



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

AUGUST 16, 2018  
12:00 - 1:30 PM

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

# AGENDA



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting Agenda**  
**Thursday, August 16, 2018**  
**12:00 – 1:30 p.m.**  
**OTO Conference Room**  
**2208 W. Chesterfield Blvd, Suite 101, Springfield, MO**

**A full agenda can be found on the OTO website at: [ozarkstransportation.org](http://ozarkstransportation.org)**

**Call to Order .....NOON**

**I. Administration**

**A. Introductions**

**B. Approval of Board of Directors Meeting Agenda**  
(2 minutes/Smith)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the June 21, 2018 Meeting Minutes ..... Tab 1**  
(2 minutes/Smith)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES**

**D. Public Comment Period for All Agenda Items ..... Tab 2**  
(15 minutes/Smith)

Individuals requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Any public comment received since the last meeting has been included in the agenda packet.

**E. Executive Director's Report**  
(5 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

**F. MoDOT Update**  
(5 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

**G. Legislative Reports**  
(5 minutes/Smith)

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

**II. New Business**

**A. *Transportation Plan 2040* Amendment 9A ..... Tab 3**  
(5 minutes/Longpine)

An amendment is proposed to the OTO Metropolitan Transportation Plan to comply with the FAST Act, as well as to move the 60/125 interchange to the Constrained Project List ahead of its inclusion in the 2019-2022 Transportation Improvement Program.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO APPROVE THE PROPOSED PLAN AMENDMENTS**

**B. *Transportation Plan 2040* Amendment 9B – Greene County MTP Amendments..... Tab 4**  
(5 minutes/Longpine)

There are several changes requested to OTO Major Thoroughfare Plan which are outlined in the included documents.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO APPROVE THE PROPOSED MAJOR THOROUGHFARE PLAN AMENDMENTS**

**C. *Federal Functional Classification Map Change Request* ..... Tab 5**  
(5 minutes/Thomason)

There is one change to the Federal Functional Classification Map requested by the City of Nixa and outlined in the attached materials.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO APPROVE THE PROPOSED FEDERAL FUNCTIONAL CLASS CHANGE**

**D. *Nixa Trail Study Addendum* ..... Tab 6**  
(10 minutes/Thomason)

Staff will present the details of the Nixa Trail Study Addendum.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO ACCEPT THE NIXA TRAIL STUDY ADDENDUM**

**E. *Draft FY 2019-2022 Transportation Improvement Program* ..... Tab 7**  
(15 minutes/Longpine)

The Draft FY 2019-2022 Transportation Improvement Program (TIP) is available in electronic format for member review.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO APPROVE THE DRAFT FY 2019-2022 TIP**

**F. *LAGERS Participation* ..... Tab 8**  
(5 minutes/Fields)

The Board of Directors is being requested to commence the 45-day public comment period for the actuarial evaluation and review the draft resolution.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO COMMENCE THE 45 DAY PUBLIC COMMENT PERIOD AND CONSIDER PLACING THE RESOLUTION TO PARTICIPATE IN LAGERS ON THE NEXT AGENDA**



- G. Year-End Financial Statements ..... Tab 9**  
(5 minutes/Cameron)  
OTO Board Treasurer, David Cameron, will present the FY 2017-2018 year-end financial statements.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO ACCEPT THE YEAR-END FINANCIAL STATEMENTS**

- H. Transportation Alternatives Program (TAP) Guidelines and Application..... Tab 10**  
(5 minutes/Thomason)  
Staff will highlight the process and review the application for awarding TAP funds.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO APPROVE THE TRANSPORTATION ALTERNATIVES PROGRAM GUIDELINES AND APPLICATION**

- I. OTO/MoDOT Freeway Study ..... Tab 11**  
(15 minutes/Haynes)  
HDR will present the findings of the Freeway Study which analyzed I-44, as well as US 60 from West Bypass to Highway 125.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO ACCEPT THE OTO/MODOT FREEWAY STUDY**

- J. Resolution of Support for Proposition D ..... Tab 12**  
(5 minutes/Fields)  
A draft resolution is included for consideration to support the proposed fuel tax that is planned for the November ballot in Missouri.

**ACTION BY THE BOARD OF DIRECTORS IS REQUESTED TO ADOPT THE RESOLUTION OF SUPPORT FOR PROPOSITION D**

**III. Other Business**

- A. Board of Directors Member Announcements**  
(5 minutes/Board of Directors Members)  
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

- B. Transportation Issues for Board of Directors Member Review**  
(5 minutes/Board of Directors Members)  
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

- C. Articles for Board of Directors Member Information ..... Tab 13**  
(Articles attached)

#### **IV. Closed Meeting**

(20 minutes/Board of Directors Members)

In accordance with RSMo 610.021(13), the Board of Directors shall hold a closed meeting to discuss individually identifiable personnel records, performance ratings or records pertaining to employees or applicants for employment; and this meeting, record, and vote shall be closed and the Board of Directors shall stand adjourned at the end of the closed meeting.

Information pertaining to the closed meeting will be sent under separate cover to active participants.

The next Board of Directors regular meeting is scheduled for Thursday, October 18, 2018, at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

#### **Attachments**

Pc: Ken McClure, Mayor, City of Springfield  
Matt Morrow, President, Springfield Area Chamber of Commerce  
Joelle Cannon, Senator Blunt's Office  
Dan Wadlington, Senator Blunt's Office  
David Stokely, Senator McCaskill's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

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**TAB 1**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM I.C.**

**June 21, 2018 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board of Directors member review are the minutes from the June 21, 2018 Board of Directors' meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes the following motion:

"Move to approve the June 21, 2018 Board of Directors' meeting minutes."

OR

"Move to approve the June 21, 2018 Board of Directors' meeting minutes with the following corrections..."

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
June 21, 2018**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room in Springfield, Missouri.

The following members were present:

Commissioner Harold Bengsch, Greene County	Mr. Skip Jansen, City Utilities
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Travis Koestner, MoDOT
Mr. David Cameron, City of Republic (a)	Mr. Andy Mueller, MoDOT (a)
Mr. Steve Childers, City of Ozark (a)	Mr. Jim O'Neal, Citizen at Large
Commissioner Bob Cirtin, Greene County	Mr. Dan Smith, City of Springfield (a)
Mr. Jerry Compton, Citizen-at-Large	Mr. Richard Walker, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)	Mr. Brian Weiler, Airport Board (a)
Dr. Elise Crain, Citizen-at-Large	Commissioner, Ray Weter, Christian County
Mr. Brad Gray, City of Willard (a)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Michael Latuszek, FHWA (a)
Mr. Chris Coulter, Greene County (a)	Ms. Laurel McKean, MoDOT (a)
Mr. John Elkins, Citizen-at-Large (a)	Mr. Bradley McMahon, FHWA
Councilman Craig Fishel, City of Springfield	Mr. Daniel Nguyen, FTA (a)
Ms. Jan Fisk, City of Springfield	Mr. Mark Schenkelberg, FAA
Mayor Rick Gardner, City of Ozark	Mr. Jeremiah Shuler, FTA (a)
Warren Griffith, City of Battlefield	Mayor Brian Steele, City of Nixa
Mayor Corey Hendrickson, City of Willard	Mayor Jeff Ussery, City of Republic
Mayor Debra Hickey, City of Battlefield (a)	

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Others Present: Mr. David Stokely, Senator Claire McCaskill's Office; Mr. Jeremy Pruett, Representative Billy Long's Office; Mr. Bryant Ficek, Spack Consulting; Ms. Stephanie Mueller, Springfield-Branson Airport; Mr. Chuck Branch; Mr. Carl Carlson; Mr. Bob Rubino; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Mr. Scott Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Smith called the meeting to order at approximately 12:00 p.m.

**I. Administration**

**A. Introductions**

Those in attendance made self-introductions stating their name and the organization they represent.

**B. Approval of Board of Directors Meeting Agenda**

Mr. Cameron moved to approve the June 21, 2018 agenda. Mr. Weiler seconded the motion and it was unanimously approved.

**C. Approval of the April 19, 2018 Meeting Minutes**

Mr. Jansen moved to approve the April 19, 2018 Meeting minutes. Mr. Cossey seconded the motion and it was unanimously approved.

**D. Public Comment Period for All Agenda Items**

No public comment has been received since the packet was distributed and there was no one present to address the Board of Directors.

**E. Executive Director's Report**

Sara Fields stated the legislation that MoDOT had supported to allow for our participation in LAGERS was passed. She expressed her appreciation to Representative Jared Taylor for working diligently to ensure this legislation was adopted. She noted that the bill he introduced did not pass, however, he was successful in getting the language added as an amendment to a bill that was passed and is awaiting the Governor's signature. She briefly outlined the steps that would need to be followed once the bill has been signed.

Ms. Fields stated the addendum to the Regional Trail Study for the City of Nixa is complete and is out for public comment. She noted staff is very pleased with the results the addendum brought.

Ms. Fields stated the OTO entered into a contract with CJW Transportation Consultants for crash analysis. She added the OTO is having them study Kansas Expressway, Glenstone Avenue, and Sunshine Street. She said they were asked to look at how the road was built and what you would predict the crashes would be as to what they actually were. She added that the study provided information regarding some key intersections on Glenstone that are exceeding what would be predicted. She stated this information has been forwarded to MoDOT for their traffic staff to review.

Ms. Fields stated the OTO had joined with MoDOT and commissioned a freeway study at I-44, James River Freeway and Highway 60 East. She added this is being finalized and will be presented at the July Technical Planning Committee and the August Board of Directors' meeting.

Ms. Fields noted she had met with all of the member entities with the exception of Battlefield to determine their transportation priorities going forward. Staff will be compiling these priorities in a list of projects for ranking for next year's Statewide Transportation Improvement Program (STIP).

Ms. Fields updated the Board on the training that the OTO hosted on traffic studies on June 20, 2018. She noted staff is working on establishing a regional traffic study policy that will set some baseline perimeters and could be used by the member entities as needed.

In response to a question from Mr. Childers, Ms. Fields outlined the process for prioritizing the projects from the member entities.

**F. MoDOT Update**

Andy Mueller discussed the road construction projects that MoDOT is performing in this area. He highlighted the projects on Eastgate, noting there are a couple projects on this street. He added MoDOT had held a meeting last week with the Emergency personnel to discuss the projects on I-44; replacing the bridge over Highway 65 and replacing the pavement on southbound lanes. He noted the website for Highway 65 rebuild is [http://www.modot.org/southwest/major\\_projects/Route65Rebuild/index.html](http://www.modot.org/southwest/major_projects/Route65Rebuild/index.html). This site will be updated with the status of the project and closings, etc.

Mr. Mueller stated the six-laning of Hwy 65 from Evans Road to Route CC is under contract. He added the auxillary pavement on James River Freeway from National to Glenstone is completed, but not open to traffic to allow the contractor to build the sound wall.

Travis Koestner noted that in 2012 the number of bridges in poor condition in Southwest Missouri was 101; in 2018 the number has risen to 185. He said MoDOT is replacing about 20 bridges per year, but plans to do more. He added MoDOT is looking to hire a consultant that will assist them in bridge prioritization and estimate work for the next five to ten years. He said the plan is the consultant will act as an extension of MoDOT. He said the consultant will look at all bridges in Southwest Missouri, including those on I-44.

Mr. Koestner stated a letter had been sent to the owner of property on Highway 60 regarding a new interchange at Highland Springs. He stated the letter indicated that due to traffic flow, MoDOT would not permit a new interchange at this location, but will look at an interchange at Farm Road 189.

Ms. Fields stated that at this time, she had not planned to prioritize that interchange as she believed MoDOT's perspective was they did not want to spend the limited funds on this interchange, but was looking at safety improvements along this corridor. She stated if public funds become available, to be added to MoDOT funds, the OTO could reconsider adding this to the project list.

Mr. Koestner stated this project would have to be a community partnership. He stated there are a lot of needs in the OTO area and funding is always a challenge.

Mr. Koestner said the proposed ballot language for Proposition D, which is the proposed fuel tax that will be on the November 2018 ballot, reads as follows:

Shall Missouri law be amended to fund Missouri state law enforcement by increasing the motor fuel tax by two and one half cents per gallon annually for four years beginning July 1, 2019, exempt Special Olympic, Paralympic, and Olympic prizes from state taxes, and to establish the Emergency State Freight Bottleneck Fund?

He said the emergency bottleneck fund came from the St. Charles area and this bill requires the funds for this will come from general funds, not road and bridge or highway funds. Following a brief discussion on the inclusion of the Olympic prize money with this bill, Mr. Koestner added this tax is expected to generate \$288 million annually for the State of Missouri road fund to provide funding for Missouri State Law Enforcement and \$123 annually to local governments for road construction and maintenance.

Ms. Fields reminded the Board of Directors that the Missouri Highway Commission will be meeting in Springfield on July 11 and she will be making a short presentation of the process the OTO uses to establish priorities for the projects for our area.

Dr. Elise Crain thanked MoDOT for not raising the speed limit in downtown Ozark, noting she believed that would have had an adverse impact on the community. She asked for an update on the Riverside Bridge. Mr. Koestner stated that is a local project and he did not have any information on the status. Mr. Childers stated it is on track for the timeline that was proposed which is the Section 106 process. He stated the funds that would go towards demolition of the historic bridge, would be given towards relocation of the bridge.

#### **G. Legislative Reports**

David Stokely, Senator Claire McCaskill's office stated she had met with Governor Mike Parson and was very encouraged by his interest in transportation.

Jeremy Pruitt, Representative Billy Long's Office, stated Congress is bogged down with the immigration issue. He stated there is not a massive infrastructure bill expected this year, but many are hopeful to make small changes over the next few months.

