)	ENG, CON	$5,466,658	$306,359	$5,160,299

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
OK2204-22	MoDOT	MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS	Scoping for Route 14 westbound operational improvements from Third Street to Route NN in Ozark. Project involves bridge A1002.	Ozark	MoDOT, MoDOT-AC	ENG	$35,000	$0	$35,000
OK2501-25	MoDOT	SCOPING ELK VALLEY CREEK BRIDGE IMPROVEMENT	Scoping for bridge improvement over Elk Valley Creek. Project involves bridge A0571 and A3803.	Ozark	MoDOT, NHPP (FHWA)	ENG	$234,000	$187,200	$46,800
OK2502-25	MoDOT	RTE 14 PAVEMENT IMPROVEMENTS	Pavement improvement from 0.2 mile east of Rte. NN to north of Selmore Boulevard and from 6th Avenue to Rte. W in Ozark.	Ozark	MoDOT, MoDOT-AC	ENG, CON	$3,145,000	$0	$3,145,000
OK2601-26	City of Ozark	N. 21ST & N. 22ND STREET	Additional right-turn lane at intersection of N 22nd St and Route CC. Sidewalks and curb and gutter on N 22nd St and edge mill and overlay of both N 21st St and N 22nd St.	Ozark	Local, STBG-U (FHWA)	CON	$1,126,790	$901,432	$225,358
OT1901-22A2	Ozarks Transportation Organization	OTO OPERATIONS AND PLANNING	Operations and Planning Activities as described each year in the annual Unified Planning Work Program.	Area Wide	Local, STBG-U (FHWA)	PLN	$1,516,195	$1,212,955	$303,240
OT2501-25	Ozarks Transportation Organization	5310-OTO ADMIN 2025-2026	OTO Administration portion of FY 2025 through FY 2026 FTA 5310 funding.	Area Wide	5310-Admin (FTA)	ADMIN	$59,475	$59,475	$0

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
OT2502-25	Ozarks Transportation Organization	5310-TRADITIONAL PROJECTS RESERVE 2025-2026	Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2025-2026.	Area Wide	5310-Capital (FTA), Local	CAP	$571,714	$470,665	$101,049
OT2701-26	Ozarks Transportation Organization	5310-TRADITIONAL PROJECTS RESERVE 2027-2029	Funding to be awarded for the 55 percent traditional 5310 project category for FYs 2027-2029.	Area Wide	5310-Capital (FTA), Local	CAP	$898,550	$763,767	$134,783
OT2702-26	Ozarks Transportation Organization	5310-OTO ADMIN 2027-2029	OTO Administration portion of FY 2027 through FY 2029 FTA 5310 funding.	Area Wide	5310-Admin (FTA)	ADMIN	$96,513	$96,513	$0
RP1703-22A3	MoDOT	ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360	Add lanes on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic. Design, right of way, and inspection by Republic. $6,000,000 Cost Share, $2,296,000 STBG-Urban, and $2,872,000 Republic funds.	Republic	Local, MoDOT, MoDOT-AC, STBG-U (FHWA)	ENG, ROW, CON	$17,727,000	$2,296,000	$15,431,000
RP2301-23	MoDOT	ROUTE MM INTERCHANGE SCOPING AT I-44	Scoping for interchange and ramp improvements at I-44 near Republic.	Republic	MoDOT, MoDOT-AC	ENG	$150,000	$0	$150,000
RP2303-23	MoDOT	CAPITAL IMPROVEMENT ON US 60 IN REPUBLIC	Capital improvement on US 60 from west of Farm Road 103 to James River Freeway (Route 360) in Republic.	Republic	MoDOT, NHPP (FHWA)	ENG, ROW, CON	$16,701,000	$13,360,800	$3,340,200
RP2304-23	MoDOT	WILSON'S CREEK BOULEVARD EXTENSION SCOPING	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.	Republic	MoDOT, MoDOT-AC	ENG	$70,000	$0	$70,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
RP2305-23	MoDOT	ROUTE MM ROADWAY IMPROVEMENTS SCOPING	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic. Project involves bridge A5907.	Republic	MoDOT, MoDOT-AC	ENG	$200,000	$0	$200,000
RP2501-25	MoDOT	US 60 REPUBLIC PAVEMENT IMPROVEMENTS	Pavement improvement from 0.3 mile west of Illinois Street to Rte. 174 in Republic.	Republic	MoDOT, NHPP (FHWA)	ENG, CON	$1,789,000	$1,431,200	$357,800
RP2502-25	MoDOT	US 60 PAVEMENT IMPROVEMENTS REPUBLIC FROM RTE 174	Pavement improvement from Rte. 174 in Republic to Rtes. 413/60/360.	Republic	MoDOT, NHPP (FHWA)	ENG, CON	$2,896,000	$2,316,800	$579,200
RP2503-25A1	City of Republic	HINES AND ZZ	Engineering and ROW for the Hines and Route ZZ intersection in Republic.	Republic	Local, STBG-U (FHWA)	ROW	$180,000	$80,000	$100,000
RP2601-26	MoDOT	RT ZZ INTERSECTION IMPROVEMENTS AT HINES STREET	Review of scoping and design for intersection improvements on Wilson's Creek Boulevard at Hines Street in Republic. Scoping and design by Republic.	Republic	MoDOT, MoDOT-AC	ENG	$25,000	$0	$25,000
RP2603-26A2	MoDOT	SAETY IMPROVEMENTS ON ROUTE MM	Safety improvements from I-44 to Rte. 360 in Republic.	Republic	MoDOT, SAFETY (FHWA)	ENG, CON	$1,459,000	$1,313,100	$145,900
RP2701-27	MoDOT	ROUTE 174 PAVEMENT IMPROVEMENTS FROM FARM ROAD 59 TO ROUTE 60	Scoping for pavement improvements on Route 174 from Farm Road 59 to Rte. 60 in Republic.	Republic	MoDOT, STBG (FHWA)	ENG	$8,000	$6,400	$1,600

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
RP2702-27	MoDOT	SCOPING FOR RAILROAD CROSSING IMPROVEMENTS ON RTE MM	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic. Project involves bridge A5907.	Republic	MoDOT, MoDOT-AC	ENG	$700,000	$0	$700,000
SP1405-18A1	MoDOT	SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridges A4141, A4142, A4143, A4144, A4147, A4148, A4149, A4150, A5842 and A5843.	Springfield	MoDOT, NHPP (FHWA)	ENG	$200,000	$160,000	$40,000
SP1413-24AM6	MoDOT	SUNSHINE STREET ADA IMPROVEMENTS	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. $626,000 Transportation Alternatives and $156,500 in Springfield funds.	Springfield	Local, MoDOT, MoDOT-AC, TAP (FHWA)	ENG, CON	$3,831,500	$626,000	$3,205,500
SP1419-18A1	MoDOT	SCOPING FOR I-44 ROADWAY IMPROVEMENTS	Scoping for roadway improvements on I-44 from Route 360 north of Republic to Route 125 in Strafford.	Springfield	MoDOT, NHPP (FHWA)	ENG	$60,000	$48,000	$12,000
SP1709	MoDOT	SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS	Scoping for potential interstate designation on Rtes. 60, 65, and 360 in the Springfield region.	Springfield	MoDOT, NHPP (FHWA)	ENG	$16,000	$12,800	$3,200

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
SP1802-22A4	MoDOT	SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET	Add intersection turn lanes, pedestrian signals and raise medians at various locations on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of Farm Road 199.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$2,563,000	$2,050,400	$512,600
SP1906-19	MoDOT	ROUTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN	Pavement resurfacing on Sunshine Street from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$2,010,000	$1,608,000	$402,000
SP1909-19A2	MoDOT	WEST SUNSHINE/ RTE. 60 CORRIDOR	Scoping for safety, operational, and intersection improvements at various locations on Rte. 413 from Rte. 13 (Kansas Expressway) in Springfield to Kansas Avenue in Republic.	Springfield	MoDOT, NHPP (FHWA)	ENG	$650,000	$520,000	$130,000
SP2212-22	MoDOT	MO 13 SCOPING FOR CAPITAL IMPROVEMENTS GRAND TO JAMES RIVER FREEWAY	Scoping for capital improvements on Kansas Expressway (Rte. 13) from Sunshine Street (Rte. 413) to Battlefield Road in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$300,000	$240,000	$60,000
SP2214-22	MoDOT	US 65 INTERCHANGE AND BRIDGE IMPROVEMENTS AT KEARNEY STREET	Interchange and bridge improvements on Kearney Street at Rte. 65 in Springfield. Project involves twin bridges A1648, A1649, and A2364.	Springfield	MoDOT, NHPP (FHWA)	ENG, ROW, CON	$52,216,000	$41,772,800	$10,443,200

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
SP2217-22A1	MoDOT	KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING	Scoping for safety and operational improvements on Kansas Expressway (Rte. 13) from Evergreen Street to Grand Street in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$200,000	$160,000	$40,000
SP2218-22A3	MoDOT	GLENSTONE OPERATIONAL AND PEDESTRIAN IMPROVEMENTS	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to McClernon Street and from Stewart Avenue to Rte. 60 (James River Freeway) in Springfield.	Springfield	MoDOT, SAFETY (FHWA)	ENG, ROW, CON	$3,226,000	$2,903,400	$322,600
SP2219-22A3	MoDOT	JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING	Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$20,000	$16,000	$4,000
SP2220-22A3	MoDOT	US 60 & US 65 INTERCHANGE IMPROVEMENTS SCOPING	Traffic operational study from Battlefield Road to Christian County line, including Rte. 60 interchange, and on Rte. 60 from Bus. 65 (Glenstone Avenue) in Springfield to Rte. 125 in Rogersville. Study by Ozarks Transportation Organization	Springfield	MoDOT, NHPP (FHWA)	ENG	$40,000	$32,000	$8,000
SP2302-23	MoDOT	KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS	Capital improvement on Kansas Expressway (Rte. 13) from Grand Street to Rte. 413 (Sunshine Street) in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, ROW, CON	$8,280,000	$6,623,600	$1,656,400

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
SP2304-23	MoDOT	BRIDGE PAINTING ON US 160, ROUTES 266 AND FF AND REPUBLIC STREET	Bridge painting on US 160 over James River Freeway (Route 60), on Republic Street over Route 60 and on Chestnut Expressway (Route 266) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$2,294,000	$1,835,200	$458,800
SP2306-23	MoDOT	ROUNDABOUTS ON ROUTE 266	Add roundabouts on Route 266 at Route AB and at Route B west of Springfield.	Springfield	MoDOT, MoDOT-AC	ENG, CON	$4,182,000	$0	$4,182,000
SP2309-23	MoDOT	JAMES RIVER FREEWAY PAVEMENT RESURFACING	Pavement resurfacing and replacement of rumble stripes on James River Freeway from I-44 to Route 60 in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$4,000	$2,600	$1,400
SP2401-24	MoDOT	SUNSHINE SIGNALS AT OAK GROVE AND VENTURA AVE	Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, ROW	$71,000	$56,800	$14,200
SP2402-26A3	City of Springfield	MAIN AVENUE BRIDGE OVER JORDAN CREEK	Replacement of the Main Avenue Bridge over Jordan Creek	Springfield	Local, STBG-U (FHWA)	ROW, CON	$4,440,000	$3,552,000	$888,000
SP2403-24	MoDOT	SCOPING FOR INTERSECTION IMPROVEMENTS AT OAK GROVE AND VENTURA ON SUNSHINE	Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.	Springfield	MoDOT, NHPP (FHWA)	ENG	$105,000	$84,000	$21,000
SP2501-22	City of Springfield	GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS	Safety and pedestrian improvements on Grand Street from John Q. Hammons Avenue to National Avenue.	Springfield	Local, STBG-U (FHWA)	ENG, CON	$2,000,000	$1,600,000	$400,000

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
SP2502-24A4	City of Springfield	GRANT AVENUE VIADUCT	Rehabilitation/ maintenance of the Grant Avenue Viaduct	Springfield	Local, STBG-U (FHWA)	CON	$2,527,924	$2,022,339	$505,585
SP2503-24A4	City of Springfield	MARTIN LUTHER KING JR. BRIDGE (BENTON AVE.)	Rehabilitation/ maintenance of the Martin Luther King Jr. Bridge (Benton Ave.)	Springfield	Local, STBG-U (FHWA)	CON	$1,169,105	$935,284	$233,821
SP2504-25	MoDOT	SCOPING I-44 PAVEMENT IMPROVEMENTS	Pavement improvement from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$2,620,000	$2,096,000	$524,000
SP2506-25	MoDOT	US 160 PAVEMENT IMPROVEMENTS FROM RT AB TO I-44	Pavement improvement from 0.3 mile west of Rte. AB to 0.4 mile west of I-44.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$2,760,000	$2,208,000	$552,000
SP2507-25	MoDOT	US 60 PAVEMENT IMPROVEMENTS RTE 13 TO RTE 65	Pavement improvements on James River Freeway from Rte. 13 (Kansas Expressway) to 1.4 miles east of Bus. 65 (Glenstone Avenue) in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$3,253,000	$2,602,400	$650,600
SP2508-25	MoDOT	US 60 PAVEMENT IMPROVEMENTS	Pavement improvement from Rte. 65 to west of Highland Springs Boulevard in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$723,000	$578,400	$144,600
SP2509-25	MoDOT	SCOPING RTE YY INTERCHANGE IMPROVEMENTS	Scoping for interchange improvements at Rte. 65 and railroad grade separation at BNSF railway in Springfield.	Springfield	MoDOT, SAFETY (FHWA)	ENG	$285,000	$256,500	$28,500

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SP2510-25	MoDOT	SCOPING I-44 HIGH MAST LIGHTING MAINTENANCE	Scoping for high mast lighting maintenance at Rte. 65 and on Rte. 60 at Rte. 65 in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$4,000	$3,200	$800
SP2511-25	MoDOT	US 65 BRIDGE PAINTING	Bridge painting over Rte. 60 and on Rte. 65 over I-44 and bridge rehabilitation on eastbound Rte. 60 ramp over Rte. 65 in Springfield. Project involves bridges A7541, A7542, and A7024.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$1,937,000	$1,549,600	$387,400
SP2512-25	MoDOT	REHABILITATION OF VARIOUS BRIDGES	Bridge rehabilitation over Rte. 65 (A2040), Rte. H (Glenstone Avenue) over I-44, and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501, and A8269.	Area Wide	MoDOT, NHPP (FHWA)	ENG, CON	$866,000	$692,800	$173,200
SP2513-25	MoDOT	MO 413 PAVEMENT RESURFACING	Pavement resurfacing on Sunshine Street (Rte. 413) from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$3,559,000	$2,847,200	$711,800
SP2514-25	MoDOT	US 65 RAMP BRIDGE REHABILITATION	Bridge rehabilitation over I-44 in Springfield. Project involves bridge A7024.	Springfield	MoDOT, NHPP (FHWA)	ENG, CON	$4,313,000	$3,450,400	$862,600

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SP2515-25AM2	City of Springfield	RAISE UNGAP THE MAP	PE, ROW, and construction of three trail segments and associated improvements as described in City of Springfield's RAISE application - Jordan Creek Greenway, Wilson's Creek Greenway, and the Trail of Tears Greenway.	Springfield	RAISE	ENG, ROW, CON	$24,822,313	$24,822,313	$0
SP2601-26	MoDOT	INTERSECTION IMPROVEMENTS ON KANSAS EXPWY AT DIVISION STREET	Scoping for intersection improvements on Kansas Expressway at Division Street in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$20,000	$16,000	$4,000
SP2602-25	MoDOT	SCOPING FOR PAVEMENT IMPROVEMENTS	Scoping for pavement improvements over Rte. 60 (James River Freeway) in Springfield. Project involves bridge A7543.	Springfield	MoDOT, NHPP (FHWA)	ENG	$30,000	$24,000	$6,000
SP2604-26	City of Springfield	SPRINGFIELD SS4A FY 2024 ROUND 3 AWARD	Demonstration and Supplemental Planning Activities for Springfield, in support of the OTO Safety Action Plan, including the development of a transportation master plan.	Springfield	Local, SS4A (FHWA)	PLN	$1,140,000	$912,000	$228,000
SP2607-26A2	MoDOT	CORRIDOR IMPROVEMENTS ON HWY 13	Scoping for corridor improvements from Rte. 413 (Sunshine Street) to Battlefield Road in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$500,000	$400,000	$100,000