## **II. New Business**

### **A. MoDOT Draft FY 2019-2023 STIP**

Andy Mueller, MoDOT, reviewed the Draft FY 2019-2023 Statewide Transportation Improvement Program (STIP). He noted this has been out for public comment and is expected to be approved by the Missouri Highway Commission at their July 11, 2018 meeting. Mr. Mueller discussed the new projects that have been added for this STIP, and reviewed the continuing projects that have yet to be completed. He noted that one of the projects is outside the OTO area, but will still impact many of our citizens, and that is the design and build project on I-44. It will impact about twenty bridges between Joplin and the OTO limits.



Mr. Childers moved the Board of Directors endorse the MoDOT 2019-2023 Draft Statewide Transportation Improvement Program. Mr. O'Neal seconded the motion and it was unanimously approved.

**B. Amendment Number Five to the FY 2018-2021 TIP**

Natasha Longpine noted there were three changes requested to the FY 2018-2021 Transportation Improvement Program (TIP). She briefly reviewed the three requests that had been received. She added that also included with these project changes are some text updates that include the Transit Asset Management and Safety Performance Targets. These additions bring the TIP into compliance with the requirements of the FAST Act.

Dr. Crain moved approval of FY 2018-2021 TIP Amendment Number Five. Mr. Jansen seconded the motion and it was unanimously approved.

**C. Federal Funds Balance Report**

Natasha Longpine stated there had been some changes to the Funds Balance Report that she believed would make it easier to review. She noted that staff had simplified the information by removing past completed project information. Ms. Longpine reviewed the balances and discussed a few of the major projects that will impact the Funds Balance over the next year or two. She asked that the member jurisdictions review the information provided and let her know of any questions or changes.

This Report was provided for informational purposes only and no action by the Board of Directors is required.

**D. Additional Federal Funding**

Sara Fields stated the OTO was advised that when Congress passed the Omnibus budget bill, there was an additional \$1.53 million in federal funding for our area. She noted these monies will be a one-time funding source and must be obligated by September 30, 2021.

Ms. Fields stated staff is proposing to add these funds to the available Transportation Alternatives Program (TAP). She noted adding these funds to what is currently budgeted in the program, will allow a little over \$2.5 million for projects approved by the TAP subcommittee. Ms. Fields stated when she met with the member entities regarding priority projects for next year, there was a lot of excitement regarding trails and possibly building some sidewalks in areas that were lacking.

Mr. Cameron moved the Board of Directors approve additional funding for Transportation Alternative Program (TAP) projects. Mr. Childers seconded the motion and it was unanimously approved.

**E. 3<sup>rd</sup> Quarter Financials**

David Cameron reviewed for the Board the 3<sup>rd</sup> Quarter Financials, highlighting profit and loss budget versus actual year-to-date, for both Operational and UPWP budgets. He complemented Kimberly Cooper on changing banks, adding the OTO is realizing a gain of \$718

in interest income, which we had not previously received. He added the Organization has a very healthy reserve balance, with close to six months operational funds in this account.

Mr. Cirtin moved the Board of Directors accept the 3<sup>rd</sup> Quarter Financial Statements for the 2017-2018 Budget Year. Mr. Jansen seconded the motion and it was unanimously approved.

**F. Presentation on Traffic Studies**

Sara Fields stated that as development is growing in the member entities, many are calling and asking for some assistance with understanding traffic studies and the impact they have on future developments. She added that in researching traffic studies, it was learned that most of the member entities did not have specific guidelines or requirements for traffic impact studies. She noted that staff thought it might be beneficial to bring in a consultant that could discuss how to produce an effective traffic impact study. Ms. Fields said the company they selected had an emphasis on educating non-planners on some basics of traffic impact studies. She introduced Bryant Ficek with Spack Consulting who had conducted a seminar on June 20 for approximately forty participants from the OTO area.

Mr. Ficek briefly reviewed the information that he had provided to the seminar participants and highlighted the importance of having guidelines for developers to follow. He noted a vital component is communication and noted how traffic impact studies can be used to bring the participants together with important information on the impact of development. He said when guidelines are established and adopted by all entities, it advances this communication.

Ms. Fields stated that based on the conversations that occurred at the Traffic Impact Study training on Wednesday, June 20, Mr. Ficek will be finishing up the draft guidelines. These will be sent to the Technical Planning Committee (TPC) for review, discussion, and possible changes to make it more compatible with the OTO region. Once it is approved by the TPC, it will be forwarded to the Board of Directors for adoption. These guidelines can then be taken back to the member entities for adoption or not, as they deem appropriate.

Following a brief discussion on the importance of these guidelines on helping entities with land use, it was noted that OTO staff will be available to make presentations regarding the guidelines to the governing bodies of the member entities. With no additional questions or comments, Mr. Smith thanked Mr. Ficek for his presentation and attendance. This item was for informational purposes only and no action by the Board of Directors was required.

**III. Other Business**

**A. Board of Directors Member Announcements**

None.

**B. Transportation Issues for Board of Directors Member Review**

Sara Fields stated the BUILD grants had been announced in the middle of May, which did not provide very much time to think about what projects the Region might want to use for the application. She added the City of Springfield is interested in applying for a BUILD grant that

Mr. Smith would explain and asked if the Board of Directors will consent to the OTO submitting a letter of support.

Dan Smith said the City of Springfield is applying for a BUILD grant to improve Grant Avenue from Sunshine to Downtown Springfield. He said this will make this area part of the complete street concept and has the potential to be a transformative project.

Ms. Fields stated if anyone has an objection to the letter of support for the City of Springfield's BUILD grant to please let her know. Otherwise, the OTO will send a letter of support.

**C. Articles for Board of Directors Member Information**

Chair Dan Smith noted there were articles of interest included in the packet for the members review as time allows.

**IV. Adjourn meeting.**

With no additional business to come before the Board, the meeting was adjourned at approximately 1:20 p.m.

**TAB 2**

**NO PUBLIC  
COMMENT  
RECEIVED**

**TAB 3**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.A.**

***Transportation Plan 2040* Amendment Number 9A**

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

**AGENDA DESCRIPTION:**

Projects placed for programming in the Transportation Improvement Program must be on the Constrained List of Projects in *Transportation 2040*, OTO's long range transportation plan. In the development of the FY 2019 to FY 2022 TIP, one project has been requested for programming that is currently on the Unconstrained Project List:

ID	Description	Time Band	Inflated Cost
M103	Route 60 Freeway Improvements from FR 213 to FR 247, including Route 125 interchange	2018-2022	\$15,380,000
		2023-2030	\$10,007,326

The proposed project for programming in the TIP is RG0901-18A1, adding construction funding to a scoping project, for the construction of the Route 125 interchange. The remaining freeway improvements will stay as an LRTP project with the funding shown in the 2023-2030 time band.

After May 20, 2018, any amendment to a long range transportation plan requires the plan itself to be updated to reflect the performance-based planning requirements of the FAST Act. Chapter 3 – Goals has been updated to include the most recent guidance on the National Performance Goals. Appendix 8 – Amendments has now become Appendix 9 and Appendix 8 is now the System Performance Report which describes baselines, targets, and progress toward meeting the National Performance Measures.

**PRIOR AMENDMENTS:**

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.  
Amendment 2 to the LRTP was for the MTP change along 17<sup>th</sup>/19<sup>th</sup> Streets in Ozark.  
Amendment 3 to the LRTP was for the revised design standards.  
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.  
Amendment 5 to the LRTP was for the addition of \$215 million in revenue.  
Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.  
Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.  
Amendment 8 to the LRTP was for the MTP change to realign Inman Road in Nixa.

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on July 18, 2018, the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 9A.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move to approve *Transportation Plan 2040* Amendment 9A.”

OR

“Move to approve *Transportation Plan 2040* Amendment 9A with the following changes...”

# Vision and Measuring Performance

## Vision and Goal Development

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

## Vision

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

## Goals

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

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

## Actions

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

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



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

**6. Encourage efficient system management and operations**

- a. Promote transportation demand management strategies.
- b. Encourage efficient traffic incident management (TIM) principles.
- c. Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.
- d. Develop a traffic incident management subcommittee.

**7. Preserve the existing transportation system and monitor system performance**

- a. Emphasize system preservation when allocating available funding.
- b. Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
- c. Publish an annual report documenting system performance.

**8. Maximize resources by promoting partnerships, collaboration and good planning principles**

- a. Encourage collaboration among OTO jurisdictions.
- b. Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.
- c. Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.

**9. Actively seek secure and reliable transportation funding**

- a. Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.
- b. Educate elected officials and the public regarding the need for additional stable transportation funding.
- c. Provide letters of support for activities related to Transportation Plan 2040 priorities.

**10. Provide education and advocacy for transportation**

- a. Provide presentations to elected officials, board and community committees on the transportation system.
- b. Use media outlets to educate the public on transportation issues.

**11. Protect and enhance the environment when planning for transportation improvements**

- a. Inventory environmentally sensitive areas for consideration in planning decisions.
- b. Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
- c. Support water quality best practices where feasible.

**12. Support the efficient movement of goods**

- a. Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.
- b. Identify essential freight corridors and monitor freight performance.
- c. Conduct a regional freight study to better understand needs and impacts of goods movement.

## Performance Based Planning

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

### National Performance Goals

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

#### 1. Safety

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

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

#### 2. Infrastructure Condition

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

- a. Percentage of NHS Bridges Classified as in Good Condition
- b. Percentage of NHS Bridges Classified as in Poor Condition
- c. Percentage of Pavements of the Interstate in Good Condition
- d. Percentage of Pavements of the Interstate in Poor Condition
- e. Percentage of Pavements of the non-Interstate NHS in Good Condition
- f. Percentage of Pavements of the non-Interstate NHS in Poor Condition
- ~~a. Bridge condition on the NHS~~
- ~~b. Pavement condition of the interstate system~~
- ~~c. Pavement condition of the NHS excluding the interstate system~~

#### 3. Congestion Reduction

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

- a. Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- b. Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)
- ~~a. Traffic congestion~~

#### 4. System Reliability

To improve the efficiency of the surface transportation system

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

5. Freight Movement and Economic Vitality

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

- a. Freight movement on the interstate system

6. Environmental Sustainability

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

- a. On-road mobile source emissions

7. Reduced Project Delivery Delays

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

Plus two transit performance goals with four measures ~~measures~~:

1. Transit state of good repair

a. Equipment (non-revenue service vehicles) State of Good Repair

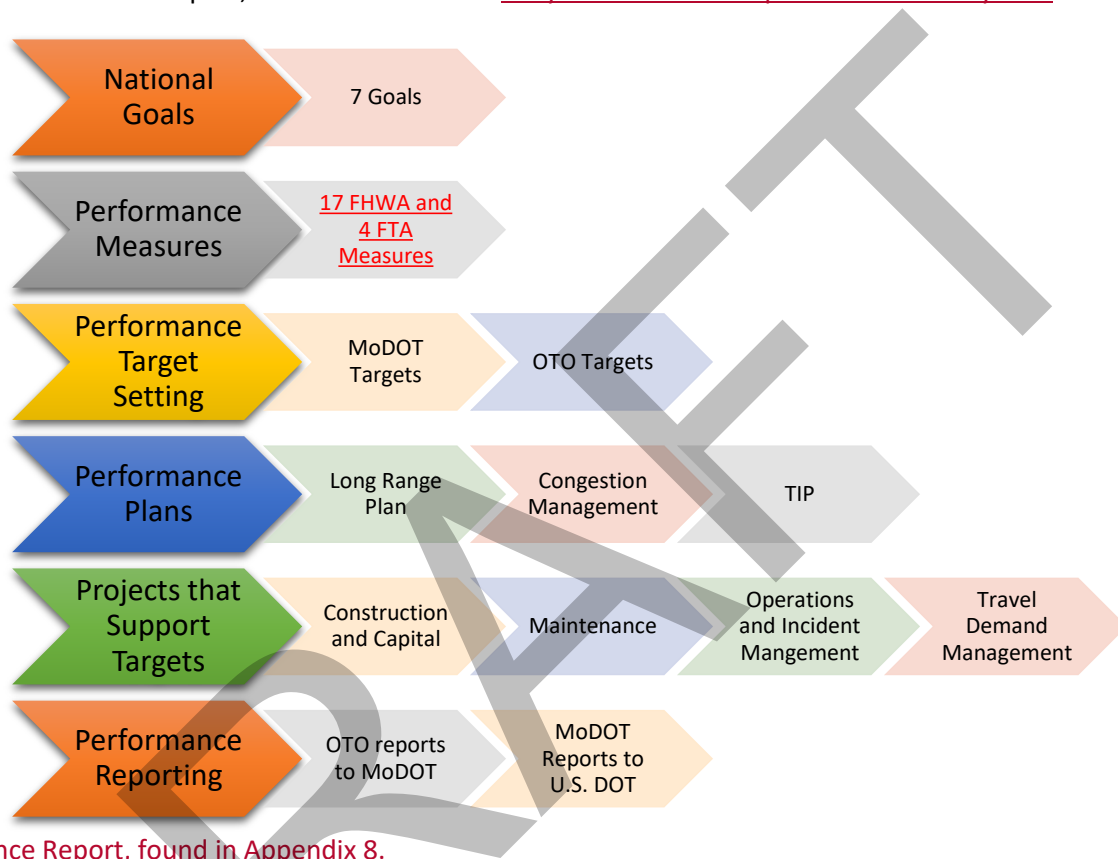
b. Facilities State of Good Repair

c. Infrastructure State of Good Repair

~~a-d.~~ Rolling Stock State of Good Repair

~~b-2.~~ Transit safety performance criteria and vehicle safety performance standards

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



Performance Report, found in Appendix 8.