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SP2609-26A2	City of Springfield	KANSAS AVENUE - WALNUT LAWN TO MAPLEWOOD	Street, bicycle/ pedestrian, and storm-water improvements on S Kansas Avenue from W Walnut Lawn Street to W Maplewood Street.	Springfield	Local, STBG-U (FHWA)	ROW	$500,000	$400,000	$100,000
SP2610-26A2	City of Springfield	2026 STBG RESURFACING - VARIOUS ROUTES	Resurfacing of various arterial and collector streets on the federal-aid system in Springfield.	Springfield	Local, STBG-U (FHWA)	CON	$3,000,000	$2,400,000	$600,000
SP2611-26A2	Ozarks Transportation Organization	REGIONAL TRANSPORTATION PLANNING	Regional Transportation Planning, including the Major Thoroughfare Plan and Design Standards, in partnership with the City of Springfield SS4A Transportation Planning project.	Area Wide	Local, STBG-U (FHWA)	PLN	$125,000	$100,000	$25,000
SP2612-26A3	City of Springfield	FREMONT AVENUE - ERIE TO INDEPENDENCE	Street widening with multi-use path and storm-water improvements on S Fremont Avenue from E Erie Street to E Independence Street.	Springfield	Local, STBG-U (FHWA)	ROW	$1,100,000	$880,000	$220,000
SP2613-26A3	City of Springfield	2026 SPRINGFIELD ADA IMPROVEMENTS - VARIOUS ROUTES	Sidewalk and ramp improvements on various arterial and collector streets on the federal-aid system in Springfield.	Springfield	Local, STBG-U (FHWA)	CON	$929,700	$743,760	$185,940
SP2614-26A3	City of Springfield	SPRINGFIELD SCHOOL FLASHER SIGNAL REPLACEMENT - VARIOUS LOCATIONS	Replacement of school flasher signals including battery backup at various locations in Springfield.	Springfield	Local, STBG-U (FHWA)	CON	$682,010	$545,608	$136,402

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SP2615-26A4	MoDOT	I-44 AND US 65 INTERCHANGE IMPROVEMENTS	Scoping for interchange improvement at I-44 and US 65 in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$400,000	$320,000	$80,000
SP2701-27	MoDOT	SCOPING FOR BRIDGE IMPROVEMENT ON CHERRY OVER 65	Scoping for bridge improvement on Cherry over Rte. 65 in Springfield. Project involves bridge A1652.	Springfield	MoDOT, NHPP (FHWA)	ENG	$20,000	$16,000	$4,000
SP2702-27	MoDOT	PAVEMENT IMPROVEMENTS ON ROUTE 13 FROM RTE WW TO NORTON ROAD	Scoping for pavement improvements on Route 13 from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.	Springfield	MoDOT, NHPP (FHWA)	ENG	$20,000	$16,000	$4,000
SP2703-27	MoDOT	ROUTE 13 FASSNIGHT CREEK BRIDGE REHABILITATION	Rehabilitate and widen Route 13 bridge over Fassnight Creek	Springfield	MoDOT, NHPP (FHWA)	ENG, ROW, CON	$1,461,000	$1,168,800	$292,200
SP2704-27	MoDOT	SCOPING FOR PAVEMENT IMPROVEMENTS ON US 65	Scoping for pavement improvement on northbound auxiliary lane from 0.3 mile north of Battlefield Road to 0.5 mile south of Rte. D (Sunshine Street).	Springfield	MoDOT, NHPP (FHWA)	ENG	$8,000	$6,400	$1,600

TIP ID	Sponsor	Title	Description	Location	Fund Types (All)	Funded Phases	2027-2030 Total Cost	Federal	Non-Federal
SP2705-27	City of Springfield	SPRINGFIELD SS4A FY 2025 AWARD - CAMPBELL AVENUE	Implementation funding for engineering, right-of-way acquisition, and construction of safety, roadway, bicycle/pedestrian, and storm-water improvements on S Campbell Avenue from W Minota Street to W Sunshine Street and from W Walnut Lawn Street to S South Avenue.	Springfield	Local, SS4A (FHWA)	ENG, ROW, CON	$17,300,000	$13,840,000	$3,460,000
ST2401-24	MoDOT	BRIDGE REHABILITATION OVER I-44 IN STRAFFORD	Bridge rehabilitation over I-44 in Strafford. Project involves bridge A5400.	Strafford	MoDOT, NHPP (FHWA)	ENG, CON	$1,055,000	$844,000	$211,000
ST2402-24A1	MoDOT	EVERGREEN ROAD IMPROVEMENTS	Scoping for improvements to Evergreen Street from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford.	Strafford	MoDOT, MoDOT-AC	ENG	$20,000	$0	$20,000
ST2701-27	MoDOT	SCOPING FOR PAVEMENT IMPROVEMENTS ON RTE OO	Scoping for pavement improvements on Route OO from 0.1 mile east of Rte. 125 in Strafford to 0.2 mile east of Farm Road 249.	Strafford	MoDOT, NHPP (FHWA)	ENG	$8,000	$6,400	$1,600

Appendix

C. Destination 2045 Progress Report

Appendices

Appendix A. Design Standards

Appendix B. FY 2027-2030 Programmed Projects

Appendix C. Destination 2045 Progress Report

Appendix D. Prioritization Glossary

Appendix E. CU Transit PTASP Performance Measures

Appendix F. Land Use and Parcel Characteristics

Appendix G. Travel Demand Model Report

Appendix H. Public Engagement and Consultation

DRAFT

DESTINATION 2045 IMPLEMENTATION PLAN PROGRESS REPORT

Year One (2022) Specific Actions

- Continue to refine equity analysis tools available for project identification and prioritization in support of vulnerable road users and under-represented populations
  - ✓ **Equity Index is developed, discuss how to use**
- Analyze bicycle and pedestrian crash locations to scope improvements
  - ✓ **Pedestrian crashes analyzed**
  - ✓ **Bicycle crashes analyzed**
- Establish an interdisciplinary safety committee to lead organizational actions for incorporating safety into all transportation related functions
  - ✓ **Create as part of SS4A**
- Educate member agencies on the significance of highway safety and how their agencies can contribute to a safer road system
  - ✓ **Discussed Safety Countermeasures with Street Typology Subcommittee**
  - ✓ **Incorporated with SS4A activities**
- Educate public on rules of the road for all users
  - ✓ **SafeAcross – promoted to members to adopt SGF Yields**
  - ✓ **Coordinated with LGSTC to provide Bicycle Safety Course**
  - ✓ **Promoted safety initiatives on OTO social media**
  - ✓ **Pop-up event and outreach during *Destination Safe Streets***
  - ✓ **Coordinated with Safe Kids Springfield on bicycle education events for children**
- Provide safety information on safe driving behaviors
  - ✓ **Discussion at LGSTC Level**
  - ✓ **Promoted safety initiatives on OTO social media**
  - ✓ **Pop-up event and outreach during *Destination Safe Streets***
- Develop a process for discretionary funding requests
  - ✓ **Use Congressional Format and Include on Website**
- Utilize a website and other communication for centralized requests
  - ✓ **OTO Legislative Priorities Web Page**
- Anticipate federal funding priorities and develop ready-made analysis materials

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    - ✓ **Developed data sources and built dashboards**
    - ✓ **Debrief RAISE/BUILD and INFRA grants**
- Review performance measures and targets to best direct investment decisions
    - ✓ **Developed additional measures with SS4A**
    - ✓ **Connected to projects in TIP**
    - ✓ **Annual performance measure report**
- ✓ Update the Transit Coordination Plan and identify actions to enhance coordination
    - ✓ **Plan adopted**
- ✓ Develop Trail Implementation Dashboards
    - ✓ **Developed for Regional Trail Priorities**
- Identify connectivity gaps and provide a map for easy reference
    - ✓ **Adopted Official Trail Map into LRTP**
- Develop a list of investments needed to complete the ITS network
    - ✓ **Coordinated with MoDOT to update Regional ITS Architecture**
- Provide better project descriptions that include context sensitive solutions in the STIP prioritization process
    - ✓ **Descriptions include context-relevant information**
- ✓ Develop multimodal unfunded needs list
    - ✓ **Complete**

Year Two (2023)

- Develop a public and elected official education campaign with identified focus areas
    - **Need to further develop**
    - ✓ **State and Federal priorities rack card**
- Encourage members to adopt a Vision Zero (www.visionzeronetwork.org) approach to addressing transportation safety, including Complete Streets or Livable Streets
    - ✓ **OTO Accomplished through Safety Action Plan**
    - **Individual Communities have mixed Vision Zero Adoption**
- Use OTO staff to support streamlined project administration
    - ✓ **Complete through hiring of transportation engineer**
- Determine the next ready-to-construct trail project
    - ✓ **Ongoing**
- Develop standards for multi-modal accessibility
    - **Need to further develop**

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    - ✓ **ConnectSGF includes service guidelines, including for accessibility**
- Develop standards to improve aesthetics of transportation projects
    - **Need to further develop**
    - ✓ **For trails, coordinated with Ozark Greenways on trail design standards**
- Identify, document, and map accessibility improvements with the greatest benefits
    - ✓ **Supporting Republic and Springfield in SS4A ADA updates**
    - ✓ **Ongoing monitoring with annual implementation report**
    - ✓ **Sidewalk gap mapping and prioritization**
- Identify sidewalk network gaps that support local connections to essential services and transit stops
    - ✓ **Complete**
- Identify trail maintenance needs and develop a trail maintenance plan
    - ✓ **Developed inventory of trail by age and surface type**
    - ✓ **Developed spreadsheet to identify maintenance costs**
- Implement a local 5310 administration program to ensure timely delivery of transit capital
    - **In Progress**
    - ✓ **Supported local agencies in 5310 readiness**
- Identify and document large employers and assess the need for transit service
    - **Need to further develop**
    - ✓ **Began employer outreach through vanpool research**
- Identify transit service options for employment needs and recommend service needs to City Utilities Transit
    - ✓ **Integrated into ConnectSGF long-term recommendations**
- Identify large employers and provide information on transportation tax incentives
    - **Need to further develop**
    - ✓ **Began employer outreach through vanpool research**
- Connect vanpool providers with employers
    - ✓ **Ongoing research with outreach to employers, chambers of commerce, and workforce development**
    - ✓ **Maintain communication with vanpool provider**
- Assess feasibility of “mobility as a service” to supplement transit and other modes
    - **Need to further develop**
    - ✓ **Preliminary research through ConnectSGF’s technology and service guidelines**

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- Conduct additional research on *Destination 2045* survey response regarding passenger rail and desire for inner-city versus inter-city transportation
    - ✓ **Supported FRA Long Distance Passenger Rail Study with Board Resolution**
    - **Include in 2050 Update Public Input**
- Using street typologies, develop an overlay plan that maximizes complete street investments
    - **In Progress**
- Implement access management to preserve roadway capacity and improve safety
    - ✓ **Coordinated at project level through Core Team participation**
    - ✓ **Maintained OTO design standards**
    - ✓ **Recommendations in *Destination Safe Streets***
- Develop an electric vehicle charging infrastructure plan
    - ✓ **Developed EV Charging Toolbox on website**
- Work with the Transportation Management Center of the Ozarks to identify and implement technology to accommodate connected and automated vehicles
    - ✓ **Supported SMART grant application**
    - ✓ **Regional ITS Architecture Update**
- Identify and develop a plan for improvements supportive of automated vehicles
    - **Developing white paper on projects that support automated vehicles**
- Create a connected vehicle infrastructure plan that identifies infrastructure needs
    - **In Progress**
- Review local ordinances and provide recommended changes to regarding neighborhood level connectivity
    - ✓ **Developed Connectivity Toolbox on website**
- Research and catalog recommendations in area plans for a more uniform regional approach
    - ✓ **Participated in local comprehensive planning efforts**
    - ✓ **Collected area plans as updated**
    - ✓ **Developed matrix of recommendations**

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Year Three (2024)

- Survey the community to ascertain preference for transit coverage or frequency
  - ✓ **Addressed through ConnectSGF Plan**
- Continue to investigate integrated service between City Utilities Transit, Missouri State University, and OATS
  - ✓ **Ongoing**
- Work with the City of Springfield and City Utilities Transit to develop a high-frequency transit corridor
  - ✓ **Participated in ConnectSGF planning efforts, which provided a data-driven framework for identifying candidate high-frequency corridors and evaluating frequency tradeoffs**
- Explore options for regional transit service
  - ✓ **Prior regional transit analyses incorporated into ConnectSGF**
  - ✓ **ConnectSGF identified how future high-frequency or long-term corridors could align with regional extensions**
- Review and update EnviroSmart, consultation with environmental review agencies
  - ✓ **Ongoing**
- Develop projects that address connectivity gaps
  - ✓ **Scoring criteria in Bicycle/Pedestrian Funding Application**
- Identify and find solutions to freight bottlenecks
  - **Achieved access to datasets to support this analysis**
- Identify and map transportation facilities that are susceptible to flooding
  - ✓ **Created layer with flooding and rescue events along OTO roadways**
- Update TIM Strategic Plan
  - **In Progress**
  - ✓ **Completed FHWA Self-Assessment**
- Identify projects to improve signal timing, traffic bottlenecks, and capacity expansion needs
  - ✓ **Prioritization criteria considers delay and congestion metrics**
  - ✓ **Congestion Management Process identifies corridor and project needs**
- Assist member communities with improving gateways to their cities and the region
  - ✓ **Chadwick Flyer Bridge in Ozark**
  - ✓ **Aesthetics Planned for I-44**
  - ✓ **Support for using STBG-U to add aesthetics to projects**

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    - **Gateway analysis in progress**
- Use street typologies to better scope complete street projects
    - **Participating in Springfield Transportation Plan to develop typologies**

Year Four (2025)

- Explore alternatives to fixed route bus transit, such as light rail, streetcar/trolley, micro transit
    - ✓ **ForwardSGF and ConnectSGF recommends bus rapid transit-style pilot corridors**
    - **ConnectSGF provides the foundational analysis for further study of micro transit and higher-tier transit modes**
- Begin update of *Destination 2045* for 2050
    - ✓ **Underway**

Year Five (2026)

- Adopt 2050 long range transportation plan update
    - ✓ **Underway**

Ongoing Actions

Education

- Communicate unfunded needs to elected officials and the public
    - ✓ **Annual Needs Brochure**
- Communicate funding shortfalls to elected officials and the public
    - ✓ **Annual Needs Brochure**
- Educate public on transportation planning process
    - **Ongoing**
    - ✓ **Public Meetings**
    - ✓ **OTO Billboards**
- Continue education of elected officials on the positive effects of local control of federal suballocated funding
    - ✓ **Part of legislative education discussion points**
- Continue to prioritize improvements that improve safety
    - ✓ **Part of Prioritization Criteria**

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- Continue to work with Missouri Public Transit Association to educate elected officials regarding the benefits of transit investment
  - ✓ **Ongoing**
- Use Let's Go Smart website to communicate transportation options
  - ✓ **Ongoing**
- Sponsor training opportunities for members and partner trade organizations on complete street best practices and emerging trends
  - ✓ **Have partnered and shared opportunities**
  - **Ongoing**
- Use SGF Yields as a regional model to promote pedestrian safety
  - ✓ **Expand through SS4A**
  - ✓ **Promoted Safe Across to members**

Prioritization

- Utilize MoDOT asset management plan and City Utilities Transit asset management plan to ensure adequate investment in the transportation system
  - ✓ **Ongoing**
- Prioritize investments that maintain and prolong the useful life of the existing system
  - ✓ **Ongoing**
- Prioritize projects that improve congestion on the freeway system
  - ✓ **Ongoing**
- Promote investment decisions that direct growth near appropriate transportation facilities
  - ✓ **Added Economic Development to prioritization criteria**
- Prioritize projects that encourage job creation, retention, and wage growth
  - ✓ **Adopted additional criteria for prioritization**
- Continue to use the MoDOT Statewide Freight Plan to prioritize projects
  - ✓ **Ongoing**
- Make investment decisions that support performance targets
  - ✓ **Ongoing**
  - ✓ **Document through annual performance report and Transportation Improvement Program**

Revenue-Seeking

- Support funding requests for all modes of transportation that fit within the regional vision
  - ✓ **Provide letters of support and other information as requested**

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- Identify grant opportunities and use OTO staff to complete grant applications
  - ✓ **Grants Administrator taking on this role**
- Identify and make application to federal discretionary programs
  - ✓ **Applied for RAISE and INFRA/Mega**
  - ✓ **Applying for SS4A next**

Partnerships

- Continue to partner with MoDOT to identify unfunded needs
  - ✓ **Ongoing**
- Encourage participation in the statewide cost share program
  - ✓ **Ongoing**
- Partner with local agencies to make shared investments
  - ✓ **Ongoing**
- Continue to participate in Missouri Coalition for Roadway Safety meetings and activities
  - ✓ **Ongoing**
- Support implementation of MoDOT's TSM&O Program and Action Plan
  - ✓ **Ongoing**
- Support the efforts of the Transportation Management Center
  - ✓ **Ongoing**
- Continue to participate in MoDOT scoping and core team meetings
  - ✓ **Ongoing**

Monitoring and Implementation

- Continue to publish an annual report on the state of transportation in the OTO region
  - ✓ **Ongoing**
- Monitor implementation of the TCP
  - ✓ **Ongoing**
  - **Scoping Update for 2027**
- Monitor trail implementation through a dashboard
  - ✓ **Dashboard developed**
- Continue to monitor ADA investment in the OTO communities
  - **Supporting Republic and Springfield in SS4A ADA updates**
  - **Ongoing monitoring with annual implementation report**
- Monitor funding available for investment in the regional trail system
  - ✓ **Ongoing**
- Maintain a list of investments needed to complete the ITS network
  - ✓ **Coordinated with MoDOT to update Regional ITS Architecture**

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- Identify technology and data needs to better monitor congestion
  - ✓ **Have developed additional data sources and GIS visualizations**
- Develop trail projects that advance trail construction readiness
  - ✓ **OGI Trail Planning Services**
- Continue to make investments in the regional trail system as outlined in the adopted plan
  - ✓ **Ongoing**
- Use travel time and other congestion measures to ensure reliability
  - ✓ **Ongoing**
- Monitor transportation technology advancements
  - ✓ **Ongoing**
- Monitor status of Alternative Fuel Corridors
  - ✓ **Ongoing**
- Continue to monitor transit accessibility to essential public services
  - **Need to further develop**
- Build environmental mitigation early into the project development process, developing a process to ensure early communication with MoDOT, FHWA, and the appropriate agencies
  - ✓ **Have promoted environmental reviews to be concurrent with earlier stages of the project process.**

Committees and Community Involvement

- Serve on freight committees when available
  - ✓ **Ongoing**
- Regularly convene TIM meetings to identify incident response safety improvements
  - ✓ **Ongoing**
- Participate in Let's Go Smart: Transportation Collaborative
  - ✓ **Ongoing**
- Continue to participate in the Ozarks Clean Air Alliance to monitor air quality levels and identify ways to maintain Ozone attainment
  - ✓ **Ongoing**
- Be a resource to members for implementation at the community-level
  - ✓ **Ongoing**

Project-Level

- Promote the use of traffic impact studies that ensure developers are sharing in the costs of growth
  - ✓ **Ongoing**

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- Support a connected grid network that allows for ease of alternate travel routing
    - ✓ **Ongoing**
- Continue to use and maintain EnviroSmart, OTO's environmental database, to inform local project sponsors of environmental considerations in transportation projects
    - ✓ **Ongoing**
- Ensure complete street design is incorporated into transportation improvement projects
    - ✓ **Project descriptions include context-relevant information**
    - ✓ **TIP includes bike/ped/trail plan checkpoint**
- Promote neighborhood level connections and discourage gated communities that limit transportation connections
    - ✓ **Sidewalk Gap Prioritization**
    - ✓ **Created Connectivity Toolbox**
    - ✓ **Maintained OTO Major Thoroughfare Plan and Design Standards**
- Encourage construction of sidewalks on most roadways
    - ✓ **Ongoing**
- Continue to invest in fiber connections to improve signal timing throughout the region
    - ✓ **Ongoing**
- Continue to make freeway and expressway investments that connect communities and maintain low commute times
    - ✓ **Ongoing**
- Support expansion of quality real-time traveler information
    - ✓ **Ongoing**

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Appendix
D. Prioritization Glossary

Appendices

Appendix A. Design Standards
Appendix B. FY 2027-2030 Programmed Projects
Appendix C. Destination 2045 Progress Report
Appendix D. Prioritization Glossary
Appendix E. CU Transit PTASP Performance Measures
Appendix F. Land Use and Parcel Characteristics
Appendix G. Travel Demand Model Report
Appendix H. Public Engagement and Consultation

DRAFT

Appendix D. Prioritization Glossary

The project prioritization process for Next Stop 2050 used a set of scoring factors to help evaluate transportation needs across the OTO planning area. These factors were designed to compare projects consistently while recognizing the different ways transportation investments can support safety, system condition, mobility, connectivity, growth, equity, economic activity, and implementation readiness.

This glossary provides definitions for the prioritization terms and measures used in the project scoring process. It is intended to help readers understand how projects were evaluated and how individual scoring factors relate to the goals, policies, and needs identified in Next Stop 2050. The glossary does not replace project-level review, engineering analysis, public input, or funding decisions. Instead, it provides supporting documentation for the screening and comparison process used to inform the fiscally constrained project list and unconstrained needs.

Table D-1. Prioritization Points

Factor	Max Points	Weight
High Volume Corridors	25	12.5%
Safety	35	17.5%
Crash Density	*15*	
High Injury Network	*5*	
Vulnerable Road Users	*15*	
RR Crossing Improvements	5	2.5%
Multimodal	15	7.5%
Community and Economic Access	15	7.5%
Current Congestion	25	12.5%
Future Congestion	10	5.0%
Freight Plan	5	2.5%
% Freight Traffic	10	5.0%
Bridge Condition	25	12.5%
Extending Life Cycle	15	7.5%
Local Priority	15	7.5%
	200	100%

Scoring Details

High Volume Corridors

Corridors that have high volumes will be awarded additional points. Corridors are scored based upon AADT, including passenger car equivalents for freight. This data is obtained annually from MoDOT. The most recent data is used.

- Over 65,000 = 25 Points
- 40,000 to 65,000 = 20 Points
- 30,000 to 40,000 = 15 Points
- 20,000 to 30,000 = 10 Points
- 10,000 to 20,000 = 5 Points
- 0 to 10,000 = 0 Points

Safety

Projects may receive points for both recent crash density and overlap with the regional High Injury Network.

Recent Crash Density

- 75th percentile and up = 15 points
- 50th to less than 75th percentile = 10 points
- 25th to less than 50th percentile = 5 points
- Below the 25th percentile = 0 points

Crashes from calendar years 2023 through 2025 will be used. This period does not overlap with the 2018–2022 crash data used to develop the High Injury Network.

For corridor projects, the total number of crashes within the project analysis area will be divided by the project length in miles and by three years to calculate average annual crashes per mile. The actual project length will be used unless the project is shorter than 0.25 miles. Projects shorter than 0.25 miles will use a standardized 0.25-mile analysis length.

For intersection projects, crashes will be counted within a standardized intersection analysis area extending 250 feet from the center of the intersection along each approach. The total number of crashes will be divided by three years to calculate average annual crashes per intersection. Intersection projects will be ranked against other intersection projects using the same percentile-based point scale. Large or specialty intersections, such as interchanges, may use the entire intersection area if it extends beyond 250 feet.

High Injury Network

The project area intersects the OTO regional High Injury Network identified in the Destination Safe Streets Safety Action Plan.

- Yes = 5 points
- No = 0 points

The High Injury Network and recent crash density are separate measures. A project may receive points under both categories because they use different crash periods and measure different aspects of safety.

Vulnerable Road Users

All bike and ped crashes from calendar years 2021-2025.

- More than 5 bike/ped crashes = 15 points
- 3 to 5 bike/ped crashes = 10 points
- 1 to 2 bike/ped crashes = 5 points

Maximum = 15+5+15

Improvement or Removal of At-Grade Railroad Crossing

- Yes = 5 Points
- No = 0 Points

If a project improves or removes an at-grade railroad crossing, it receives 5 points.

Multimodal

Projects receive points based on their location relative to existing transit service and identified pedestrian and bicycle needs. Multimodal scoring identifies projects located where transit, sidewalk, bicycle, trail, or other active transportation needs have already been identified. These locations provide opportunities to consider multimodal connections as projects advance through development and design.

- Project is located on an existing transit route = 5 Points
- Project intersects an identified sidewalk gap = 5 Points
- Project intersects an adopted bicycle, trail, or active transportation priority = 5 Points

Maximum = 5+5+5 Points

Community and Economic Access

Projects receive points based on their proximity to concentrations of low-income households, families with children under age 18, and employment. The analysis will use regional hexbin data to compare the averages for hexbins within 0.5 miles of the project location to the OTO areawide average.

- Project serves hexbins with an above-average concentration of low-income households = 5 Points
- Project serves hexbins with an above-average concentration of families with children under age 18 = 5 Points
- Project serves hexbins with an above-average concentration of jobs = 5 Points

Maximum = 5+5+5 Points

Congestion Management Current

- Current volume-to-capacity greater than or equal to 1 = 25 Points
- Current volume-to capacity greater than or equal to 0.92 = 15 Points
- Current volume-to-capacity greater than or equal to 0.86 = 5 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2025 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring.

The OTO uses a link capacity system based on functional classification contained in the OTO travel demand model to measure V/C. Some capacities for segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2050 includes projects committed through 2024. The projected volume to capacity ratio for the 2050 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Congestion scoring uses the highest qualifying volume-to-capacity ratio intersecting the project area to provide a consistent regional measure across projects. Travel demand model segments and conceptual project limits may not align exactly, so the measure is applied consistently based on the modeled roadway segments associated with each project. Projects with segments less than 0.86, current or future, received 0 points.

Congestion Management Future

- Future (2050 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 10 Points.

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

Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified on the National or Missouri Highway Freight Network.

- Yes = 5 Points
- No = 0 Points



Percentage Freight Traffic

- Greater than 20% = 10 Points
- Between 15% and 20% = 7 Points
- Between 10% and 15% = 3 Points

Bridge and Crossing Condition

Poor Condition Bridge

Project corridor includes a structurally deficient bridge determined to be poor or very poor by MoDOT.

- Yes = 15 Points
- No = 0 Points

Structurally Deficient Bridge

- Weight or Height Limited Bridge = 10 Points

OR

- Low Water Crossing = 10 Points

Maximum = 15+10 Points

Extending Life Cycle

Project extends lifecycle of existing assets, delaying maintenance.

- Yes = 15 Points
- No = 0 Points

Local Priority

Community considers project a local priority. Each community can choose 2 projects as local priorities.

- Yes = 15 Points
- No = 0 Points

Appendix

E. CU Transit PTASP Performance Measures

Appendices

Appendix A. Design Standards
Appendix B. FY 2027-2030 Programmed Projects
Appendix C. Destination 2045 Progress Report
Appendix D. Prioritization Glossary
Appendix E. CU Transit PTASP Performance Measures
Appendix F. Land Use and Parcel Characteristics
Appendix G. Travel Demand Model Report
Appendix H. Public Engagement and Consultation

DRAFT

Appendix E. CU Transit PTASP Performance Measures

Appendix E provides supporting documentation for the City Utilities Public Transportation Agency Safety Plan measures referenced in Next Stop 2050. These measures are included to document the transit safety performance targets coordinated through the regional transportation planning process.

The Public Transportation Agency Safety Plan establishes safety performance targets for City Utilities Transit, including measures related to fatalities, injuries, safety events, and system reliability. OTO coordinates with City Utilities Transit to incorporate these targets into the metropolitan transportation planning process and to reflect applicable transit safety considerations in the LRTP and Transportation Improvement Program.

This appendix is intended as supporting documentation for the transit safety measures discussed in the System Performance chapter. It does not replace the City Utilities Public Transportation Agency Safety Plan or any future updates adopted by City Utilities Transit.

Table E-1. Safety Performance Targets – Bus Fixed Route

Source: City Utilities Public Transportation Agency Safety Plan
Note: VRM = Vehicle Revenue Miles

Mode of Transit Service - Bus Fixed Route	2022	2023	2024	Target Goal
1a. Major Safety Events (Total)	10	4	6	6
1b. Major Safety Events (per 250k VRM)	2.306	0.919	1.540	1.385
1.1. Collision Rate	2.306	0.689	0.697	4.618
1.1.1. Pedestrian Collision Rate (per 250k VRM)	0	0	0	0
1.1.1. Vehicular Collision Rate (per 250k VRM)	2.306	0.689	1.162	4.618
2a. Fatalities (Total)	0	0	0	0
2b. Fatality Rate (per 250k VRM)	0	0	0	0
2.1. Transit Worker Fatality Rate (per 250k VRM)	0	0	0	0
3a. Injuries (Total)	6	6	8	20
3b. Injury Rate (per 250k VRM)	1.384	1.379	1.859	4.618
3.1. Transit Worker Injury Rate (per 250k VRM)	0.000	0.023	0.232	2.309
4a. Assaults on Transit Workers	0	0	0	0
4b. Rate of Assaults on Transit Workers (per 250k VRM)	0	0	0	0
5a. Sytem Reliability	99	109	114	150
5b. System Reliability Rate (VRM/Failures)	10,949	9,982	9,440	7,218

Table E-1. Safety Performance Targets - ADA Paratransit

Source: City Utilities Public Transportation Agency Safety Plan

Note: VRM = Vehicle Revenue Miles

Mode of Transit Service - ADA Paratransit	2022	2023	2024	Target Goal
1a. Major Safety Events (Total)	1	0	0	0.330
1b. Major Safety Events (per 250k VRM)	0.195	0	0	0.908
1.1. Collision Rate	0.195	0	0	0.908
1.1.1. Pedestrian Collision Rate (per 250k VRM)	0	0	0	0
1.1.1. Vehicular Collision Rate (per 250k VRM)	0.195	0	0	0.908
2a. Fatalities (Total)	0	0	0	0
2b. Fatality Rate (per 250k VRM)	0	0	0	0
2.1. Transit Worker Fatality Rate (per 250k VRM)	0	0	0	0
3a. Injuries (Total)	1	0	0	5
3b. Injury Rate (per 250k VRM)	0.195	0	0	0.908
3.1. Transit Worker Injury Rate (per 250k VRM)	0	0	0	0.545
4a. Assaults on Transit Workers	0	0	0	0
4b. Rate of Assaults on Transit Workers (per 250k VRM)	0	0	0	0
5a. Sytem Reliability	7	3	6	8
5b. System Reliability Rate (VRM/Failures)	18,339	48,693	23,217	17,203

Appendix

F. Land Use and Parcel Characteristics

Appendices

Appendix A. Design Standards
Appendix B. FY 2027-2030 Programmed Projects
Appendix C. Destination 2045 Progress Report
Appendix D. Prioritization Glossary
Appendix E. CU Transit PTASP Performance Measures
Appendix F. Land Use and Parcel Characteristics
Appendix G. Travel Demand Model Report
Appendix H. Public Engagement and Consultation

DRAFT

Land Use and Parcel Characteristics

Land use and development patterns influence travel demand, transportation needs, and where future growth may occur. Understanding these relationships is an ongoing part of OTO's regional transportation planning activities.