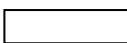

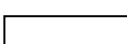







### Regional Performance Goals

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

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



Table 3-1: OTO Performance Measures

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

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

requirements. MoDOT has also been working with its planning partners, including OTO, to ensure data availability as required by the measures.

## Design Standards

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

### Adopted Standards

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

### Recommended Changes

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

The revised Design Standards are included in the Appendix.

### Variance from the Standard

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

### Bicycle and Pedestrian Design Standards

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

# Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

## Project Submissions

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

## Project Prioritization Process

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

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



## Prioritization Factors

Table 7-1: Prioritization Factors

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

## Programmatic Project List

### Maintenance - \$401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about \$401 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

### Safety - \$18,000,000

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

### Bicycle and Pedestrian - \$10,000,000

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

### Rail - \$4,000,000

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

### Scoping - \$500,000

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

### Operations and Maintenance - \$73,574,000

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

## Funding Shortfall

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

### Roadways

Projected revenue through 2040 is \$1,440,754,598. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,756,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

### Transit

Transit revenue is projected to be about \$348,221,517 through 2040 with estimated needs of \$949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is \$10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

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

## Constrained Project Lists

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

Table 7-2: Funding Summary

Projected Revenue	\$1,440,754,598
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
<b>Funding for New Projects</b>	<b>\$933,680,598</b>

Available Funding (through 2040)	\$1,440,754,598
<b>Constrained Costs (Uninflated)</b>	<b>(\$736,276,601)</b>
<b>Unconstrained Costs (Uninflated)</b>	<b>(\$515,742,000)</b>
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
<b>Funding Shortfall</b>	<b>(\$318,338,003)</b>

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	\$3,004,999	\$ -	\$ -	\$3,004,999	\$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$44,911,468	\$44,911,468	\$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	\$ -	\$12,680,000	\$ -	\$12,680,000	\$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$1,639,091	\$ -	\$ -	\$1,639,091	\$172,140,735

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	\$2,106,778	\$ -	\$ -	\$2,106,778	\$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	\$ -	\$1,319,655	\$ -	\$1,319,655	\$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	\$6,000,000	\$11,975,000	\$19,750,000	\$37,725,000	\$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	\$ -	\$ -	\$21,386,413	\$21,386,413	\$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,986,578	\$ -	\$ -	\$1,986,578	\$327,917,438



Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	\$2,841,090	\$ -	\$ -	\$2,841,090	\$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	\$2,731,818	\$ -	\$ -	\$2,731,818	\$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	\$1,092,727	\$ -	\$ -	\$1,092,727	\$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	\$ -	\$2,459,748	\$ -	\$2,459,748	\$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	\$2,185,454	\$ -	\$ -	\$2,185,454	\$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	\$1,715,581	\$ -	\$ -	\$1,715,581	\$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,622,545	\$ -	\$ -	\$2,622,545	\$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,098,036	\$ -	\$ -	\$2,098,036	\$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,240,090	\$ -	\$ -	\$2,240,090	\$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	\$6,685,304	\$ -	\$ -	\$6,685,304	\$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	\$8,741,816	\$ -	\$ -	\$8,741,816	\$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$ -	\$13,754,909	\$ -	\$13,754,909	\$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$4,294,417	\$ -	\$ -	\$4,294,417	\$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$5,734,631	\$ -	\$ -	\$5,734,631	\$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	\$ -	\$21,522,793	\$ -	\$21,522,793	\$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	\$ -	\$4,919,495	\$ -	\$4,919,495	\$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	\$ -	\$1,885,397	\$ -	\$1,885,397	\$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$ -	\$ -	\$1,524,138	\$1,524,138	\$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	\$ -	\$1,885,397	\$ -	\$1,885,397	\$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$3,114,272	\$ -	\$ -	\$3,114,272	\$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	\$2,185,454	\$ -	\$ -	\$2,185,454	\$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	\$ -	\$26,128,670	\$ -	\$26,128,670	\$450,281,221

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	\$ -	\$2,459,748	\$ -	\$2,459,748	\$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$ -	\$ -	\$28,515,218	\$28,515,218	\$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$9,555,801	\$12,298,739	\$ -	\$21,854,540	\$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	\$7,321,271	\$ -	\$ -	\$7,321,271	\$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	\$ -	\$ -	\$12,200,236	\$12,200,236	\$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	\$ -	\$ -	\$40,447,411	\$40,447,411	\$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	\$408,680	\$ -	\$ -	\$408,680	\$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	\$ -	\$21,483,437	\$ -	\$21,483,437	\$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	\$ -	\$2,593,804	\$ -	\$2,593,804	\$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	\$ -	\$348,054	\$ -	\$348,054	\$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	\$972,336	\$ -	\$ -	\$972,336	\$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	\$ -	\$ -	\$14,257,609	\$14,257,609	\$669,599,776



Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$ -	\$16,418,816	\$ -	\$16,418,816	\$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	\$ -	\$14,758,486	\$ -	\$14,758,486	\$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	\$ -	\$657,983	\$ -	\$657,983	\$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$1,419,452	\$ -	\$ -	\$1,419,452	\$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	\$ -	\$4,919,495	\$ -	\$4,919,495	\$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	\$ -	\$1,362,700	\$ -	\$1,362,700	\$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE 00 TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	\$ -	\$1,967,798	\$ -	\$1,967,798	\$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	\$546,364	\$ -	\$ -	\$546,364	\$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	\$3,000,000	\$ -	\$ -	\$3,000,000	\$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$ -	\$ -	\$25,164,680	\$25,164,680	\$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$ -	\$50,432,208	\$ -	\$50,432,208	\$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$ -	\$49,058,439	\$ -	\$49,058,439	\$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	\$ -	\$ -	\$27,909,269	\$27,909,269	\$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$ -	\$ -	\$30,281,735	\$30,281,735	\$897,497,201

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$15,380,000	\$10,007,326	\$ -	\$25,387,326	\$922,884,527

## Transit Constrained List

Table 7-4: Transit Funding Summary

Available Funding (through 2040)	\$348,221,517
Total Needs (through 2040)	(\$949,601,734)
<b>Funding Shortfall</b>	<b>(\$601,380,217)</b>

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

Table 7-5: Transit Constrained List

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

## Unconstrained Project Lists

There are also two unconstrained project lists, one for roadways and the other for transit. The unconstrained project lists contain the remaining projects that were submitted, but not prioritized for funding. Table 7-6 is sorted by roadway name.

Table 7-6: Roadways Unconstrained List

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

ID	Location	Name	Roadway	Description	2018 Cost Estimate
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$1,337,000
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	\$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	\$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	\$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	\$209,000
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	\$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	\$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$900,000
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	\$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	\$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	\$1,673,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	\$300,000
G402	GREENE COUNTY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	\$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	\$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	\$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$3,744,000
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	\$4,000,000
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	\$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	\$12,755,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	\$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	\$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	\$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	\$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	\$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	\$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	\$1,500,000
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	\$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	\$261,000



ID	Location	Name	Roadway	Description	2018 Cost Estimate
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	\$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	\$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	\$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	\$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	\$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$4,386,000
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$23,233,000
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	\$374,000
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	\$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	\$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	\$8,168,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$9,000,000
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	\$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	\$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	\$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	\$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	\$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	\$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	\$7,000,000
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	\$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	\$14,876,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	\$2,625,000
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	\$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	\$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	\$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	\$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	\$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	\$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	\$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	\$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	\$2,236,000
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	\$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	\$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	\$457,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,137,000
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	\$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	\$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	\$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	\$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	\$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	\$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	\$21,372,000
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$792,000

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

## Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Also included are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include in Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

Table 7-7: Transit Unconstrained List

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

# Transportation Plan 2040: Constrained Project List

Map 7-1

**Legend**

**Existing Roads**

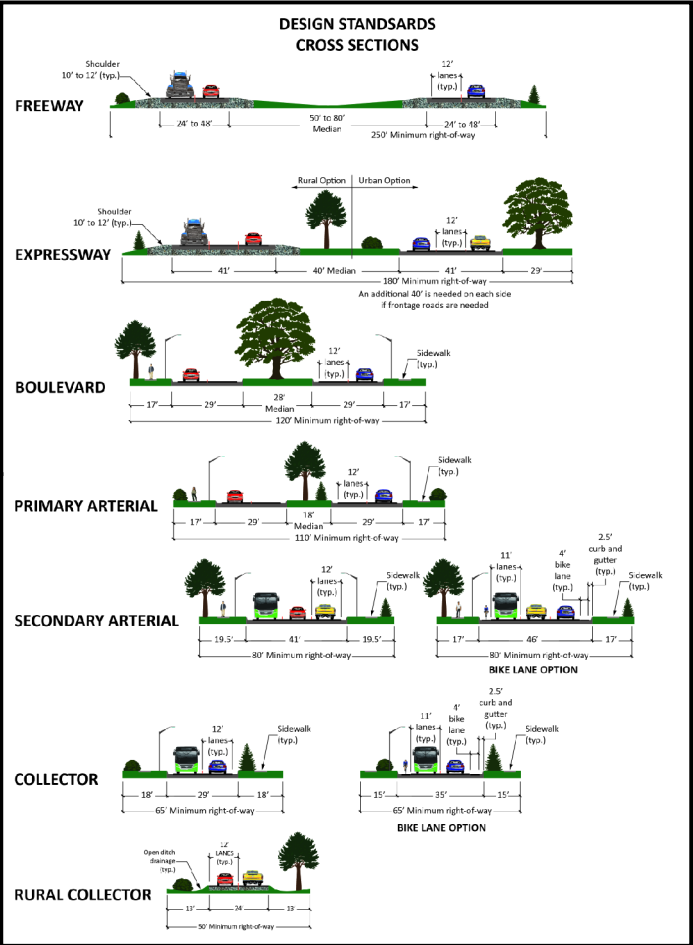
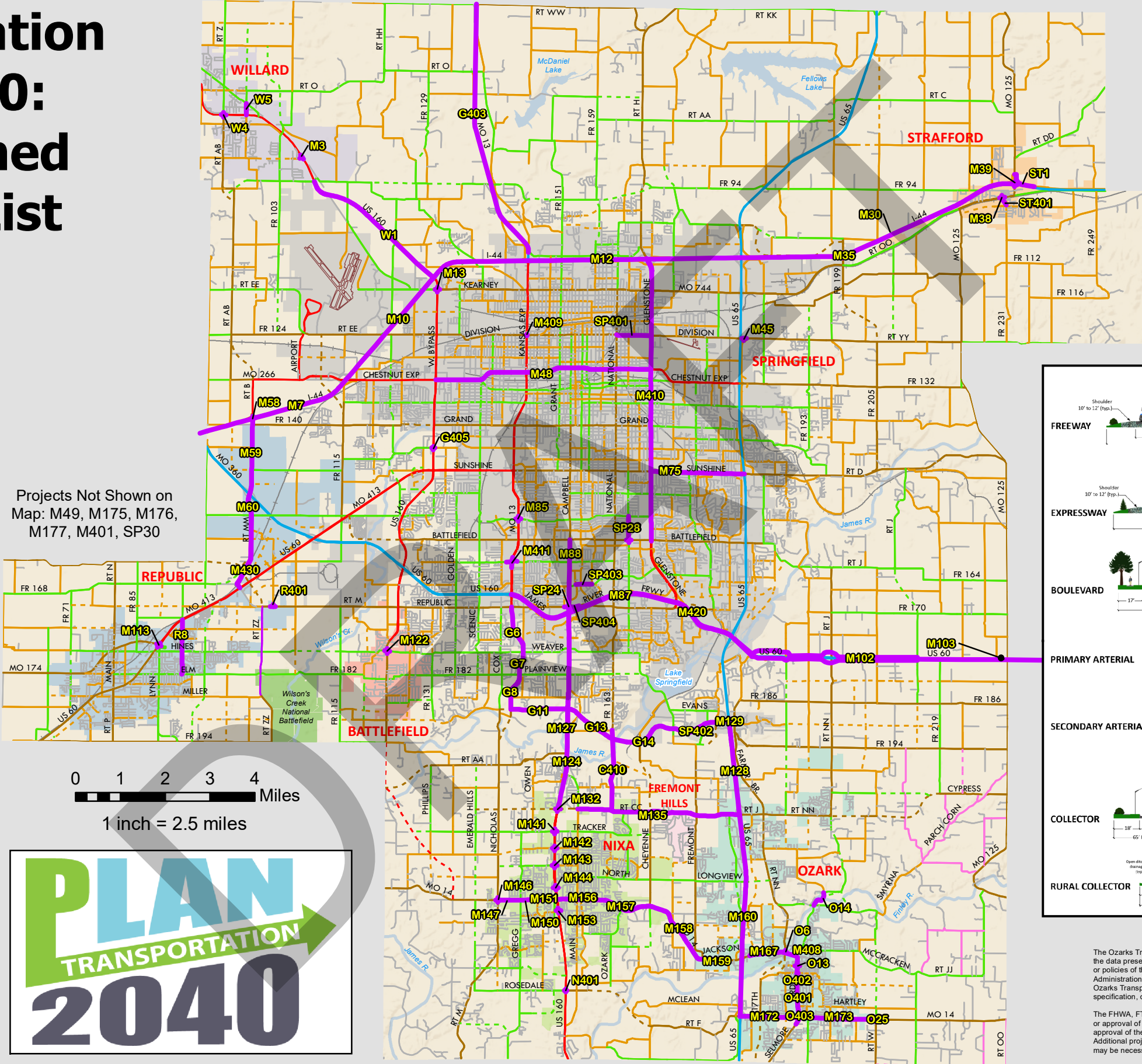
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

**Proposed Roads**

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

**OTO LRTP**

- Constrained Project



# Appendix 8 – System Performance Report

## System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system.

Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

## Transit Targets

*Adopted by the OTO Board of Directors on February 16, 2017*

Transit is the first area where targets were set. Targets must be established within 180 days of the date targets are set by the State and transit agency.