OTO monitors residential construction, population changes, and development patterns through its annual Growth Trends Report. Using building permits, Census data, and other demographic and employment information, the report documents regional changes and supports transportation planning between long-range plan updates.

To complement this work, OTO developed two maps using Greene and Christian County assessor parcel records to illustrate existing land use patterns and parcel characteristics throughout the planning area.

Generalized Existing Land Use

The generalized land use map groups assessor classifications into broad categories, including residential, commercial, office, industrial, agricultural, institutional, parks and open space, utilities, and vacant or undeveloped land.

Residential development is concentrated in Springfield and surrounding communities, including Republic, Nixa, and Ozark. Commercial and office uses are prominent in central and southern Springfield and in the commercial centers of surrounding communities. Industrial uses are concentrated along major transportation corridors, particularly in northern and western Springfield. Agricultural properties remain widespread around developed areas, especially toward the northern, eastern, and southern edges of the region. The classifications are based on county assessor records and are generally representative of existing land uses throughout the region. They are intended to illustrate broad development patterns rather than individual parcel conditions and do not represent adopted zoning or future land use designations.

Residential and Agricultural Parcel Acreage

The second map illustrates residential and agricultural parcel sizes in three categories: 0–3 acres, greater than 3–10 acres, and greater than 10 acres. Other land uses are shown in gray.

Smaller parcels are concentrated in established communities and subdivisions, while larger parcels are more common toward the edges of the planning area. Although these larger tracts may provide opportunities for future development, parcel size alone does not establish suitability or availability. Infrastructure, environmental conditions, existing improvements, ownership, and local land use policies also influence development opportunities.

Transportation Planning Implications

Together, these maps help OTO identify existing development patterns and areas where larger parcels may accommodate future growth. Combined with annual growth monitoring and the socioeconomic projections used in the travel demand model, this information helps OTO anticipate changes in travel demand, evaluate transportation needs, and coordinate investments with local land use planning.

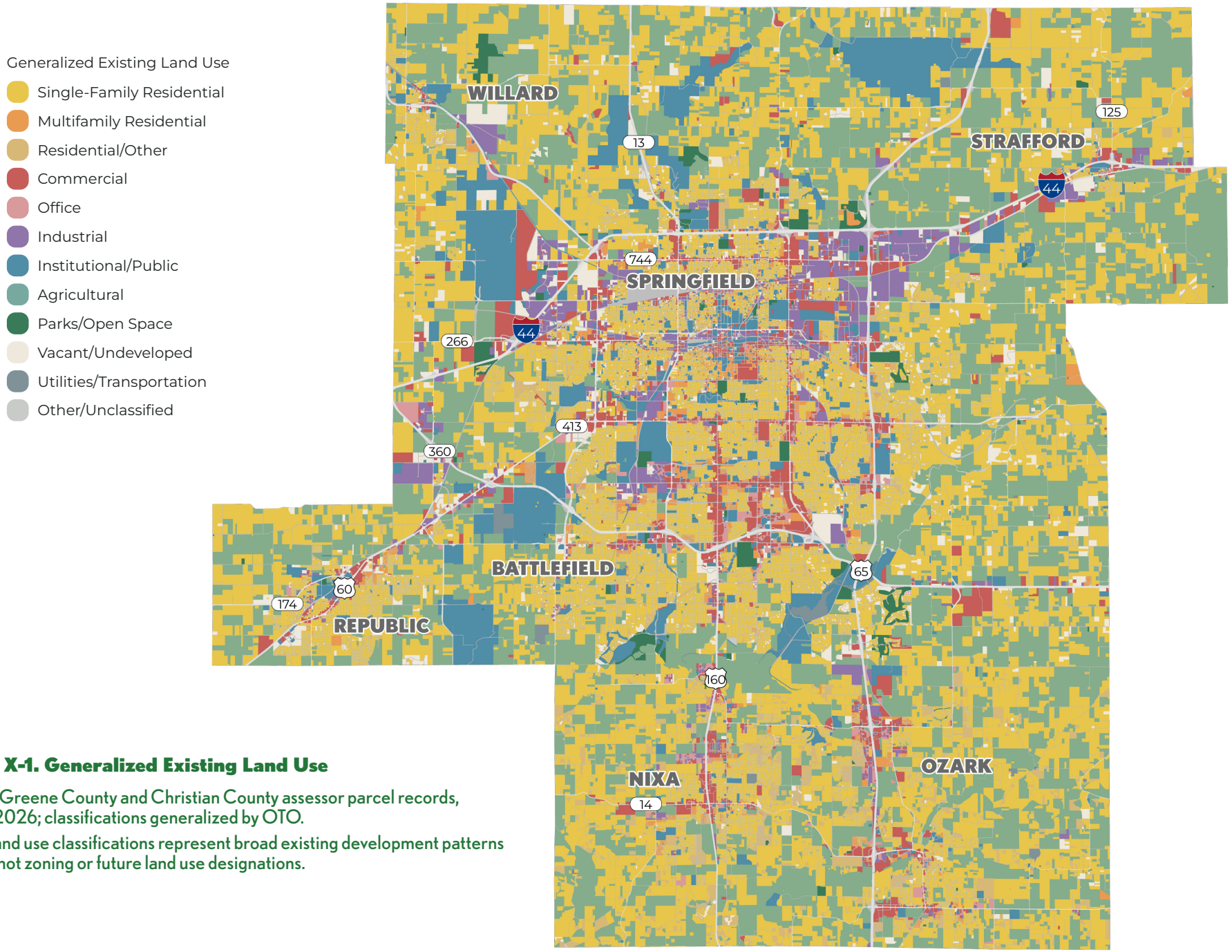


Figure X-1. Generalized Existing Land Use

Source: Greene County and Christian County assessor parcel records, 2025–2026; classifications generalized by OTO.

Note: Land use classifications represent broad existing development patterns and are not zoning or future land use designations.

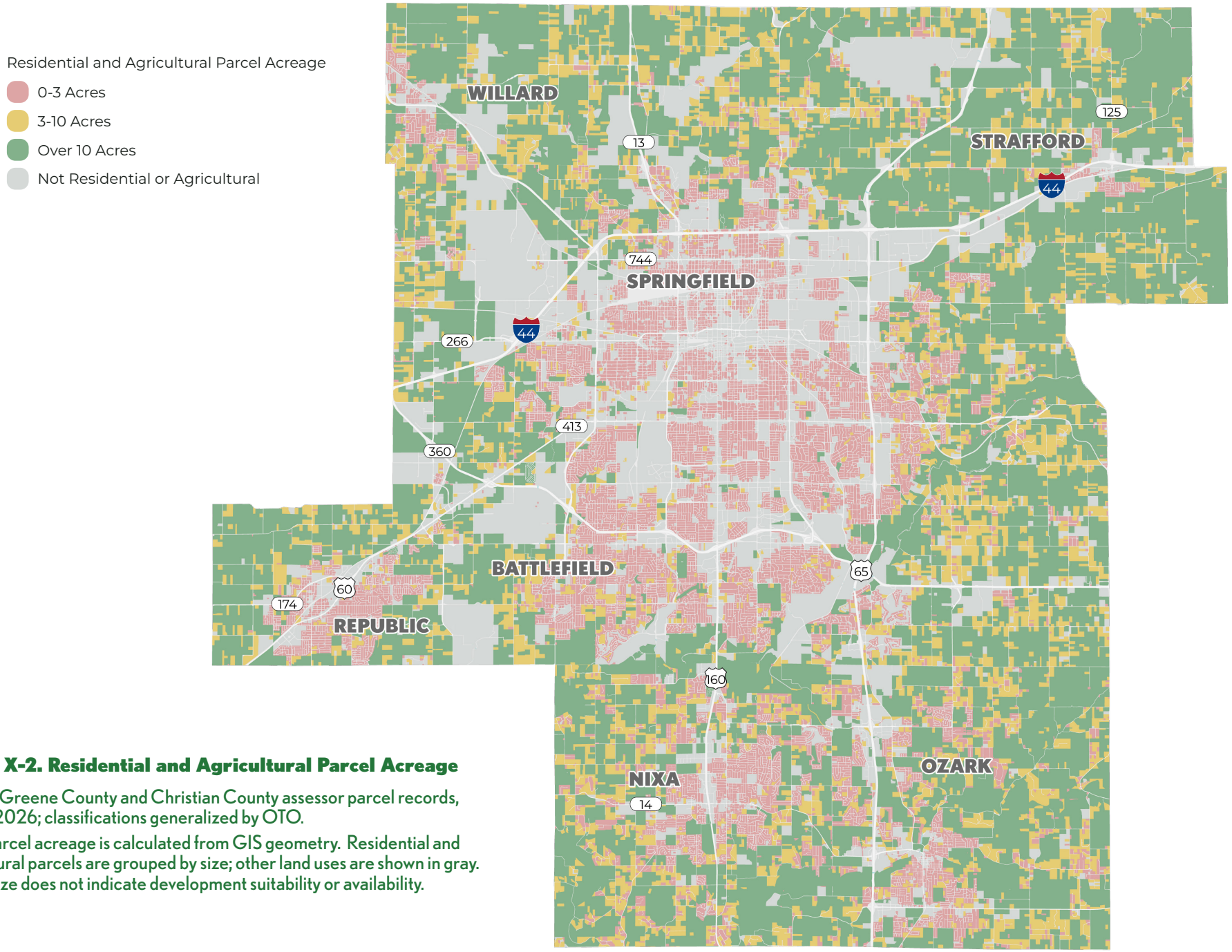


Figure X-2. Residential and Agricultural Parcel Acreage

Source: Greene County and Christian County assessor parcel records, 2025–2026; classifications generalized by OTO.

Note: Parcel acreage is calculated from GIS geometry. Residential and agricultural parcels are grouped by size; other land uses are shown in gray. Parcel size does not indicate development suitability or availability.

Appendix

G. Travel Demand Model Report

Appendices

Appendix A. Design Standards
Appendix B. FY 2027-2030 Programmed Projects
Appendix C. Destination 2045 Progress Report
Appendix D. Prioritization Glossary
Appendix E. CU Transit PTASP Performance Measures
Appendix F. Land Use and Parcel Characteristics
Appendix G. Travel Demand Model Report
Appendix H. Public Engagement and Consultation

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The 2024 OTO Travel Demand Model Summary Report



February, 11 2025

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Table of Contents

Introduction **1**

Model Inputs **1**

Model Validation **4**

Table 1 Node Information 1
Table 2 Model Link Information 2
Table 3 OTO TDM Roadway Capacity 2
Table 4 Baseline Values and 2050 Projections 3
Table 5 Model Validation Results 4
Table 6 Model Scenario Comparative Statistics 4
Table 7 Capacity Improvements 2019 - 2024 15
Table 8 Programmed Improvements STIP 2024 - 2028 15
Table 9 2024 EC Node Updates 16

Figure 1 Household Density 2024 5
Figure 2 Household Density 2050 6
Figure 3 Employment Density 2024 7
Figure 4 Employment Density 2050 8
Figure 5 OTO Travel Demand Model 2024 Vaseline Volume 9
Figure 6 OTO TDM 2024 Existing & Committed Projects Model 10
Figure 7 OTO TDM 2050 Existing & Committed Projects Model 11
Figure 8 OTO TDM 2050 Long Range Plan Scenario 12
Figure 9 OTO TDM 2050 LRTP & FF Extension Model 13
Figure 10 2024 Existing & Committed Projects 14

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Introduction

The Ozarks Transportation Organization has maintained a traditional four-step Travel Demand Model (TDM) for the region since the 1990s. OTO contracted with Olsson Associates in June of 2013 to update the inputs for the model. Olsson proposed using VISUM modeling software based on its capability of integrating already available data for the model. The future year of the 2013 model update was 2040. The OTO TDM inputs are updated at five-year intervals to coincide with the future year cycles of OTO's long-range planning process. This report is a summary report for the OTO 2050 TDM update. The OTO requested five model scenarios in the update deliverables. Those scenarios include:

- 2024 Baseline scenario,
- 2024 Existing plus Committed Projects,
- 2050 Existing plus Committed Projects and,
- 2050 Long Range Transportation Plan (LRTP) projection
- 2050 Long Range Transportation Plan + Hwy FF Extension

Model Inputs

OTO's 2050 revisions to its TDM reflect:

- Updated socio-economic conditions for the baseline model.
- Roadway improvements that have been constructed in the past five years.
- Identification of new committed projects where funding has been secured.
- New socio-economic conditions for the new horizon year of 2050.

Physical attributes of the road network are represented in the model as links and nodes. Each segment in the model is represented by a link or group of links, which is a direction description of connection between beginning and ending node points. Other link attributes were derived from TeleAtlas. The following tables show the attributes and their description for links and nodes used in the model.

Table 1: Node Information

Attribute	Description
Name	Intersection Name
No	Unique Node ID
TypeNo	Type of Intersection (Allows for Reclassification)
ControlType	Intersection Control Type (All Way Stop, Signalized, etc.)
VOPRT	Traffic Volume of the Node
K-1 Value	Constant added to the capacity calculation
K-4 Value	Constant added to the capacity calculation

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Table 2: Model Link Information

Attributes	Description
Name	Street Name
No	Unique ID for Link Pairs
FromNodeNo	Unique Node ID for Link Origins
ToNodeNo	Unique Node ID for Link Termini
TypeNo	Coded Value for Functional Class
Length	Street Length
NumLanes	Number of Lanes
V0PRT	Speed Limit
VolVehPRT	Daily Volume
PCE_VOLUME	Passenger Car Equivalent Volume
RURAL	Rural or Urban
DailyRep	Scenario Capacity
MeanDelay	Mean Travel Time (Seconds)
MeanSpeed	Mean Travel Speed (MPH)

OTO staff provided Olsson with a list of projects that have been completed in the 5-years since the last model update and projects that have funding secured in 2024-2027 TIP and 2024-2028 STIP. Changes to affected model links and nodes as per completed and programmed projects were used to develop the Existing and Committed (E+C) Model Scenarios. In addition, OTO staff provided the constrained project list from the Destination 2045 Long-Range Transportation Plan to develop the 2050 LRTP Scenario.

OTO TDM roadway capacities represent vehicles per lane per day (vplpd) for each link, directionally. Roadway capacities used in the model are taken from research completed by the Florida DOT and the 2010 Highway Capacity Manual and widely used in the industry. The following table shows the link capacities by functional class and area type.

Table 3 OTO TDM Roadway Capacity

		Urban	**Rural**
Type Number	**Facility Type**	**Capacity (vplpd)**	**Capacity (vplpd)**
10	Interstate/Freeway	16,500	17,500
20	Expressway	8,875	9,950
30	Major Arterial	7,900	8,450
40	Minor Arterial	7,100	7,800
50	Collector	6,500	6,500
90	Ramp	12,000	10,000

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OTO provided Olsson with baseline employment and housing projections by Transportation Analysis Zone (TAZ). The TAZs are US Census Bureau 2010 block group polygons covering the entire extent of Greene and Christian Counties. OTO used the following data sources to aggregate the 2024 baseline values within each TAZ:

- 2022 American Community Survey 5yr estimates
- 2020 Decennial Census Block Redistricting Data
- 2021 LEHD Origin-Destination Employment Statistics (LODES) version 8.1 (Primary jobs)
- 2022 3/6 inch Pictometry Imagery for Greene & Christian counties
- 2021 & 2022 OTO Building Permits (includes all jurisdictions and unincorporated areas)
- July 2023 Greene and Christian County Parcel data

Growth rates based on the last ten years were used to project population, housing units, and employment by industry for traffic analysis zones to the year 2050. 2024 Baseline and 2050 projections are presented here.