City Utilities is partnering with the State of Missouri on their Transit Asset Management Plan. State, and thereby CU, targets for the Plan were required by January 1, 2017. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets have been set by the State. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on February 16, 2017, the OTO Board of Directors accepted the Transit Asset Management Targets as set forth by MoDOT and City Utilities.

*Table A8-1: Transit Asset Management Targets*

<b>Assets:</b> Only those for which agency has direct capital responsibility	<b>Performance Measure</b>	<b>Targets</b>
<b>Equipment</b> Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	<b>50 percent</b>
<b>Rolling Stock</b> Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	<b>50 percent</b>
<b>Infrastructure (not applicable in state plan)</b> Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	<b>Not Applicable</b>
<b>Facilities</b>	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	<b>25 percent with condition rating below 3.0 on FTA TERM* Scale</b>



\*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

## Transit System Performance Report

A transit system performance report is required for long range transportation plans amended or updated on or after October 1, 2018. The State Transit Asset Management Plan is also due by this date. System performance, as reported in the State TAM Plan, will be included with the next amendment following October 1, 2018.

The Constrained Project List for Transit in *Transportation Plan 2040* includes the replacement of fixed-route and paratransit buses, as well as other agency assets. The Unconstrained Project list highlights the additional needs for asset replacement, as well as those projects which could not be included on the constrained list due to bus replacement needs.

## Safety Targets

*Adopted by the OTO Board of Directors on December 14, 2017*

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 14, 2017, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2018, which are based on a rolling five-year average:

*Table A8-2: Safety Targets*

<b>Performance Measure</b>	<b>5-Year Rolling Average (2012-2016)</b>	<b>Statewide Target for CY2018</b>
Number of Fatalities	834	858
Fatality Rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877	4,559
Serious Injury Rate per 100 Million VMT	6.884	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431	432

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.

## Safety System Performance Report

According to MoDOT's state long range transportation plan, *A Citizen's Guide to Missouri's Transportation Future*, Missouri has seen a 25 percent reduction in fatalities between 2005 and 2016, from 1,257 in 2005 to 947 in 2016. In recent years, however, Missouri has seen an increase in fatalities from 826 in 2012 to 947 in 2016. The graphs below depict the safety data on fatalities and serious injuries.

Figure A8-1: Number of Fatalities by Calendar Year

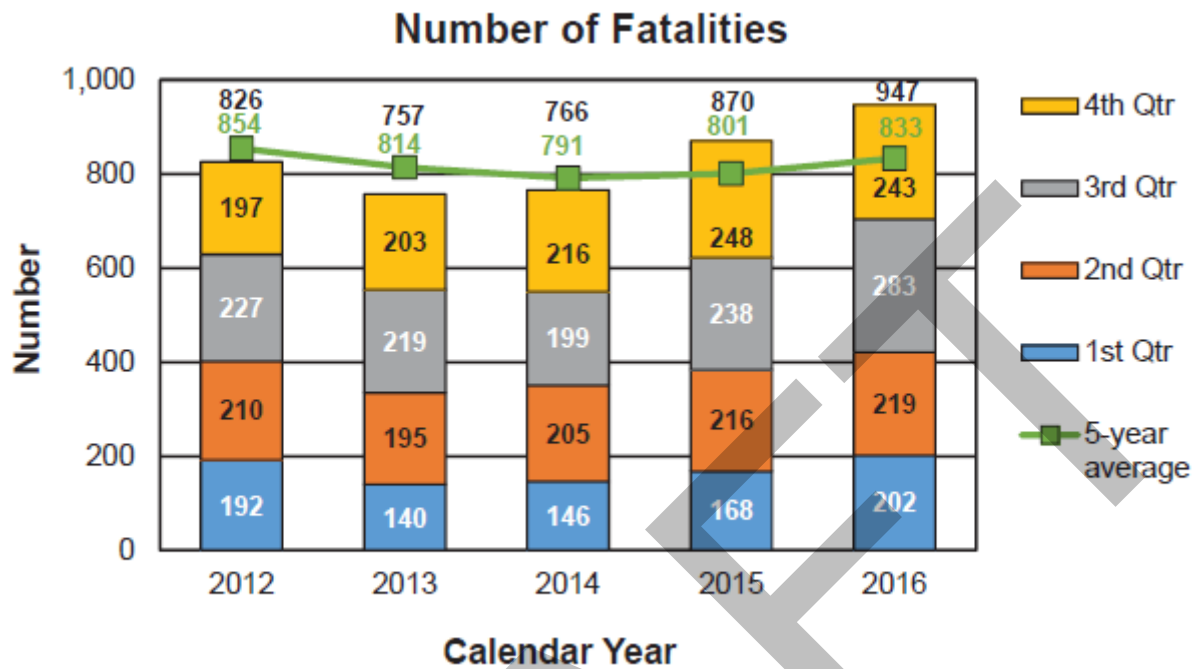


Figure A8-2: Rate of Fatalities by Calendar Year

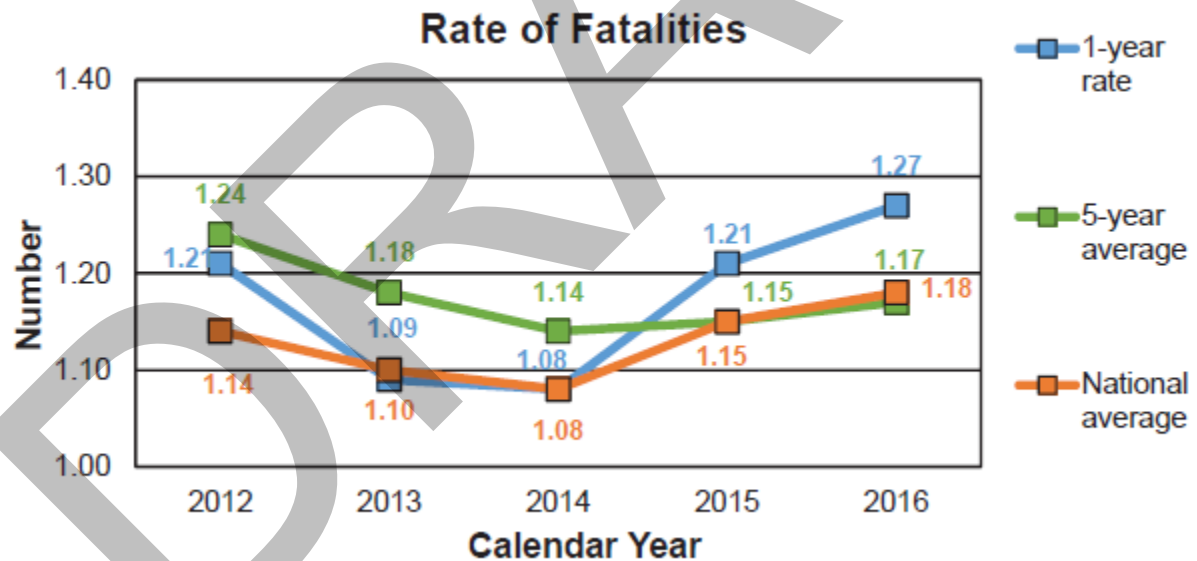


Figure A8-3: Number of Serious Injuries by Calendar Year

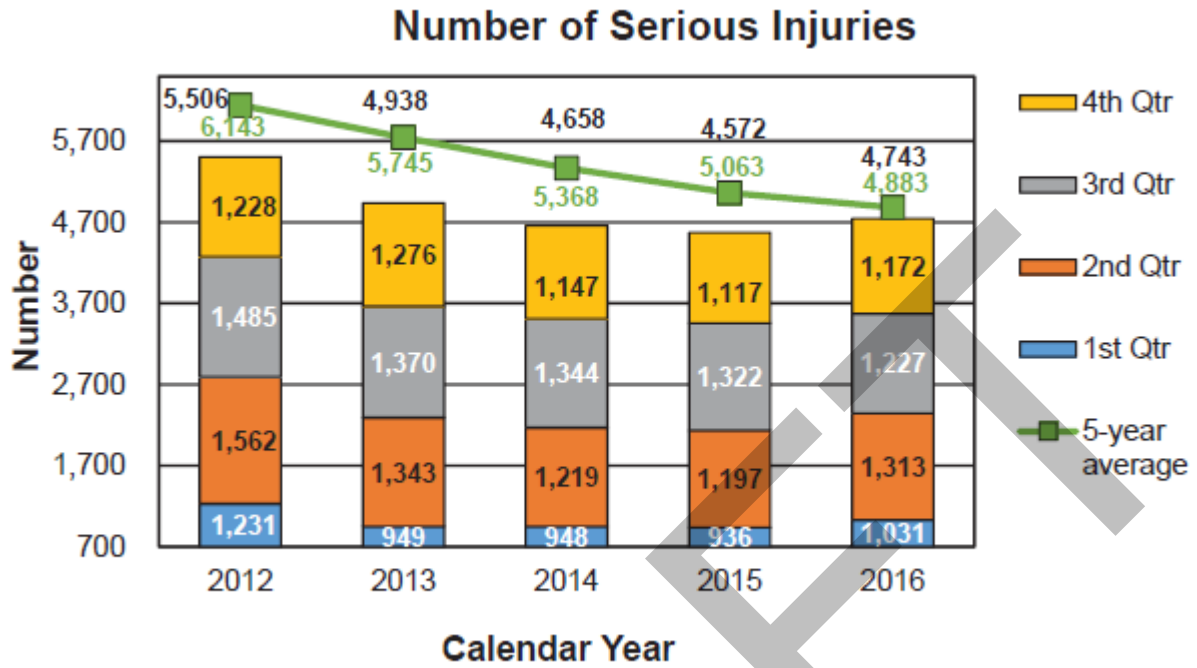


Figure A8-4: Rate of Serious Injuries by Calendar Year

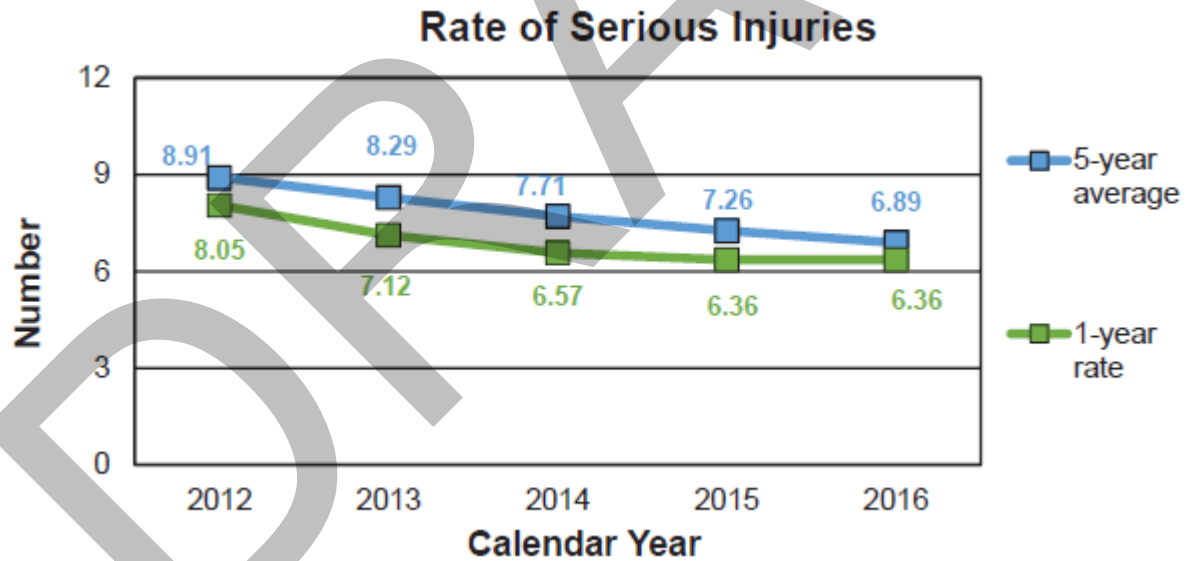


Figure A8-5: Number of Pedestrian Fatalities and Serious Injuries by Calendar Year

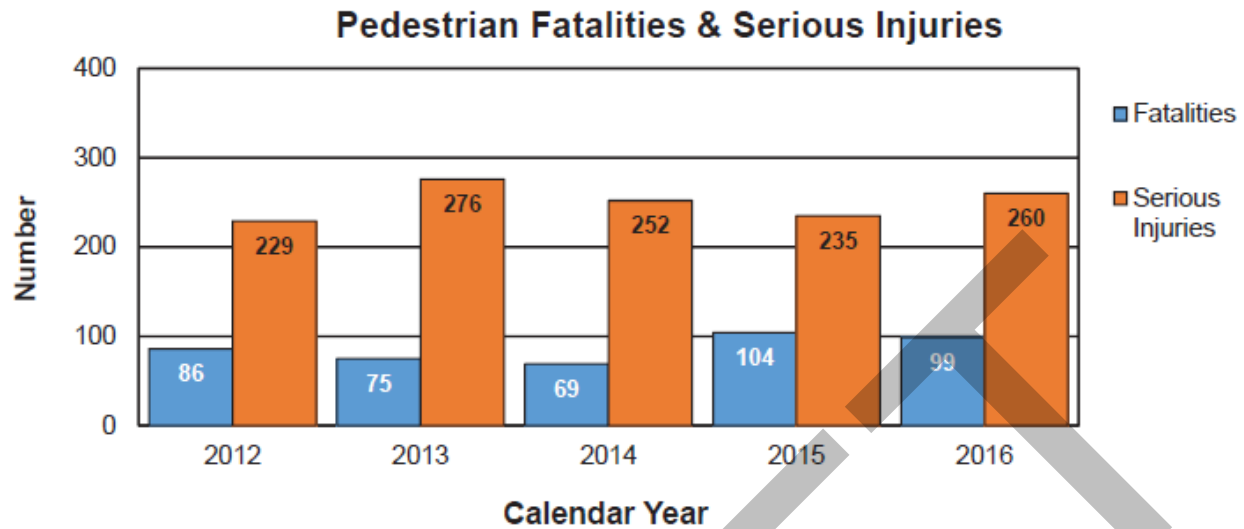
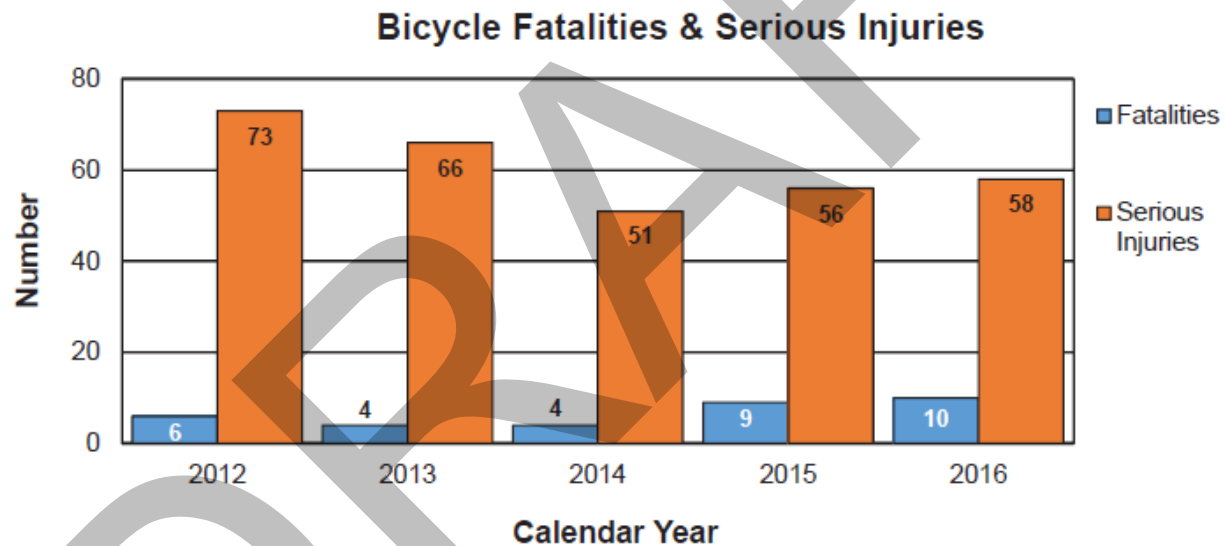


Figure A8-6: Number of Bicycle Fatalities and Serious Injuries by Calendar Year



OTO has agreed to plan and support MoDOT in the statewide targets. OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

**TAB 4**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.B.**

***Transportation Plan 2040* Amendment Number 9B – Greene County MTP Amendments**

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

**AGENDA DESCRIPTION:**

Greene County has requested two changes to the Major Thoroughfare Plan.

- Realignment of proposed Farm Road 94 to connect straight across to AB. This new alignment is in the city limits of Willard, who has concurred with the proposed amendment.
- Removal of proposed Farm Road 140 (Grand Street) between Orchard Crest and West Bypass. The construction of this connection is prevented by established single-family residential and terrain. This connection is partially in the city limits of Springfield, who has concurred with the proposed amendment.

Greene County will take these changes through their approval process based on the recommendation of the OTO Board of Directors. OTO approval will remain pending until formal concurrence by Greene County.

**PRIOR AMENDMENTS:**

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17<sup>th</sup>/19<sup>th</sup> Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

Amendment 5 to the LRTP was for the addition of \$215 million in revenue.

Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.

Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.

Amendment 8 to the LRTP was for the MTP change to realign Inman Road in Nixa.

Proposed Amendment 9A to the LRTP is to add the 60/125 interchange to the constrained list and to include Fast Act Performance Based Planning required updates.

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on July 18, 2018 the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 9B.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

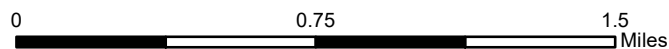
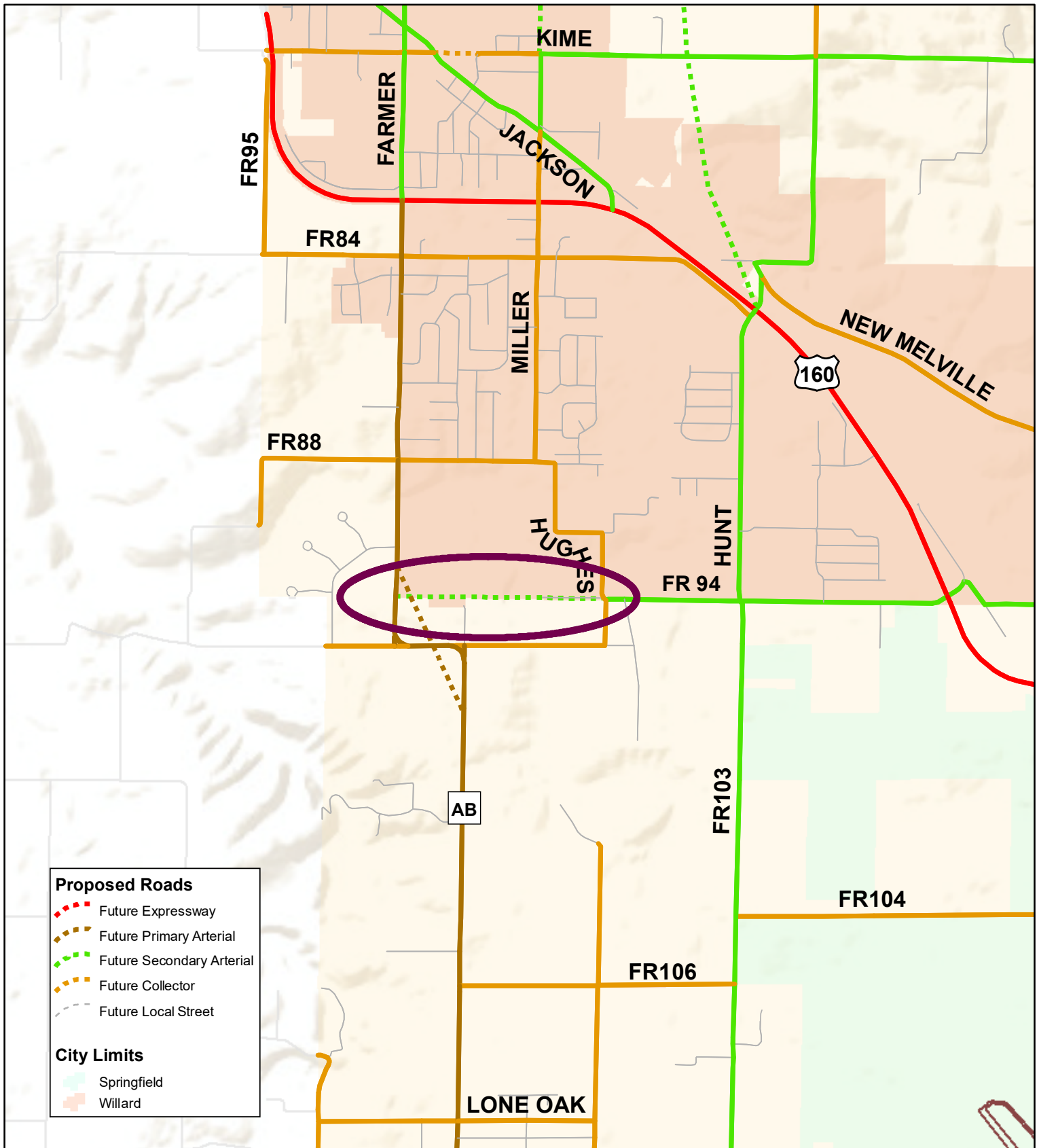
“Move to approve *Transportation Plan 2040* Amendment 9B, pending Greene County approval.”

OR

“Move to approve *Transportation Plan 2040* Amendment 9B with the following changes, pending Greene County approval...”

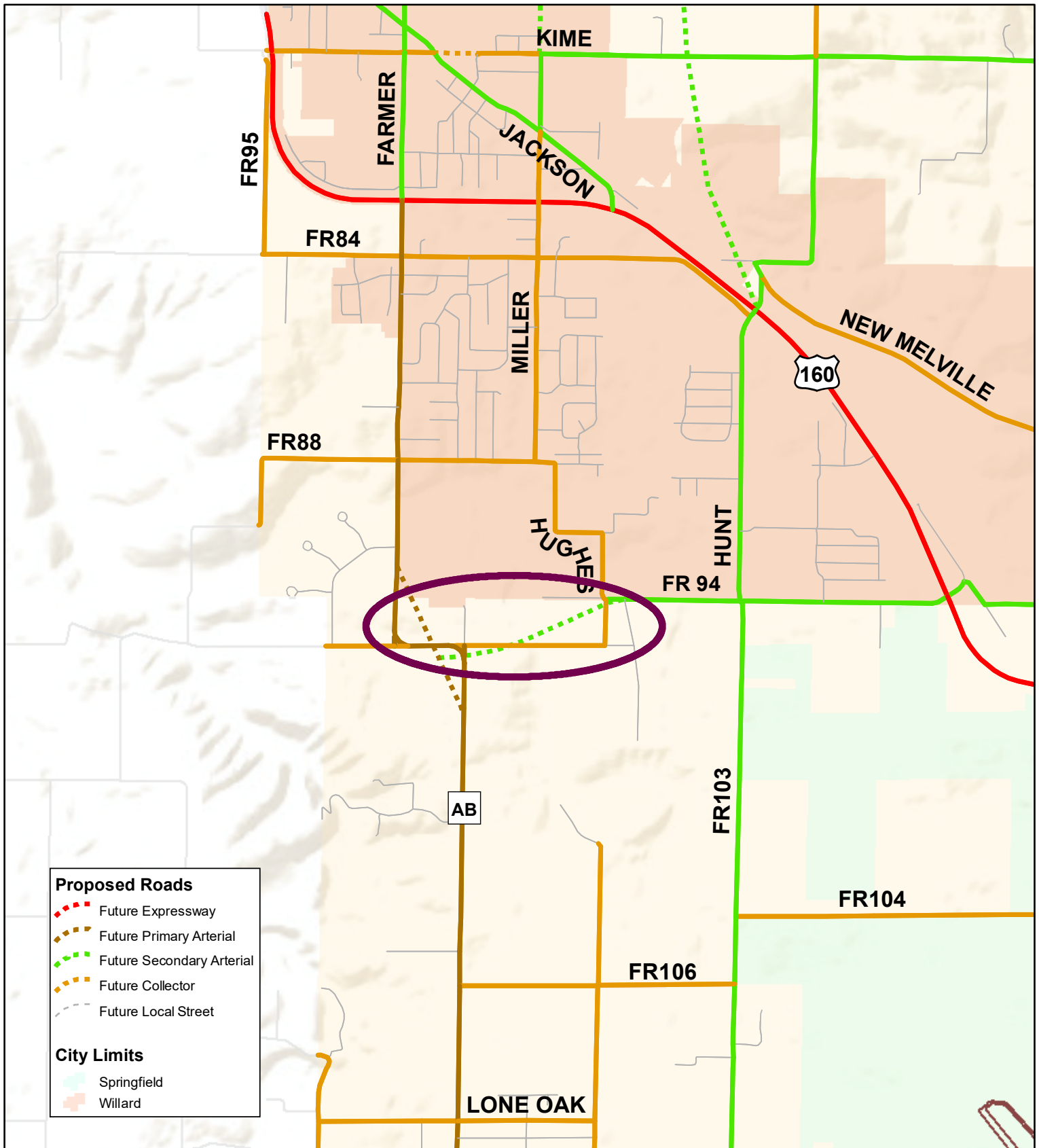
# Major Thoroughfare Plan

## Greene County FR 94 Future Corridor Alignment Amendment Proposed



# Major Thoroughfare Plan

## Greene County FR 94 Future Corridor Alignment Amendment Original



0 0.75 1.5 Miles







## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

### Amendment Request Major Thoroughfare Plan

#### Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to [info@ozarkstransportation.org](mailto:info@ozarkstransportation.org) or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

#### Application Information

Date: June 29, 2018

#### Contact Information

Name: Joel Keller  
Title: Transportation Planner  
Agency: Greene County Highway Dept.  
Street Address: 2064 N. Clifton Ave.  
  
City/State/Zip: Springfield, MO 65803  
Email: [jkeller@greencountymo.gov](mailto:jkeller@greencountymo.gov)  
Phone: (417) 829-6517  
Fax: (417) 868-4811

#### Roadway Data

Roadway Name: Farm Rd. 94  
Termini of Roadway  
    From: The intersection with Farm Rd 101  
    To: The intersection with State Highway AB  
Length (miles): .75

Number of Lanes: 2  
Lane Width: Existing 10', future 12'

## Amendment Requested and Justification

Current Classification:  
Secondary Arterial

Requested Change:  
Request realignment of future corridor.

Describe Process for Jurisdiction Approval?  
Requires Planning and Zoning Board approval.