Table 4 Baseline Values and 2050 Projections

TAZ Inputs	2024	2050	Change
Population	396,407	501,383	104,976
Employment	201,260	270,382	69,122
SFR Units	128,357	161,152	32,795
MFR Units	46,177	58,249	12,072
Group Quarters (Individuals)	10,273	14,780	4,507
Hotel Rooms	6,822	7,844	1,022
Agriculture/Mining jobs	341	418	77
Wholesale/Transportation/Utilities	23,063	30,909	7,846
Box Retail	5,282	4,907	(375)
Retail	17,134	16,724	(410)
Manufacturing	14,585	20,316	5,731
Construction	9,822	12,488	2,666
Office	47,241	62,462	15,221
Education	12,847	20,137	7,290
Healthcare	35,323	67,595	32,272
Food/Entertainment	16,968	27,789	10,821

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Model Validation

The revised model was compared to MoDOT traffic counts collected in 2023 throughout the OTO area. The model projections were compared with traffic counts at approximately 475 locations to validate the results. The model continues to project traffic volumes reasonably close the existing counts when compared to three key statistical measures. The following table summarizes these measures, the root-mean-square error (RMSE), the overall error and the Coefficient of Determination (R2) as well as the acceptable percent error for the five roadway types included in the model. The goals for each of these measures were established in the Ozark Transportation Organization Travel Demand Model – 2014 Model Development and Validation Report.

Table 5 Model Validation Results

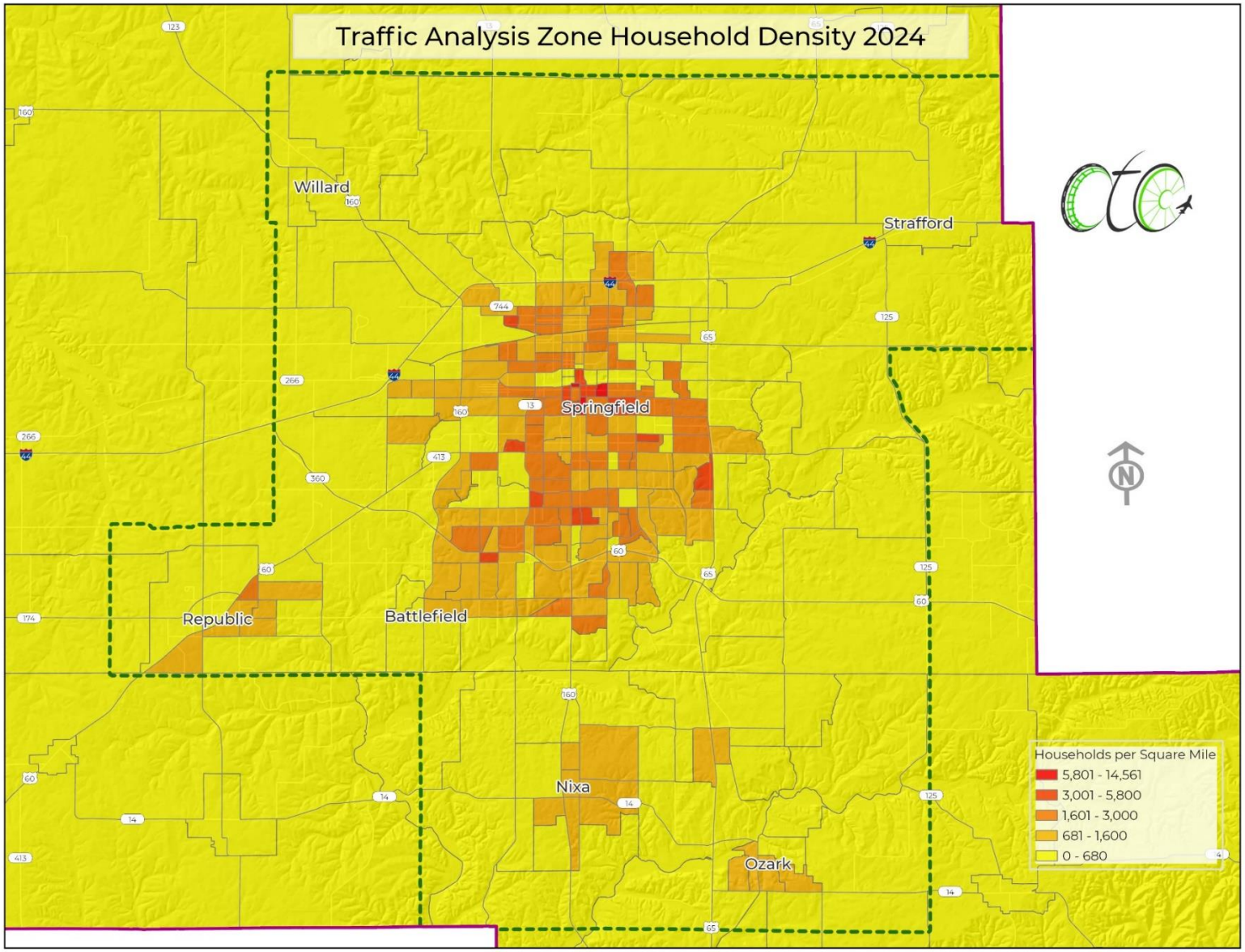
Network Statistical Measure	2024 Model Result	Goal
RMSE	23%	<30%
R2	0.94	>0.88
Overall Error Percent	0.692%	N/A
Interstate/Freeway	5%	7%
Ramps	4%	N/A
Expressway	-2%	10%
Major Arterial	-1%	10%
Minor Arterial	-12%	15%
Collectors	0%	25%

Table 6 Model Scenario Comparative Statistics

Scenario	Vehicle Miles Traveled	Change from 2024	Vehicle Hours Traveled	Change from 2024	Average Speed
2024 E+C	10,282,366	-	115,557	-	21.9
2050 E+C	12,920,711	25%	148,666	22%	21.4
2050 LRTP	12,870,906	25%	157,487	36%	21.5
2050 LRTP/FF	12,926,825	25%	158,832	37%	21.2

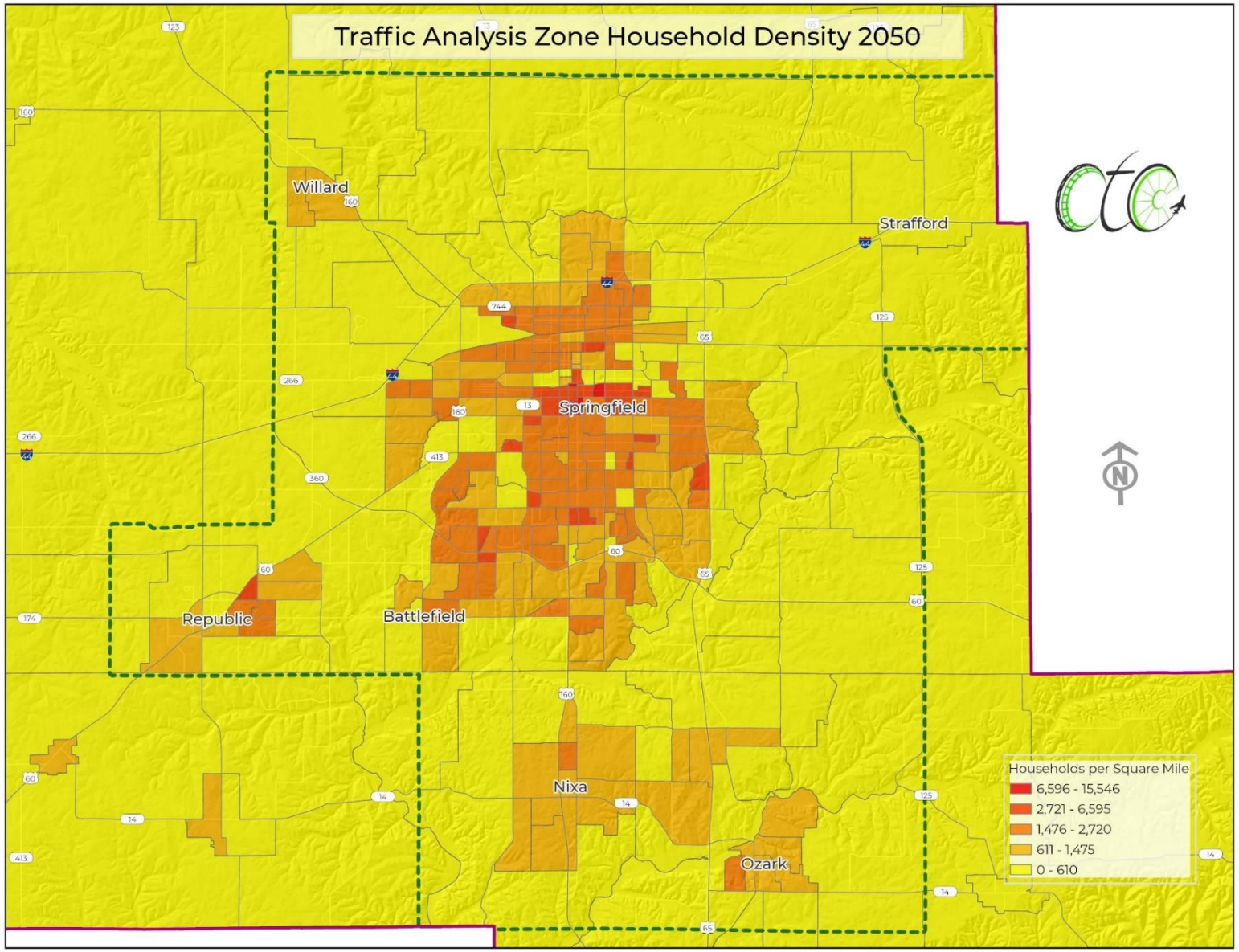
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Figure 1 Household Density 2024



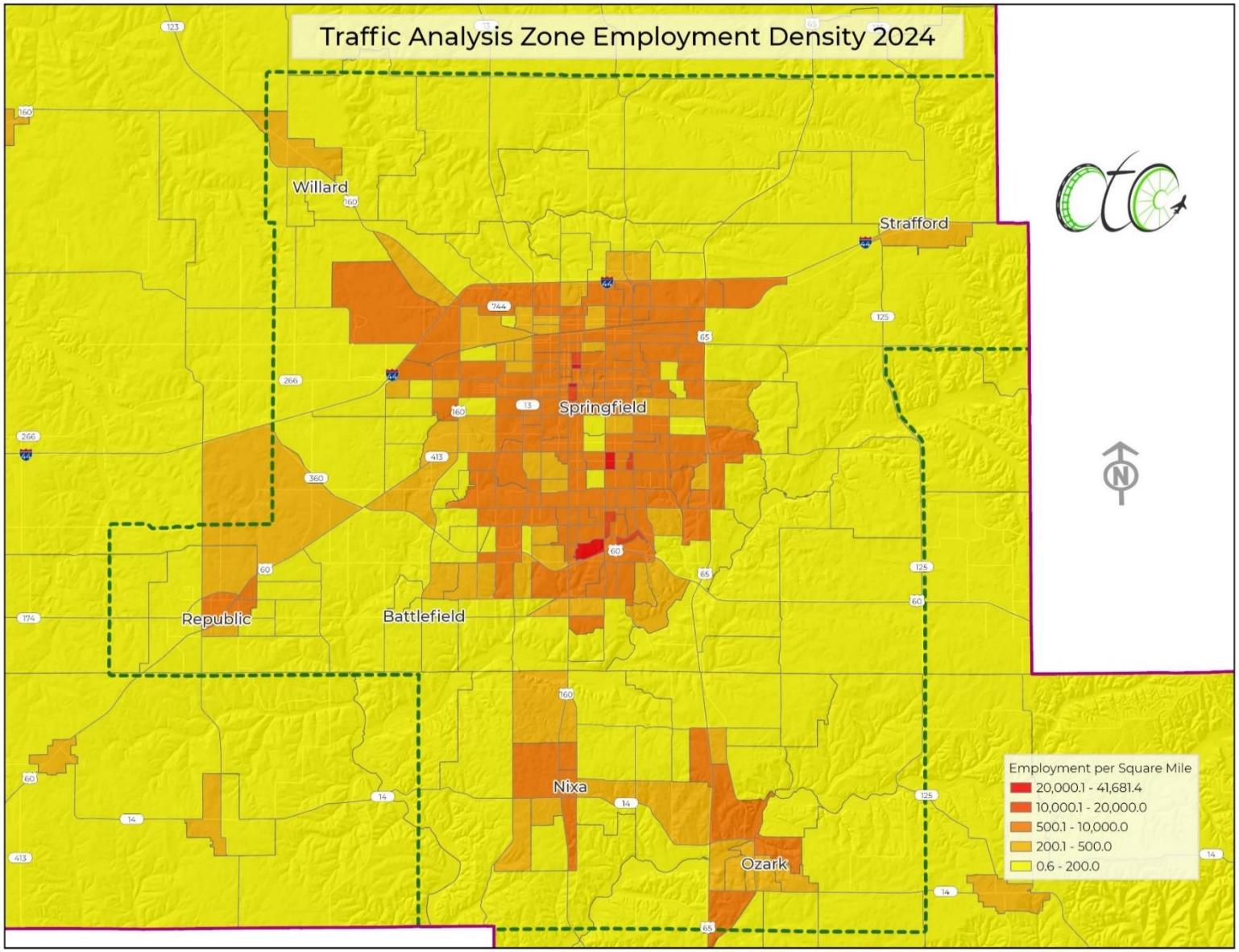
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Figure 2 Household Density 2050



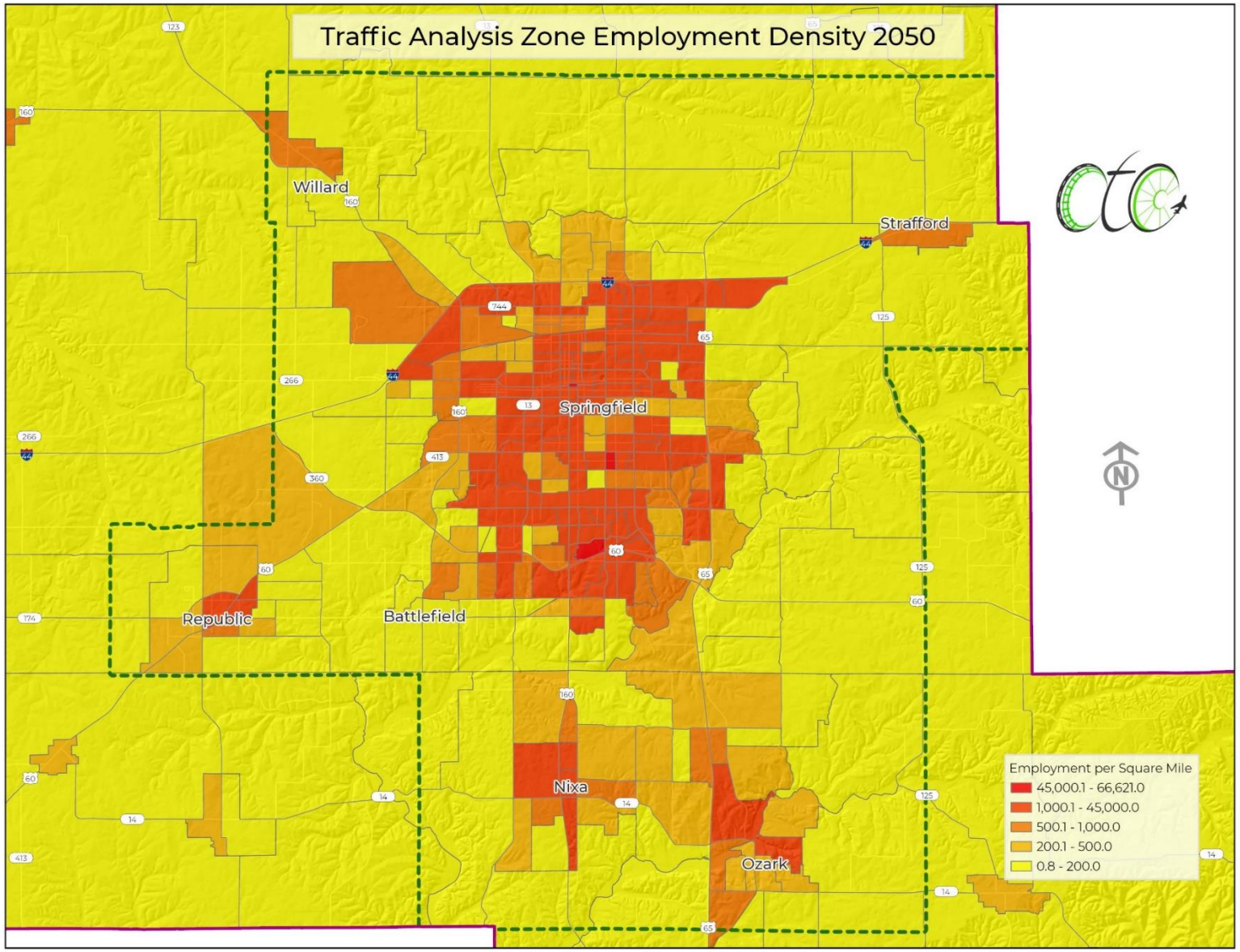
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Figure 3 Employment Density 2024