Date of Approval by Jurisdiction  
Estimated date Sept. 2018

Please describe the history causing need for the amendment:

Greene County is requesting a change in the future alignment of Farm Rd. 94 west of the intersection with Farm Rd. 101. The current MTP shows an alignment that is dependent upon the future realignment of State Highway AB. Extending Farm Rd. 94 directly west of the Farm Rd. 101 intersection is a more easily defined corridor that is not dependent upon improvements being made on the state system and should facilitate the connection of Farm Rd. 94 to State Highway AB in a timelier manner.

What impacts would this amendment have on future ability to comply with the OTO MTP?  
No future impacts on the ability to comply with the OTO's MTP are foreseen.

Additional information you would like to include.

The majority of the south half of the right of way for the new alignment lies in Greene County and the northern portion within the City of Willard.

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information  
If you have questions or need help regarding this application, please contact us:

**Natasha L. Longpine, AICP**

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101  
Springfield, MO 65807



STATE

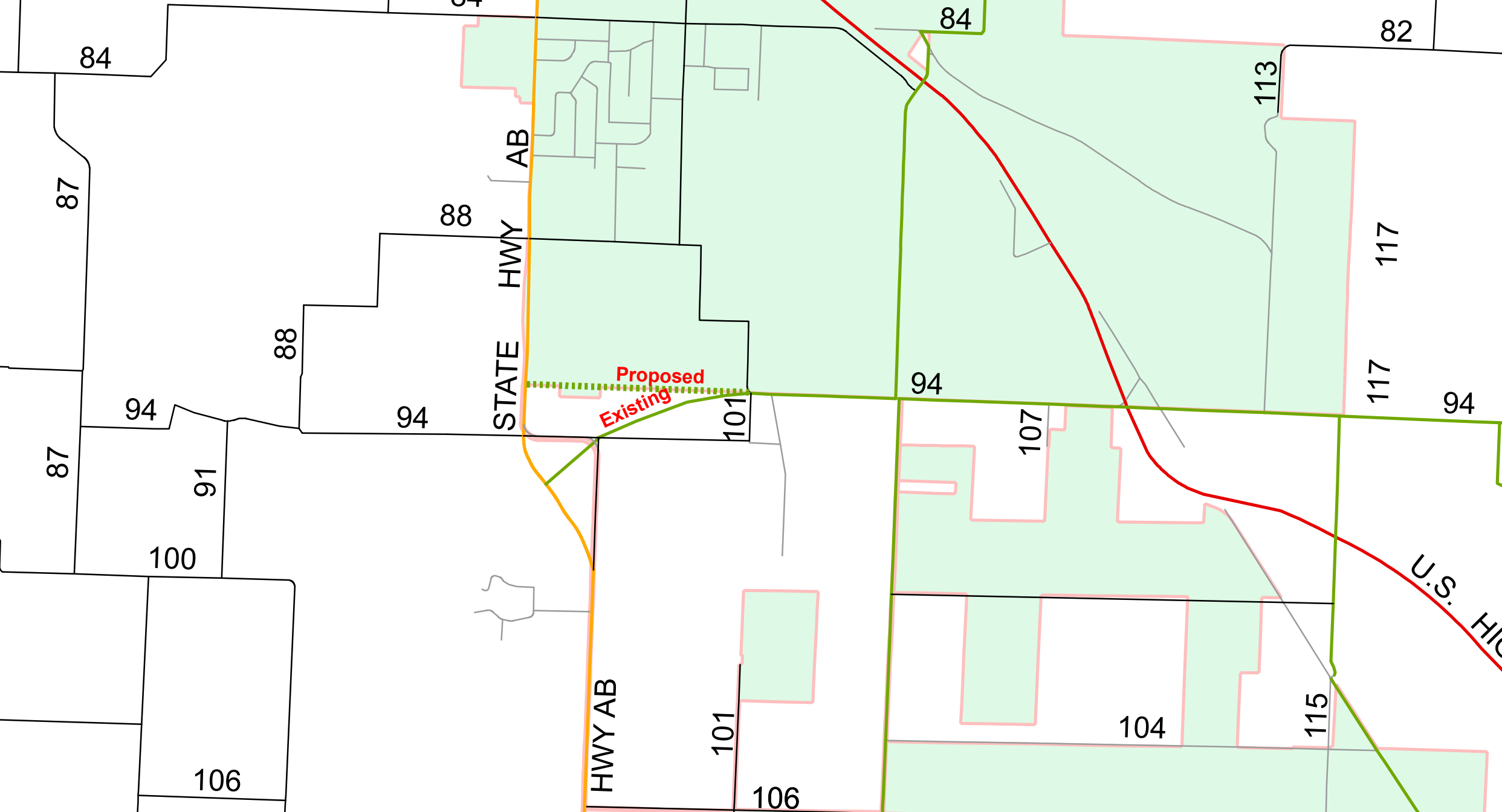
Existing

Proposed

101

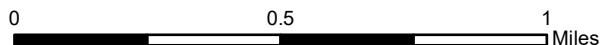
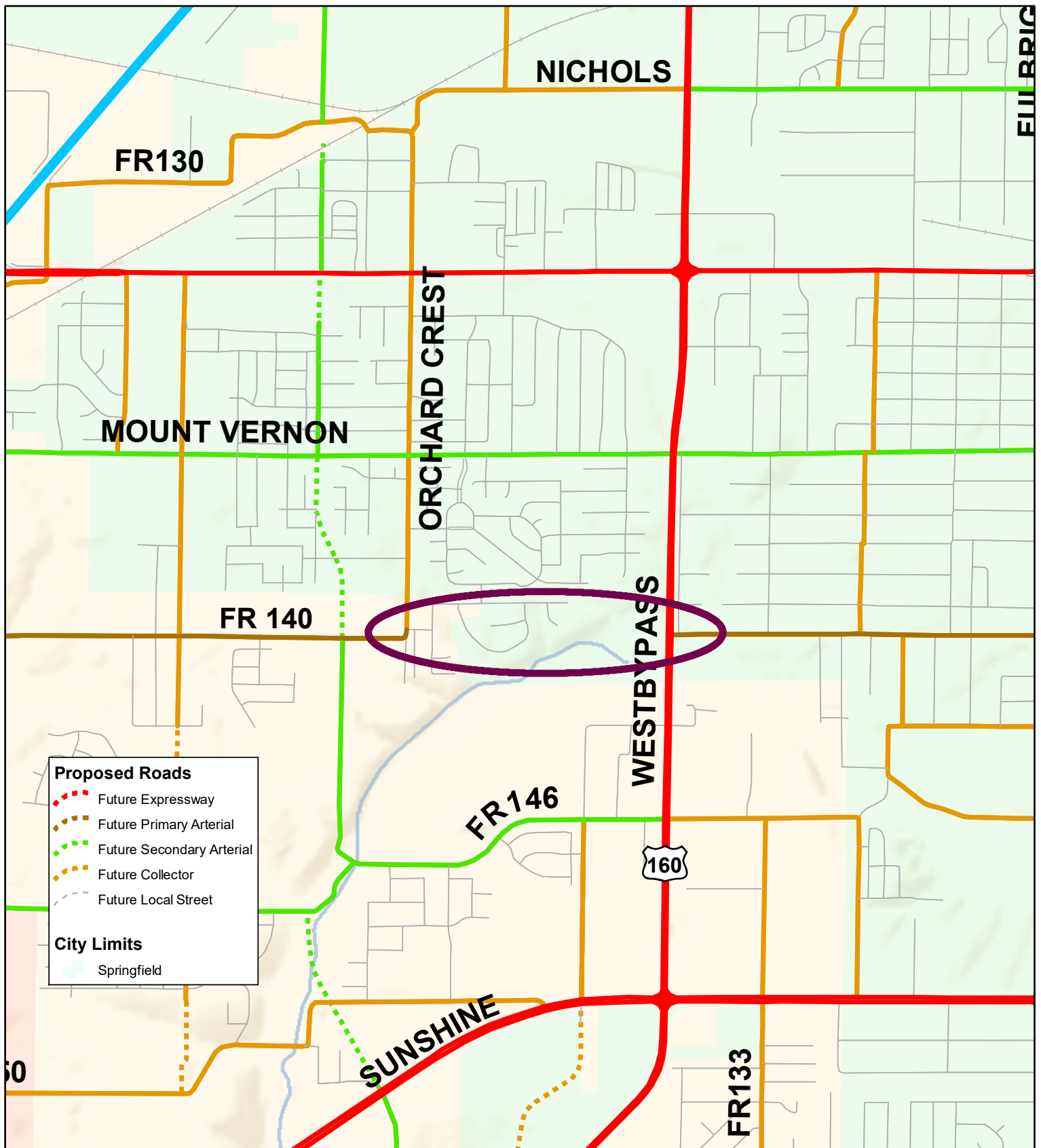






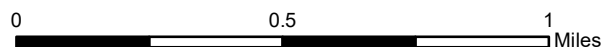
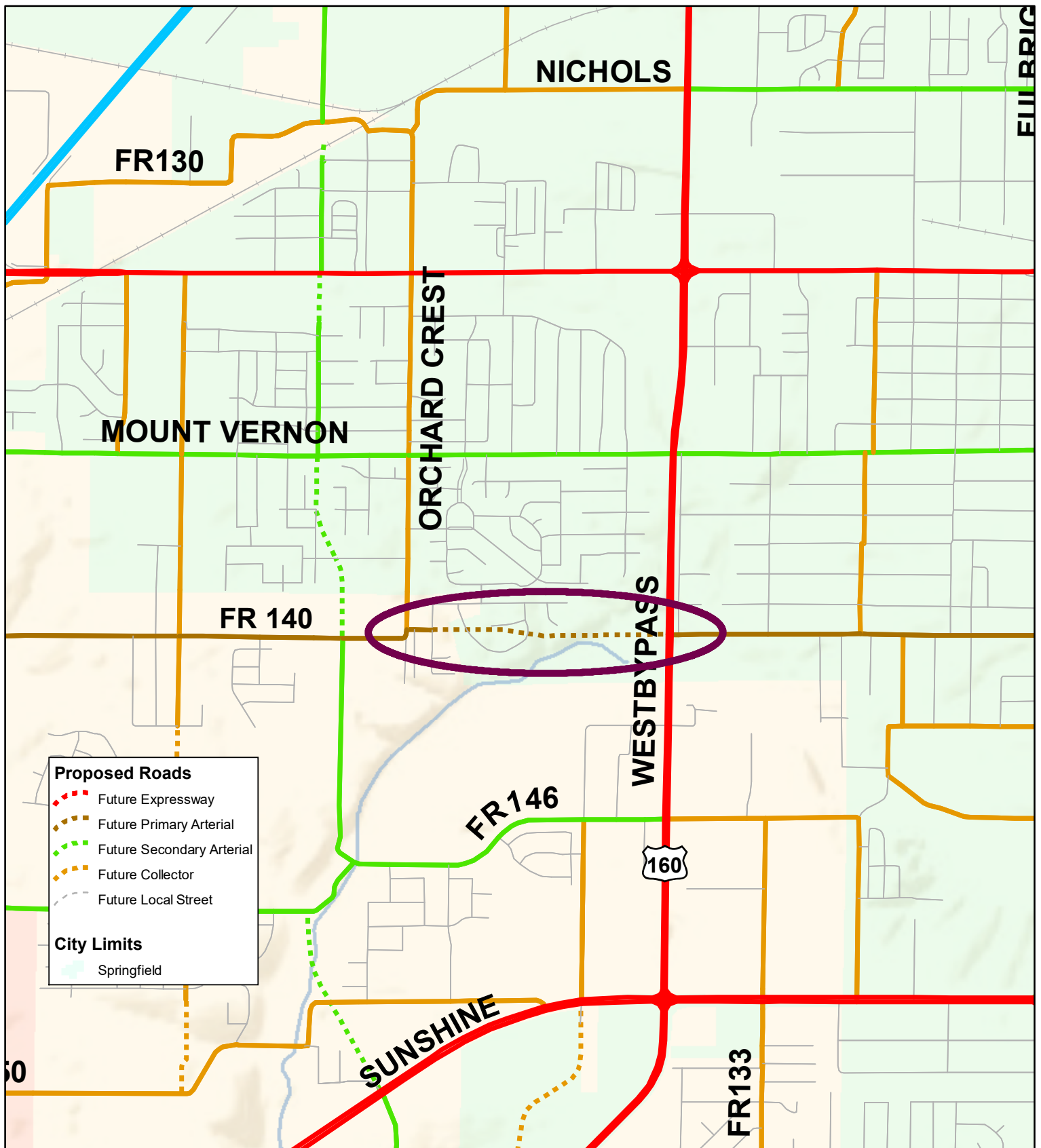
# Major Thoroughfare Plan

## Greene County FR 140 Future Corridor Alignment Amendment Proposed



# Major Thoroughfare Plan

## Greene County FR 140 Future Corridor Alignment Amendment Original





# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

## Amendment Request Major Thoroughfare Plan

### Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to [info@ozarkstransportation.org](mailto:info@ozarkstransportation.org) or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

### Application Information

Date: June 29, 2018

### Contact Information

Name: Joel Keller  
Title: Transportation Planner  
Agency: Greene County Highway Dept.  
Street Address: 2046 N. Clifton Ave.  
  
City/State/Zip: Springfield, MO 65803  
Email: [jkeller@greencountymo.org](mailto:jkeller@greencountymo.org)  
Phone: (417) 829-6517  
Fax: (417) 831-5216

### Roadway Data

Roadway Name: Farm Road 140 (Grand St.)  
Termini of Roadway  
From: East of S. Orchard Crest Ave.  
To: West Bypass, U.S. Highway 160  
Length (miles): .71



Number of Lanes: 3-5  
Lane Width: N/A

## Amendment Requested and Justification

Current Classification:  
Primary Arterial

Requested Change:  
Remove the proposed future extension of Farm Rd. 140 (Grand St.) east of Orchard Crest Ave. to West Bypass (U.S. 160).