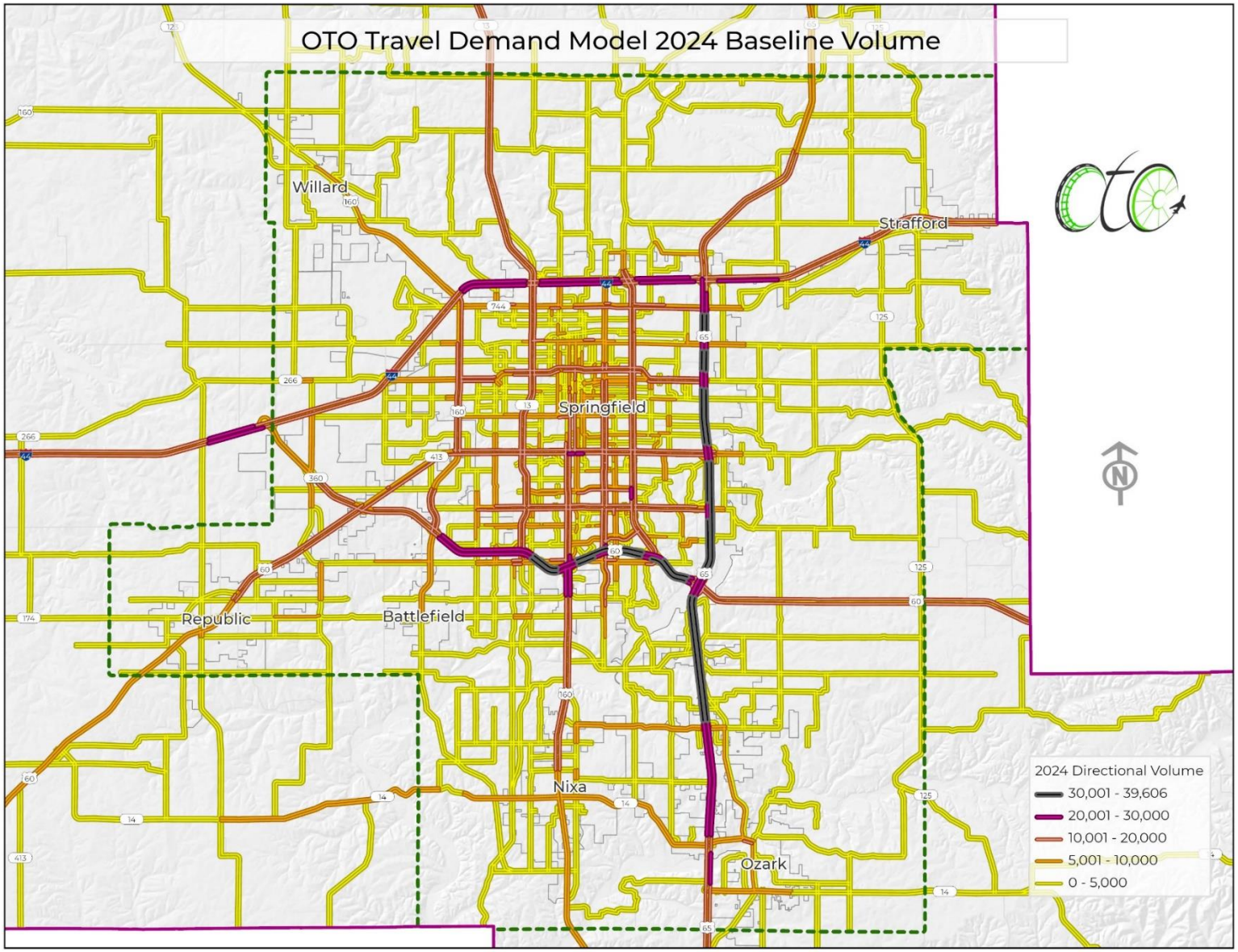
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Figure 4 Employment Density 2050



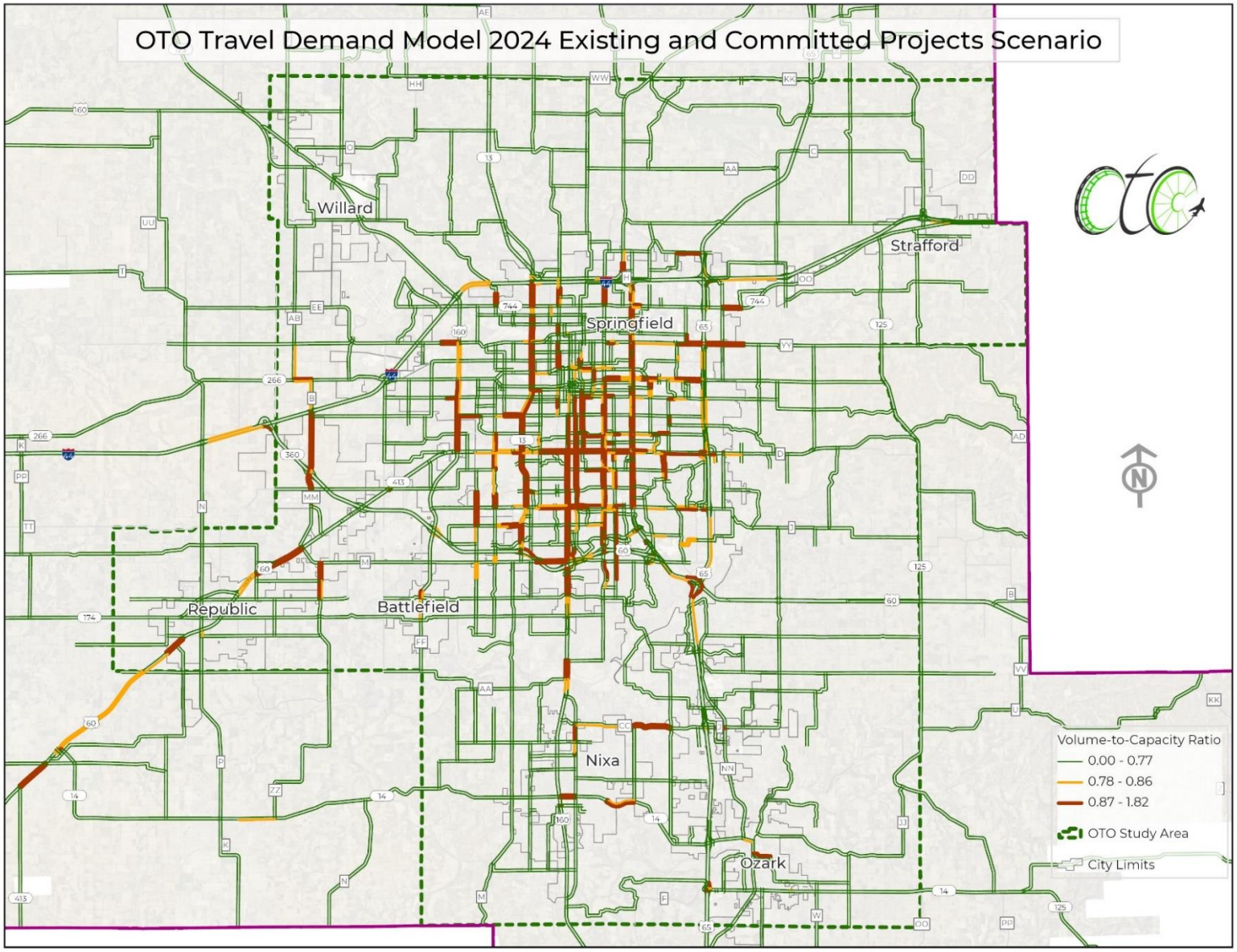
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Figure 5 OTO Travel Demand Model 2024 Vaseline Volume



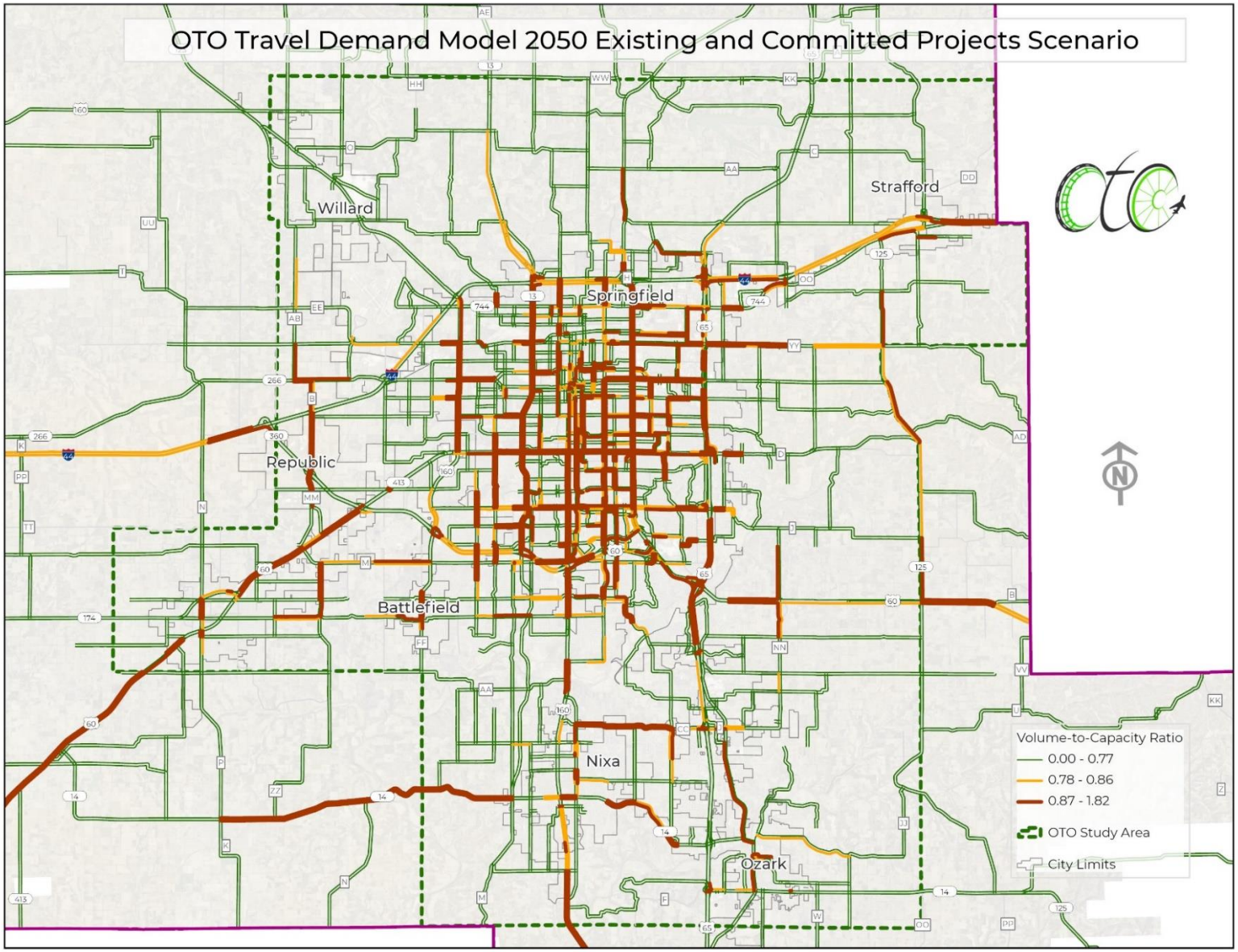
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Figure 6 OTO TDM 2024 Existing & Committed Projects Model



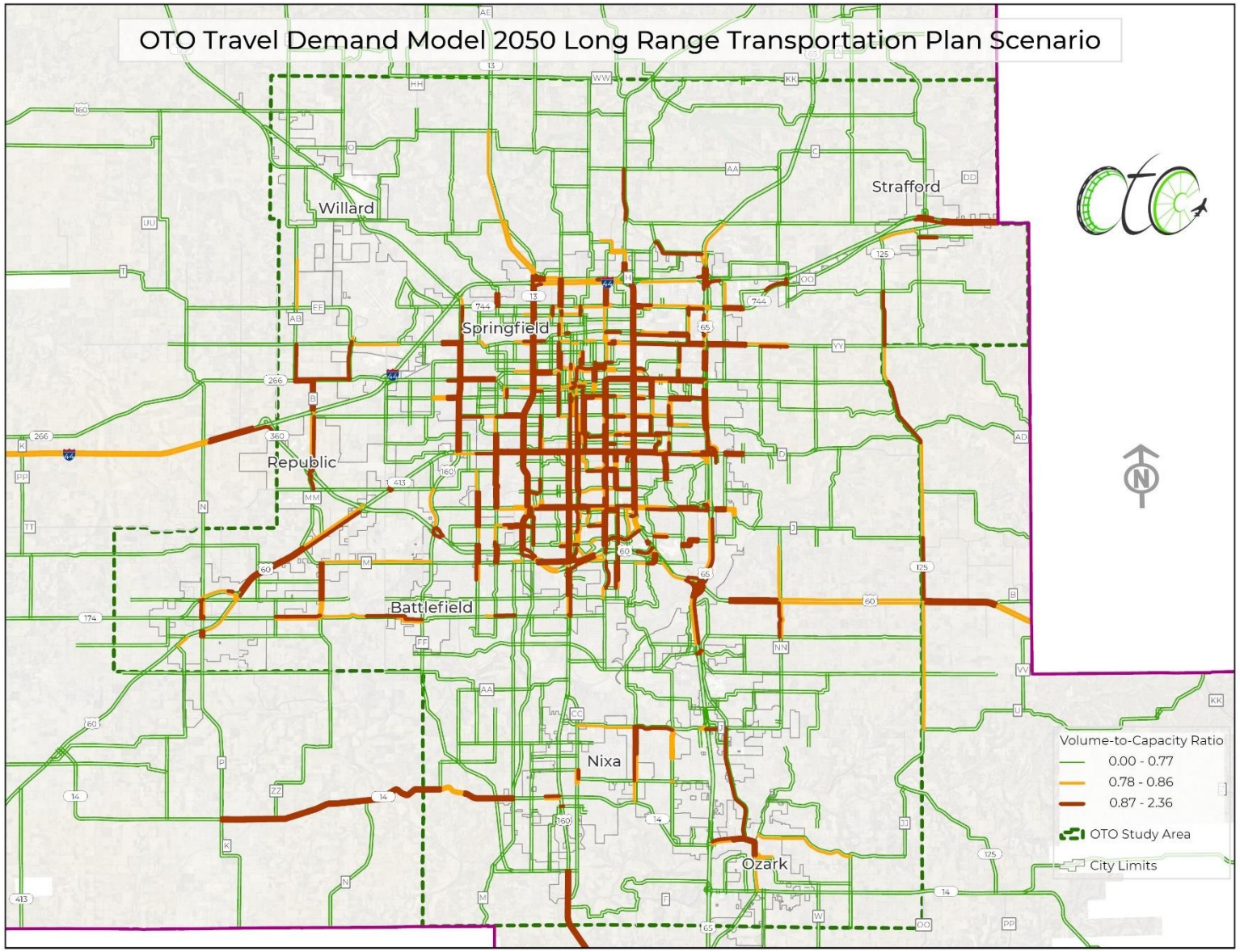
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Figure 7 OTO TDM 2050 Existing & Committed Projects Model