Describe Process for Jurisdiction Approval?  
Requires Planning Board approval.

Date of Approval by Jurisdiction  
Estimated date September 2018

Please describe the history causing need for the amendment:  
The proposed future alignment of Farm Rd. 140 east of Orchard Crest extends through an established single-family neighborhood. Right of way dedicated as part of the Timbercreek Subdivision lies partially within the floodplain for Wilson Creek and is an area with significant elevation change. The area would not be a practical location for the road extension.

What impacts would this amendment have on future ability to comply with the OTO MTP?  
No future impacts on the ability to comply with the OTO's MTP are foreseen.

Additional information you would like to include.  
A portion of the corridor lying west of Jonathan Ave. is in the county. The vast majority of the corridor including that part east of Jonathan is within the City of Springfield,

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information  
If you have questions or need help regarding this application, please contact us:

**Natasha L. Longpine, AICP**

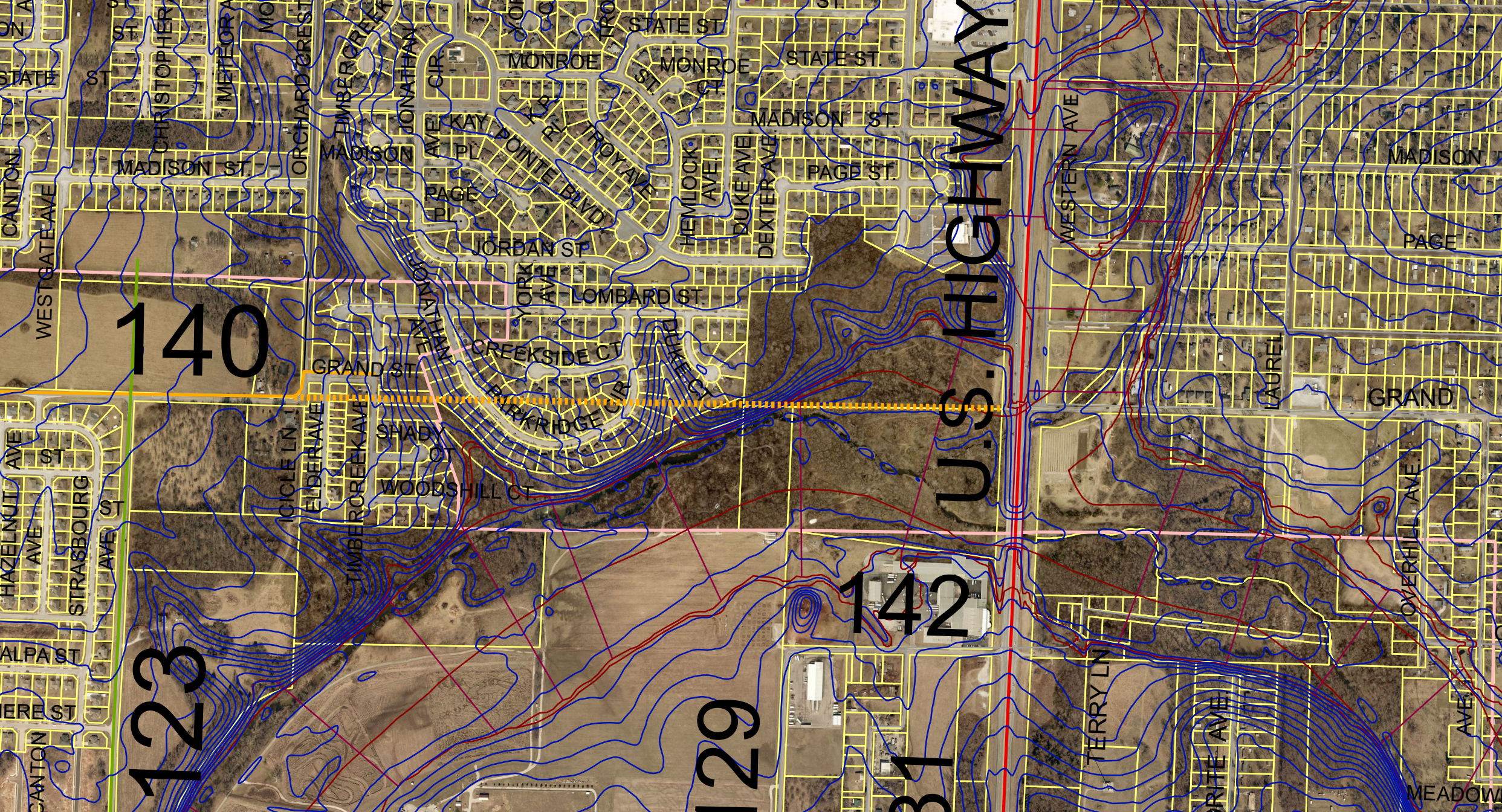
nlongpine@ozarkstransportation.org

417.865.3042 x103

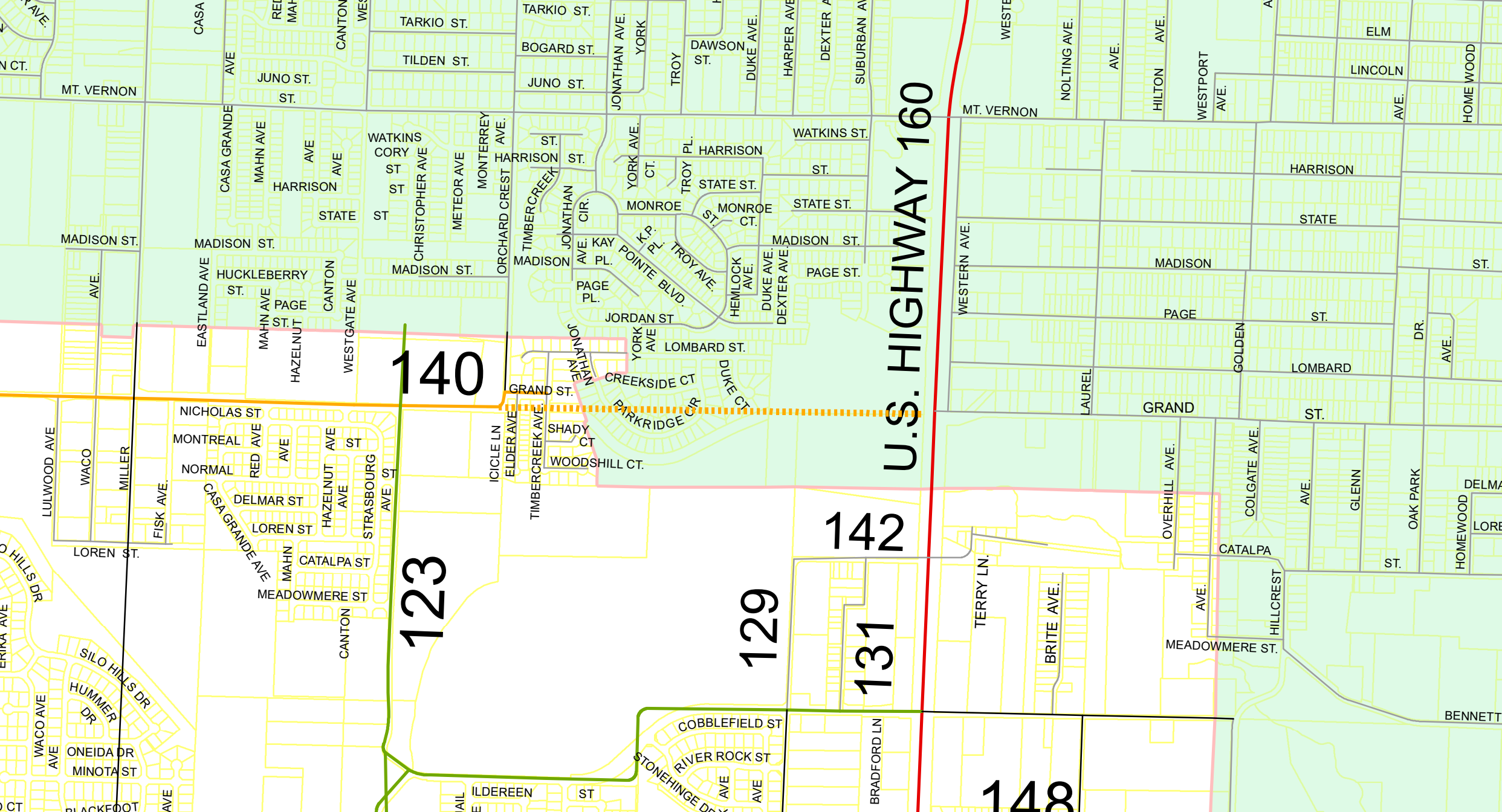
417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101  
Springfield, MO 65807









140

123

129

142

131

148

U.S. HIGHWAY 160

**TAB 5**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.C.**

**Federal Functional Classification Map Change Request**

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

**AGENDA DESCRIPTION:**

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

***The following information is a summary of the submitted application materials:***

The City of Nixa has requested the following change to the federal functional classification system. The application is included.

- 1) **Truman Blvd**, from MO 14 to Norton, with new alignments; **Norton**, from Truman Blvd. to Rosedale  
**Current Functional Classification** – Local  
**Requested Functional Classification** – Major Collector  
**Major Thoroughfare Plan** – Collector  
**Reasoning** – Norton Rd. is currently used by Nixa residents from four different subdivisions and many County residents. Current traffic counts indicate an ADT of 1,096 vehicles traveling a section of Norton Rd. that is narrower than twenty feet in places. This connection would also alleviate traffic congestion at the intersection of South St and Hwy 160. The reclassification to Major Collector would also coincide with the proposed Major Thoroughfare Plan aiding in the future connectivity of Inman Rd.

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on July 18, 2018, the Technical Planning Committee recommended that the Board of Directors approve the Functional Classification Map Change.

**BOARD OF DIRECTORS ACTION REQUESTED:**

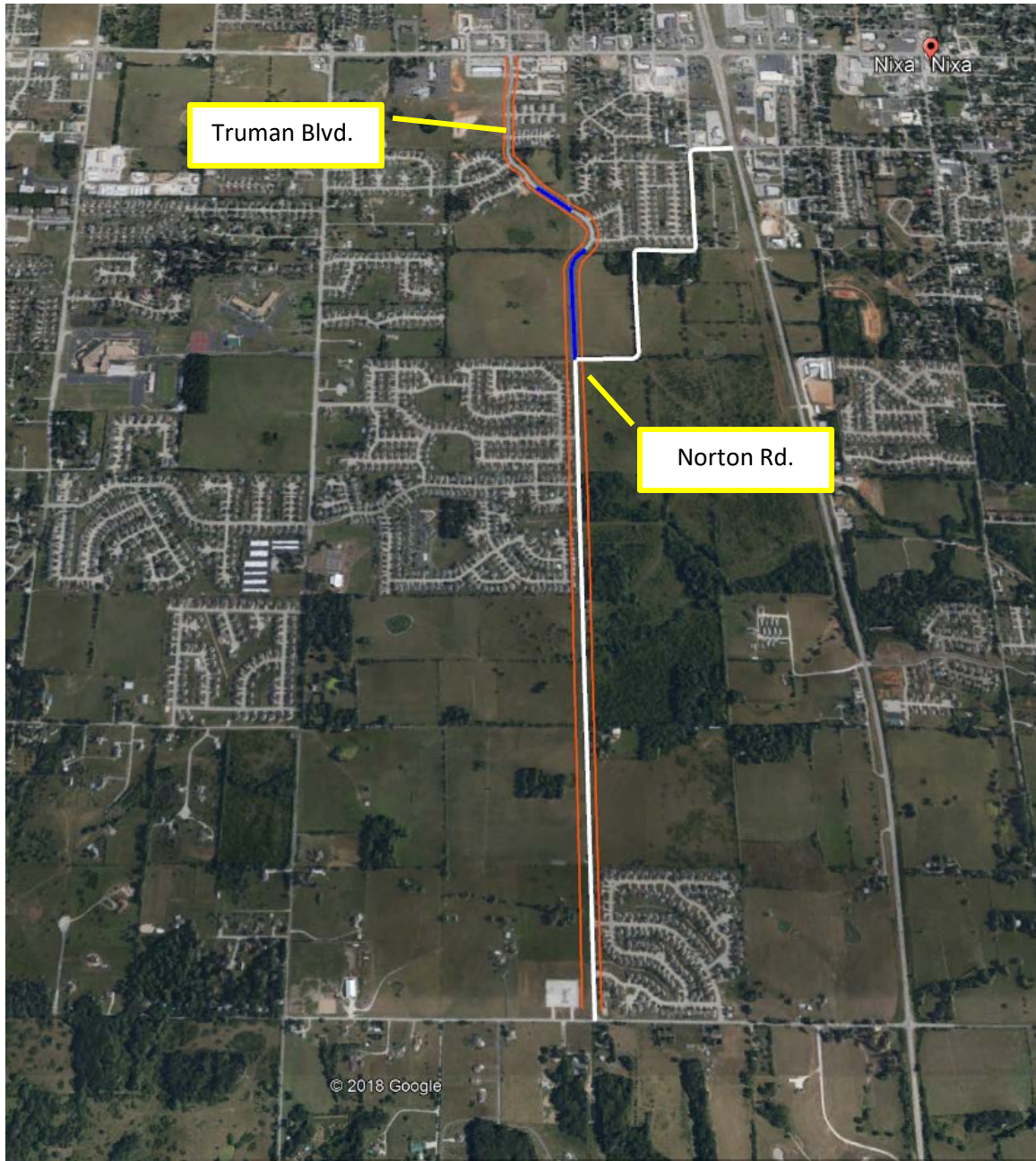
That a member of the Board of Directors makes one of the following motions:

“Move to approve the Functional Classification Map Change.”