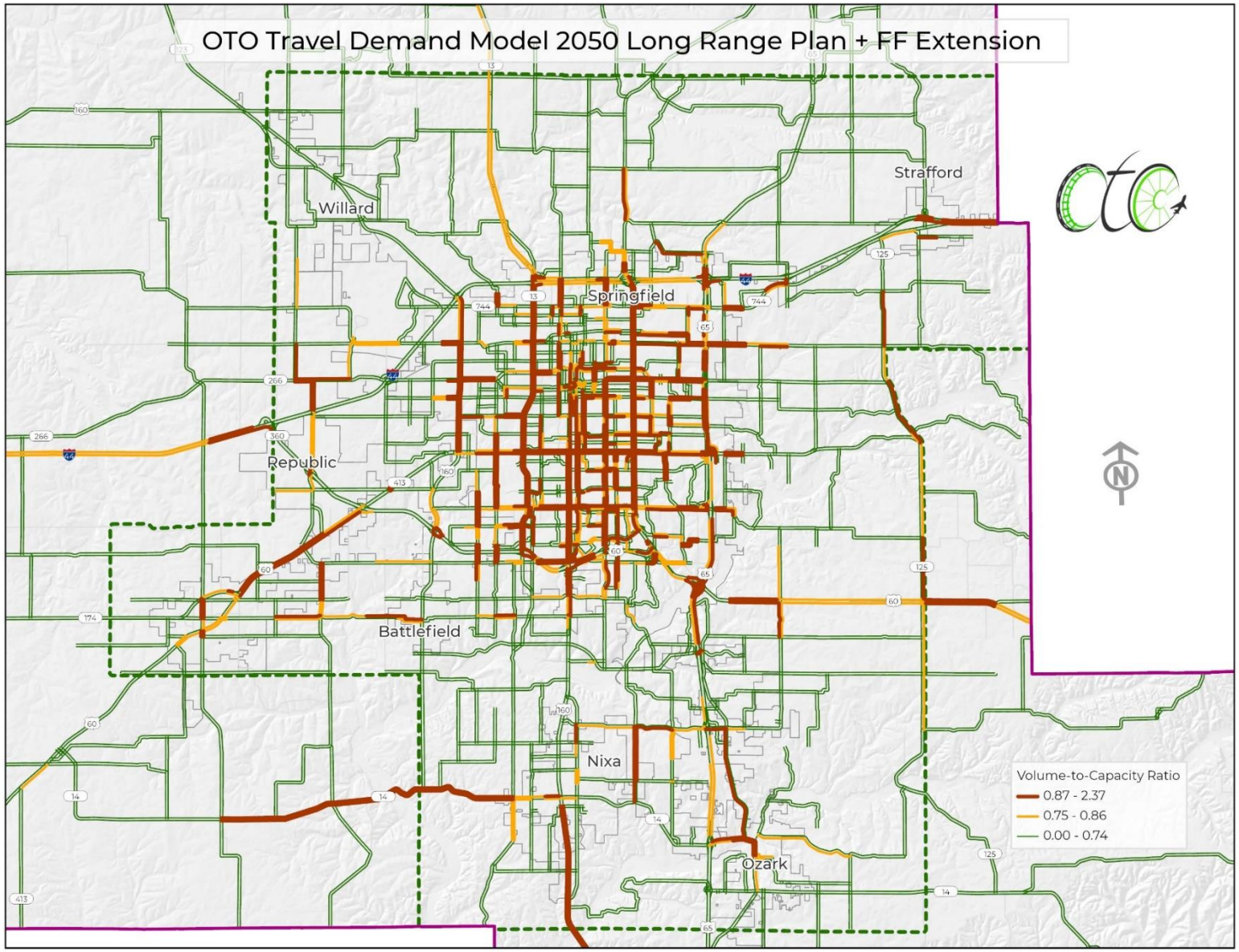
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Figure 8 OTO TDM 2050 Long Range Plan Scenario



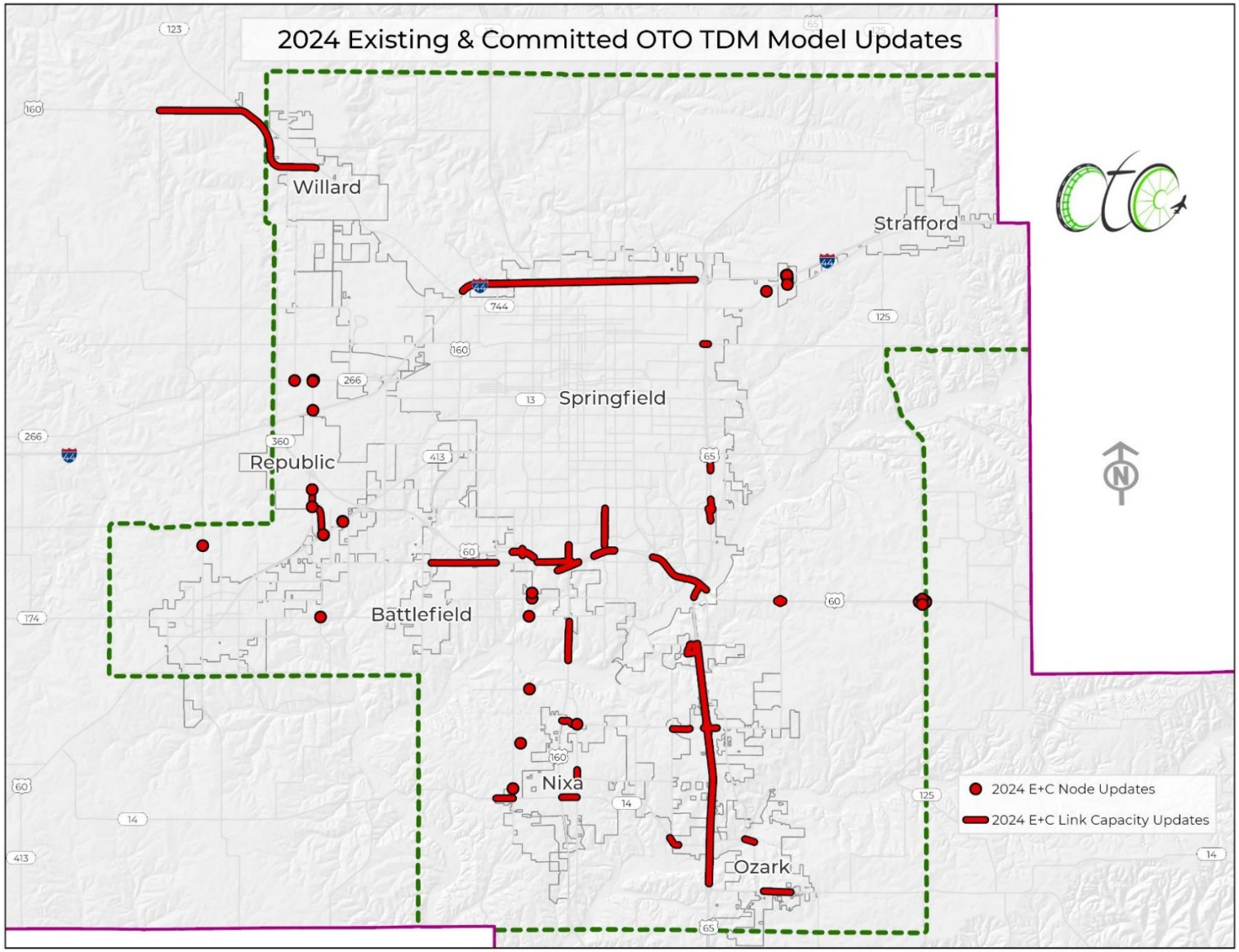
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Figure 9 OTO TDM 2050 LRTP & FF Extension Model



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Figure 10 2024 Existing & Committed Projects



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Table 7 Capacity Improvements 2019 - 2024

Roadway	Improvements
Hwy 14	Add turn lanes and replace signal on Jackson St at Rte NN
	Add turn lanes and replace signal on BU 65 (South) at Hwy 14 (3rd St)
US 160	Add intersection turn lanes on Massey Blvd at South St in Nixa
	Add intersection turn lanes and upgrade signals on Massey Blvd at Tracker Rd
	Add J-turn at FR 157 and add turn lanes at FR 192
	Add J-turn at Westgate
	Add intersection turn lanes on West Bypass at Rte 744
Kansas Expwy	Upgrade signals and add turn lanes at Sunset and Walnut Lawn
US 60	Reconfigure interchange at Glenstone
Rte M	Add roundabout at FR 103 and Repmo Dr in Republic
Rte MM	Ramp intersection improvements at I-44
US 65	Add J-turn at Bluegrass Road (FR 94)
Hwy 14	Add turn lanes and replace signal on Jackson St at Rte NN
	Add turn lanes and replace signal on BU 65 (South) at Hwy 14 (3rd St)
US 160	Add intersection turn lanes on Massey Blvd at South St in Nixa
	Add intersection turn lanes and upgrade signals on Massey Blvd at Tracker Rd
	Add J-turn at FR 157 and add turn lanes at FR 192
	Add J-turn at Westgate
	Add intersection turn lanes on West Bypass at Rte 744
Kansas Expwy	Upgrade signals and add turn lanes at Sunset and Walnut Lawn
US 60	Reconfigure interchange at Glenstone
Rte M	Add roundabout at FR 103 and Repmo Dr in Republic
Rte MM	Ramp intersection improvements at I-44
US 65	Add J-turn at Bluegrass Road (FR 94)

Table 8 Programmed Improvements STIP 2024 - 2028

Roadway	Planned or programmed improvements
Hwy 14	Add lanes, turn lanes from Fort St to 0.2 miles east of Tiffany Blvd
	Add lanes from 32nd St to 22nd St
	Add lanes and pedestrian signal on Jackson St from 16th St to 0.1 mile west of Rte NN
	Add turn lane from 6th to 14th
US 160	Add lanes for four-lane expressway from 0.3 miles west of FR 94 to west of I-44
	Reconfigure intersection at Rte CC
BU 65 (South St)	Add lanes and pedestrian signals on South St. from Rte 65 to Rte 14 (3rd Street)

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Roadway	Planned or programmed improvements
US 60	Operational and safety improvements on James River Freeway from 0.5 miles west Glenstone to US 65
	Interchange improvements at Hwy 125
	Add lanes on JRF, improve ramps from National to Rte 65
	Add lanes on James River Freeway from Campbell to National
	Add lanes on James River Freeway from Kansas Expwy to Campbell
Rte MM	Add lanes, realignment, and at-grade RR separation from US 60 to FR 160
	Add lanes from I-44 to MO 360
I-44	Add lanes from MO 13 to US 65 in Springfield
MO 744	Add lanes and modify signals on Kearney from Springfield-Branson National Airport to LeCompte Rd
US 65	Add lanes from Rte CC to Hwy 14
	Add lanes from Hwy 14 to Rte F

Table 9 2024 EC Node Updates

Intersection	Project Description
I44 & Beaver	Interchange improvements Mulroy & I44
MO-266 & MO-B	Roundabout
Mulroy & I-44	Interchange improvements
N Main Ave & W Farm Road 168	Reconfiguration
Rte MM & Sawyer Rd	Turn lanes
MO-ZZ & W Farm Road 182	Roundabout
MO-B & I-44	Ramp improvements
MO-266 & MO-AB	Roundabout
FM Rd 178 & S Farm Road 145	New intersection
E Kearney St & Mulroy	Intersection improvements
E Kearney St & E Mustard Way	Geometric configuration
MO-CC & N Main St	Roundabout
Kansas Extension & FR 145	New junction
Nicholas & Mt Vernon	Turn lanes
Guin Rd & River Ledge	Geometric configuration
Tracker & Nicholas	Geometric reconfiguration
Kansas Extension & FR 182	New Junction
US 60 & 125	Reconfigured Interchange
US 60 & Stone Creek (Rte MM)	New junction for the realigned Rte MM US 60 intersection

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January 16, 2025

Ozarks Transportation Organization
2208 W. Chesterfield St #101
Springfield, MO 65807

Attn: Sarah Fields

Dear Mrs. Fields:

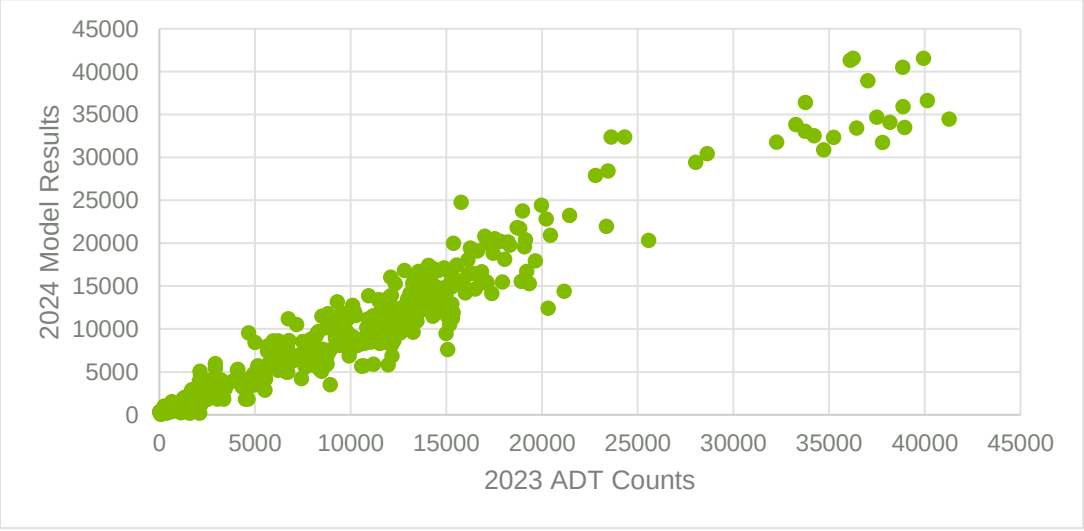
This memorandum outlines the recent updates to the Ozarks Transportation Organization's (OTO's) Visum Travel Demand Model. OTO's model was last updated in late 2019 and the revisions to the model reflect:

- Updated socio-economic conditions for the baseline model.
- Roadway improvements that have been constructed in the past five years
- Identification of new committed projects where funding has been secured
- New socio-economic conditions for the new horizon year of 2050.

Validation of Model Results

The revised model was compared to the traffic counts collected in 2023 throughout the OTO area. The model projections were compared with traffic counts at approximately 475 locations to validate the results. Figure 1 illustrates a plot comparison of the model output with these traffic counts.

Figure 1: Validation Results



7301 W. 133rd Street / Suite 200 / Overland Park, KS 66213
O 913.381.1170 / **olsson.com**
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The model continues to project traffic volumes reasonably close the existing counts when compared to three key statistical measures. Table 1 summarizes these measures, the root-mean-square error (RMSE), the overall error and the Coefficient of Determination (R^2) as well as the acceptable percent error for the five roadway types included in the model. The goals for each of these measures were established in the ***Ozark Transportation Organization Travel Demand Model – Model Development and Validation Report*** (September 2014).

Model Validation Results		
Network Statistical Measure	**2024 Model Result**	**Goal**
RMSE	23%	< 30%
R2	0.94	> 0.88
Overall Error (%)	0.692%	N/A
Interstate / Freeway	5%	7%
Ramps	4%	N/A
Expressway	-2%	10%
Major Arterial	-1%	10%
Minor Arterial	-12%	15%
Collectors	0%	25%

Table 1: Model Validation Results

This update includes some changes to the modeling parameters and formulas used within the model. The primary change to the model parameters was in the trip distribution function. As established in the ***Ozark Transportation Organization Travel Demand Model – Model Development and Validation Report*** (September 2014), the OTO model uses the TModel Utility Function method to calculate travel time impedance matrices. The utility function coefficient values are listed in Table 11. During trip distribution, a separate trip table is constructed for each trip purpose.

The form of gravity model used in VISUM is:

$$T_{i\,j}^{p} = P_i^p \frac{A_j^p * U(t_{ij}) * K}{\sum A_j^p * U(t_{ij}) * K}$$

where:

$T_{i\,j}^{p}$ = Person rips between zones i and j
P_i^p = Productions (origins) at zone i
A_j^p = Attractions (destinations) at zone j
tij = Shortest travel time between the zones
K = constant

$U(t_{ij})$ = Utility Function, a function of the travel impedance zone i and zone j, often a specific function of impedance variables (represented compositely as t_{ij}) obtained from the model networks.
TModel Utility Function Equation $U(t_{ij})$ = 1/ (U^b + c* U^a)

The components for the Home-Based Work Trip types were modified as shown in Table 1.

HBW Trip Type Utility Function Components	2014 Model	2024 Model
A	-0.1	-0.1
B	2	1.1
C	3	0.25

Table 2: Trip Distribution Updates

The reason for this change was to bring the trips that travel along minor arterials in line with the percent error goals set out in the original 2014 model. In addition to this change, the baseline 2024 socioeconomics were updated as well as any existing changes to the roadway network. Lastly, external trips were updated by scaling their value based on the change in traffic volumes over the last five years.

The following figures depict the completed projects since the 2019 model update, the 2024 Existing plus Committed projects and the volume to capacity ratios for each of the four scenarios requested. Those scenarios are the 2024 Baseline scenario, the 2024 Existing plus Committed projection, 2050 Existing plus Committed projection and the 2050 Long Range Transportation Plan projection.

Finally, an additional 2050 LRTP run for the FF extension scenario was run and those results are included in this deliverable. The scenario modified the Kansas Expressway, Route FF and Route ZZ from the base 2050 LRTP scenario.

The nomenclature for the attribute table in the link results shapefiles is as follows:

	Column Name	Full Form
1	Name	Road Link Names
2	No	A unique number to a link
3	FromNodeNo	Origin Node of Road Link
4	ToNodeNo	Destination Node of Road Link
5	TypeNo	Road Classification
6	Length	Length of Road Link
7	NumLanes	Number of Lanes
8	CAPPRT	Capacity
9	V0PRT	Design Speed
10	VOLVEHPRT~1	Vehicle Volume
11	PCE_VOLU~2	Passenger Car Equivalent
12	VOLCAPRA~3	Volume/Capacity Ratio
13	MeanDelay	Mean Delay
14	MeanSpeed	Mean Speed

We have provided a copy of the model files as well as a shapefiles of the output for your analysis. As you identify improvements for the 2050 Long Range Transportation Plan, we will update the model to reflect that scenario as well.

Please let me know if you have any questions or see revisions that may be necessary. You can reach me at 913-381-1170 or via email at mschoelz@olsson.com.

Sincerely,

Mike Schoelz, PE
Olsson Project Manager

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Appendix

H. Public Engagement and Consultation

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Public Engagement and Consultation

Public involvement is an ongoing component of the Ozarks Transportation Organization's regional transportation planning process. Development of Next Stop 2050 included public surveys, community meetings, stakeholder coordination, committee discussions, and outreach at community events. These activities were supplemented by OTO's continuous public engagement opportunities and related transportation planning initiatives.

This appendix documents opportunities for public participation throughout the planning process, summarizes stakeholder and agency consultation, and identifies supporting records of public input. Engagement activities were conducted in accordance with OTO's adopted Public Participation Plan and the public involvement requirements of 23 CFR § 450.316.

Participation information is provided where available. Attendance was not formally recorded for all informal outreach activities, and individual comments received through ongoing public engagement channels cannot always be attributed to a specific outreach effort.

Community Outreach and Public Engagement

OTO conducted public outreach for Next Stop 2050 through community events, expos, and other engagement opportunities during 2025 and 2026. Initial outreach used interactive displays to gather input on regional strengths, transportation needs, and the community's vision for 2050. In 2026, outreach expanded to include the LRTP survey, promoted through community events and direct communications. Staff also incorporated information about the plan into ongoing multimodal and transit planning outreach, including community resource events, disability advocacy meetings, and senior center presentations.

Table H-1. Community Events

Date	Event/Location	Engagement Activity
4/19/2025	Showcase Ozark, Ozark	Interactive visioning boards soliciting input on regional strengths, transportation needs, and priorities for 2050
3/21/2026	NIXPO, Nixa	LRTP survey outreach and visioning boards
4/9/2026	Christian County Community Resource and Transition Fair, Ozark	Multimodal outreach; LRTP information shared
4/25/2026	Showcase Ozark, Ozark	LRTP survey outreach and visioning boards
5/6/2026	Missouri Family Employment Awareness Training, Springfield	Multimodal outreach; LRTP information shared
6/10/2026	Empower: abilities Team Access Meeting, Springfield	Disability advocacy presentation; LRTP discussed
7/1/2026	Ozark Senior Center	Senior outreach; LRTP discussed
7/13/2026	Gerry Pool Senior Friendship Center, Republic	Senior outreach; LRTP discussed
7/15/2026	Strafford Senior Center	Senior outreach; LRTP discussed
7/21/2026	South Side Senior Center, Springfield	Senior outreach; LRTP discussed
7/25/2026	Farmers Market of the Ozarks, Springfield	LRTP survey outreach and visioning boards
7/27/2026	Northview Center, Springfield	Senior outreach; LRTP discussed
7/28/2026	OSITE Technical Seminar	LRTP presentation and survey outreach
8/1/2026	Republic ROAR Business Expo and Back-to-School Event	LRTP survey outreach and visioning boards
8/4/2026	Nixa Senior Center	Senior outreach; LRTP discussed
8/12/2026	Willard Senior Lunch	Senior outreach; LRTP discussed
10/1/2026	Christian County Community Resource Fair, Ozark	Multimodal outreach; LRTP information shared

In addition to in-person outreach, OTO promoted the Next Stop 2050 survey through direct email communications, social media, and other public information channels. An initial email was distributed March 24, 2026, followed by a reminder on March 30, to a distribution list of 572 contacts, including agency representatives, community organizations, transportation partners, and interested members of the public. The outreach provided information about the LRTP update and opportunities to identify transportation needs and priorities. OTO also promoted the survey through its Facebook page, including paid advertising targeted to residents within the OTO planning area beyond its existing followers. Member jurisdictions were encouraged to promote the survey through their local communication channels, with confirmed outreach by several communities, including Ozark, Republic, and Springfield.

Member Jurisdiction and Partner Coordination

Throughout the development of Next Stop 2050, OTO coordinated with member jurisdictions and transportation partners to identify transportation needs, review regional growth assumptions, and develop project priorities. OTO conducts annual coordination meetings with each member jurisdiction, inviting administrative, planning, and public works staff, as well as elected officials. These meetings provide opportunities to discuss local transportation priorities, planned improvements, funding needs, and ongoing regional planning activities.

Beginning in 2024, coordination included travel demand model development and review of population and employment growth assumptions. Additional meetings focused on proposed updates to the Major Thoroughfare Plan, including roadway classifications, future connections, and project priorities. Annual coordination continued through 2026 with LRTP project review, prioritization, and public engagement efforts. The following table summarizes the major phases of coordination and their outcomes. Supporting meeting agendas and records are maintained by OTO and available upon request.

Table H-2. Member Jurisdiction and Partner Coordination Summary

Period	Meeting Purpose	Participants	Input/Outcome
Spring 2024	Travel Demand Model Development	OTO Member Jurisdictions, CU Transit, Ozark Greenways	Reviewed population and employment growth assumptions, transportation needs, and projected development
Spring 2025	LRTP and Transportation Priorities Coordination	OTO Member Jurisdictions, CU Transit, Ozark Greenways	Reviewed 2050 model results, project priorities, and regional transportation needs
Summer/Fall 2025	Major Thoroughfare Plan and Project Review	OTO Member Jurisdiction Representative	Proposed roadway classifications and alignments, identified priority corridors, and flagged projects requiring additional coordination
Spring 2026	LRTP Project Development and Public Engagement	OTO Member Jurisdictions, CU Transit	Review of existing projects and MTP recommendations, solicitation of new projects, and coordination of public survey outreach

Agency Coordination and Outreach

OTO coordinates with federal, state, and local agencies throughout its ongoing transportation planning activities, including through committee participation, regional planning initiatives, interagency meetings, and other coordination efforts. These relationships provide opportunities to exchange information on transportation needs, environmental and cultural resources, planned improvements, and other regional considerations that inform long range transportation planning. Local Missouri Department of Transportation (MoDOT) staff also participated directly in the development and review of Next Stop 2050.

As part of the final review of Next Stop 2050, OTO distributed a consultation request on October 16, 2026, inviting resource agencies and transportation partners to review the draft plan and supplemental interactive maps. MoDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) were also invited to review the draft. Agencies were encouraged to provide comments on transportation recommendations, resource considerations, and opportunities for future coordination by November 18, 2026, prior to consideration of the plan for adoption.

Consultation correspondence and supporting records are maintained by OTO. Responses received and any resulting changes to the plan will be documented following the close of the public comment period, as well as provided to the Board of Directors.

OTO Committee and Board Coordination

Visioning and Goal Development

OTO conducted visioning activities with the Board of Directors on March 27, 2025, and the Technical Planning Committee on April 16, 2025, to help establish the direction of Next Stop 2050.

The Board reviewed the goals established in Destination 2045 and discussed potential changes, opportunities, and constraints associated with each goal. Board members were also invited to provide additional comments following the meeting. The primary change resulting from this review was establishing transit as a separate goal.

The Technical Planning Committee reviewed existing conditions and projected demographic changes before participating in a visioning exercise addressing regional strengths, transportation challenges, and priorities for the future. Participants identified potential responses to each question and used dot voting to indicate relative priorities. Key strengths included travel times, transportation system condition, and the regional street grid. Funding limitations were identified as a leading challenge, while regional coordination and maintaining existing infrastructure received the greatest emphasis among future priorities. These discussions helped inform the goals and strategies incorporated into Next Stop 2050.

LRTP Subcommittee Review and Development

At its February 19, 2025 meeting, the Technical Planning Committee solicited volunteers to serve on an LRTP Subcommittee to assist in developing Next Stop 2050. Seven representatives volunteered to participate. The subcommittee provided technical guidance throughout the planning process, reviewing public engagement results, project submissions, prioritization criteria, funding projections, fiscal constraint, and implementation strategies.

As the plan progressed toward completion, meeting invitations were extended to all relevant member jurisdiction and agency staff, providing broader opportunities to review project priorities, construction timing, funding availability, and draft plan recommendations. The following table summarizes the subcommittee meetings and major discussion topics.

Table H-3. LRTP Subcommittee Meeting Summary

Date	Major Discussion Topics
May 27, 2026	Destination 2045 implementation review, public engagement, project submissions, and prioritization criteria
June 11, 2026	Funding projections, project list, and prioritization criteria
August 10, 2026*	Major Thoroughfare Plan and design standards recommendations; project review and prioritization
August 19, 2026*	Bicycle, pedestrian, and trail recommendations; prioritization weights; public engagement results; implementation strategies
August 27, 2026*	Project scoring, fiscal constraint, and implementation strategies
September 2, 2026*	Funding projections, project scoring, fiscal constraint, and implementation strategies
September 16, 2026*	Draft plan review and refinement of the fiscally constrained project list
September 29, 2026*	Draft plan review and recommendation to advance the plan for TPC and Board consideration

**Meeting invitations included all relevant member jurisdiction and agency staff.*

OTO Advisory Committee Coordination

The Bicycle Pedestrian Advisory Committee (BPAC) played an active role in developing the bicycle, pedestrian, and trail components of the plan. Throughout 2025 and 2026, the committee reviewed regional facility needs, trail maintenance and capital costs, bicycle crash analysis, and existing planning resources. BPAC guided revisions to the regional trail map and bicycle and pedestrian facility map, developed recommendations for future facilities, and provided proposed implementation strategies for consideration in Next Stop 2050.

The Local Coordinating Board for Transit was informed of the upcoming LRTP update at its May 8, 2025 meeting. The committee's work during the planning period focused primarily on transportation coordination, project identification, and updates to the Transit Coordination Plan. These activities supported the broader regional planning process and helped inform consideration of transit and mobility needs in Next Stop 2050.

Technical Planning Committee and Board of Directors Review

Throughout the development of Next Stop 2050, OTO provided updates to the Technical Planning Committee (TPC) and Board of Directors on the planning process, public engagement, project development, and progress toward completion. At its September 17, 2026 meeting, the Board received a progress update and preview of the draft plan, including an overview of completed work and remaining steps toward adoption.

The draft plan is scheduled for additional review by the TPC and Board of Directors in October and November 2026. Following completion of the public comment period, the TPC will consider recommending the final plan to the Board for adoption. The Board is scheduled to consider adoption in November 2026. This section will be updated following adoption to document the final committee recommendations and Board action.

Stakeholder and Ongoing Public Participation

OTO maintains ongoing opportunities for public and stakeholder participation throughout its transportation planning activities. Both giveusyourinput.org and giveusyourinput.com direct visitors to OTO's dedicated public input webpage, where residents, agencies, community organizations, and other interested parties can submit general comments, identify location-specific transportation concerns through the interactive Map A Concern tool, review public notices and press releases, and find opportunities to attend public meetings. OTO also maintains a dedicated public comment email address, comment@ozarkstransportation.org, to centralize correspondence and reduce the likelihood of comments being overlooked. Comments received through Facebook, X, and other communication channels are incorporated into the same documentation process.

OTO compiles comments into regular public comment packets containing summaries of concerns, individual submissions, and responses where applicable. These packets are provided to the Technical Planning Committee and Board of Directors at each meeting, with relevant comments also shared with the Bicycle Pedestrian Advisory Committee and Local Coordinating Board for Transit. Annual public comment records dating to the adoption of Destination 2045 in 2021 are available through the links below.

2026 Public Comment to date

2025 Public Comment

2024 Public Comment

2023 Public Comment

2022 Public Comment

2021 Public Comment

Public Review of the Draft Plan

The draft Next Stop 2050 Long Range Transportation Plan is scheduled to be available for public review and comment from October 20 through November 18, 2026, in accordance with OTO's adopted Public Participation Plan. The draft plan and supplemental interactive maps will be available on OTO's website. Public notice will be provided through the website, email distribution to interested parties, social media, and a newspaper announcement. Comments may be submitted through OTO's established public input channels.

Following the close of the comment period, OTO will review and document comments received, identify any resulting revisions, and provide the information to the Board of Directors for consideration prior to the scheduled November 19, 2026 adoption. This section will be updated to summarize the comments received, OTO's responses, any changes to the plan, and the final adoption action.

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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.

Photos and graphics courtesy of project partners and OTO files and as otherwise noted.

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