OR

“Move to approve the Functional Classification Map Change with the following changes...”

## Truman / Norton Functional Classification Change



Corridor being Considered



New Segments of Truman Blvd.





## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Application Federal Functional Classification Change

#### Instructions

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Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org) or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org).

#### Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

#### Application Information

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Date: 6 - 15 - 2018

#### Contact Information

---

Name: Jeff Roussell  
Title: Street Superintendent  
Agency: City of Nixa  
Street Address: PO Box 395, 1111 Kathryn  
  
City/State/Zip: Nixa Missouri 65714  
Email: jroussell@nixa.com  
Phone: (417) 725-2353  
Fax: (417) 725-2480



## Roadway Data

Roadway Name:	Truman Blvd / Norton Rd
Termini of Roadway	
From:	Hwy 14 / Truman Blvd
To:	Norton / Rosedale
Length (miles):	0.63 miles / 1.52 miles
Number of Lanes:	Two / Two
Lane Width:	16 Feet / 11 feet
Traffic Volume (AADT):	-- / 1096

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

[Click [here](#) and type explanation]

### Truman

- Future Rd: The extension of Truman Blvd. to Norton Rd would eliminate a narrow and dangerous section of Norton Rd.
- A large portion of this proposed roadway (.75miles) will soon be under construction, June or July of 2018, as part of the development of Meadowbrook and Oakhurst subdivisions.
- The City of Nixa and C.J.W. Engineering have designed plans for this needed connection of Truman Blvd to Norton Rd.

### Norton

- Existing Road

## Classification Change

Type of Area:	Residential / Commercial
Current Classification:	Local
Requested Classification:	Major Collector

## Justification

Explain why the roadway classification should be revised.

Norton Rd. is currently used by Nixa residents from four different subdivisions and many County residents. Current traffic counts indicate an ADT of 1,096 vehicles traveling a section of Norton Rd. that is narrower than twenty feet in places. This connection would also alleviate traffic congestion at the intersection of South St and Hwy 160. The reclassification to Major Collector would also coincide with the proposed Major Thoroughfare Plan aiding in the future connectivity of Inman Rd.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Meadowbrook sub-division has been approved by Nixa Planning and Development and is scheduled for construction in the summer of 2018. This new development will add an additional 185 buildable lots. Oakhurst subdivision is also preliminary plated and will have 122 lots that will be zoned multi-family, residential and residential/commercial. Nixa has also recently adopted an amendment to the comprehensive plan that master planned this section of the City. In that plan, multiple future commercial sites were identified along with multifamily and single family development sites that will impact the corridor. The development patterns, both existing and future, will utilize this corridor as a major North / South connection to Hwy 14.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes; This proposed connection would tie into State Hwy 14 where many businesses, restaurants, Nixa City Hall and the Nixa Police Department are located.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Both; Current and future development will add to an already under classified and over utilized roadway.

Additional information you would like to include.

[Click **here** and type additional information]

**TAB 6**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.D.**

**Nixa Trail Study Addendum  
Regional Bicycle and Pedestrian Trail Investment Study**

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

**AGENDA DESCRIPTION:**

The Nixa Addendum to the Regional Bicycle and Pedestrian Trail Investment Study has been completed by Alta Planning and Design, Inc. The 76 miles of trail included in the Regional Investment Study did not include any connections to the City of Nixa. There are no well-established corridor concepts in this part of Christian County. This was recognized as a critical shortcoming and a solution was built into the original contract. An on-call provision allowed OTO to negotiate on-call services for a period of five years, so that OTO could use Alta to address trail needs around Nixa.

Nixa was ready in January 2018. The City of Nixa received a donation of park land on Christian County Rte. AA, bordering the James River. Community leaders have a strong desire to see this land connected to the developed portions of Nixa. A contract was signed in February 2018 to have Alta propose two or three trail connections that would integrate Nixa into the trail system evaluated in the Regional Investment Study.

A total of 12.03 miles of regional trails were proposed in the Nixa Addendum. The *Eoff Trail* connects Rotary Park in central Nixa to the new park land and north across the James River to the future E/W Arterial. The *NE Chadwick Flyer Connector* connects the Eoff Trail, at Tracker Road, to the proposed *South Chadwick Flyer* trail along Rte. CC, west of Fremont. Finally, the *Finley River Connector Trail* connects the X Center and McCauley Park to the Finley River, south of Cheyenne. These trails provide connections to Ozark, southwest Springfield along the Kansas Extension, and southeast Springfield along the Galloway Creek trail.

Additionally, Alta outlined approximately 72 miles of local trails, sidepaths, and on-street connections. These facilities were included in the addendum to provide context and reasoning as to why Alta settled on the final three alignments. During the development of the Regional Investment Study, Alta was able to work with established corridors and bike/ped concepts in several communities. This wasn't the case in Nixa.

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on July 18, 2018, the Technical Planning Committee recommended that the Board of Directors approve the *Nixa Addendum* to the *Regional Bicycle and Pedestrian Trail Investment Study*.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

"Move to approve of the *Nixa Addendum* to the *Regional Bicycle and Pedestrian Trail Investment Study*."

OR

"Move to approve the *Nixa Addendum* to the *Regional Bicycle and Pedestrian Trail Investment Study* with the following changes..."





# Ozarks Transportation Organization Bicycle & Pedestrian Trail Investment Study



**Nixa Area Addendum**

**June 2018**



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# ACKNOWLEDGEMENTS

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# CHAPTER ONE: INTRODUCTION

## Background and Purpose

Located six miles south of the Springfield and 30 miles north of the Branson, the City of Nixa offers a balance of small-town sense of community with access to big-town services and attractions. As one of the fastest growing communities in Missouri, the City of Nixa prides itself on its pro-active comprehensive and strategic planning efforts, which have resulted in responsible, quality growth and development. Nixa continues to deliver high-quality public services to the community’s growing population, which increased by more than 68 percent in the last two decades (from 12,201 in 2000 to an estimated 20,520 in 2016). Excellent public schools, police and fire services, community facilities, commercial services, and employment opportunities reinforce Nixa’s reputation as a great place to live, work, and play.

In recent comprehensive and strategic planning efforts, the City has recognized the importance of and need for trails, sidewalks, and bicycle facilities to increase community connectivity, expand recreational opportunities, and support active transportation and recreation. While these planning efforts have resulted in the identification of an on-street bicycle network and locations for new sidewalks, they lack the elements that will connect to and expand on the priority trail network established by the Ozarks Transportation Organization..

In Fall 2017, the Ozarks Transportation Organization, the federally-designated regional transportation planning organization for the Springfield Metropolitan Area, completed the Bicycle & Pedestrian Trail Investment Study. The

study analyzed and refined 75 miles of regionally significant trail alignments, developed cost estimates to assist local agencies with programming and project development, and created a sample prioritization process to assign value to trail corridors and assist the OTO in allocating federal funding to trail projects throughout the region. While a number of planned priority trail corridors examined in the Trail Investment Study extended south of the James River and into Christian County, there were no planned priority trails providing a direct connection to the City of Nixa. To address this deficiency in the priority trail network, the OTO, in partnership with the City of Nixa, has commissioned this study to identify trail opportunities connecting the City of Nixa to the regional trail network. This Nixa Area Trails Study will serve as an addendum to the regional Trail Investment Study.



*Bicycling and walking are popular activities in Nixa, but the lack of trails, sidewalks and bikeways limit opportunities.*



## Plan Outline

The plan document consists of seven chapters, outlined below.

### Introduction

The Introduction Chapter describes the context and purpose of the Nixa Area Trails Study, its relationship to the 2017 Trail Investment Study, and the contents of the document.

### Existing Conditions

The Existing Conditions Chapter examines completed plans and studies and documents current conditions for walking and bicycling in order to identify opportunities and challenges to future trail development. Understanding these conditions is critical to the development of practical, implementable recommendations for future trail development.

### Public Engagement

Public participation and input is critical to the planning process. The Public Engagement Chapter documents the outreach activities and input received from community members during the course of the project.

### Vision and Goals

The Vision and Goals are based on those of the regional Trail Investment Study and reflect the community's ambitions, values, and needs with respect to trails and active transportation. The Vision and Goals provide the foundation for the plan's recommendations.

### Regional Trail Alignment Development

Regional trails will connect the City of Nixa to surrounding amenities, destinations, and future trails and greenways. This chapter of the plan analyzes potential trail corridors and identifies preferred trail alignments for key regional trails.

### Recommendations

The Recommendations Chapter identifies key regional trail corridors to connect the City of Nixa to the regional trail network and to surrounding communities and destinations. The chapter will also include general recommendations for the City of Nixa to link local destinations to regional trail facilities and to support walking and bicycling activity.

### Prioritization

Using the sample prioritization methodology developed for the Trail Investment Study, the Prioritization Chapter of the Nixa Area Trails Study analyzes the value of the recommended Nixa Area regional trails. The results of this prioritization may be used in coordination with the 75 miles of previously studied regional trails. This will integrate the Nixa Area regional trails into the sample prioritization model and draft prioritization results.



*Trails, greenways, and on-street connections recommended in this study will build on the City's network of existing sidewalks, trails and bikeways to make walking and bicycling safe, convenient, and enjoyable ways to travel throughout Nixa. (Bottom picture, courtesy of Shannon Cochran)*

# CHAPTER TWO: EXISTING CONDITIONS

## Introduction

Sidewalks, bicycle lanes, and short trails form the foundation of Nixa’s active transportation environment. These walking and bicycling facilities reflect the City’s growing interest in supporting walking and bicycling as safe, convenient, and enjoyable ways to travel around the community for both transportation and recreation. However, the lack of longer linear trails and greenways, both within the City of Nixa, and connecting Nixa to adjacent communities, limits bicycling and walking for transportation and recreation. The Existing Conditions Chapter of this plan reviews completed plans and studies pertaining to active transportation and trail development and documents the current state of the environment of bicycling and walking. The focus of this existing conditions examination will be to identify opportunities and challenges to future trail development, particularly regionally-significant trails that connect the City of Nixa to surrounding communities, destinations, and regional amenities.

## Local and Regional Planning Context

The Nixa Trails Plan is not the first planning study to address the subject of bicycle and pedestrian facility development in Nixa. Both the City of Nixa and the Ozarks Transportation Organization (OTO), the metropolitan planning organization (MPO) for the Springfield Metropolitan Planning Area, have completed long-range planning studies that incorporate recommendations for bicycle and pedestrian facilities, including sidewalks, trails, and on-street bikeways. These plans and studies are summarized below to identify key information, themes, and recommendations that may impact this planning effort.

### Local Plans

Through its local planning efforts, the City of Nixa has established the importance of trails and greenways as a valued component of a diverse program of recreational offerings to Nixa residents and visitors. Adopted plans highlight trails, sidewalks, and on-street bikeways as desirable amenities.

While these adopted plans do not identify specific locations for future trail development, the City has begun to look at specific corridors for future trails and sidewalks.

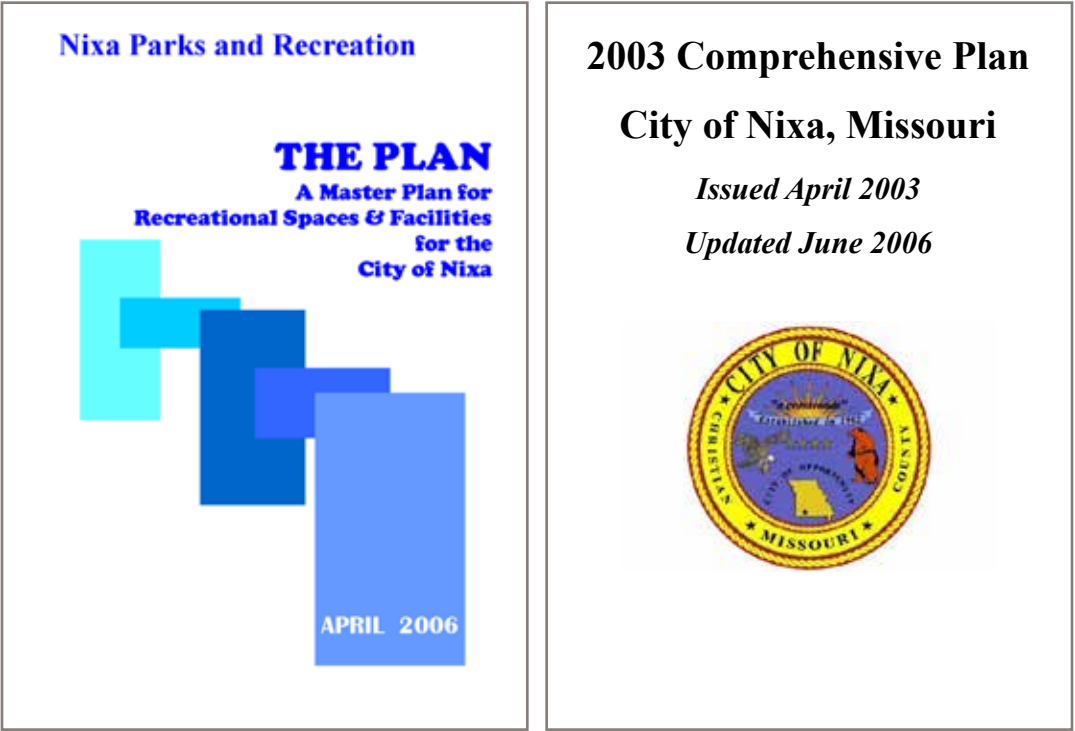
### City of Nixa Comprehensive Plan (2006)

Completed in 2006, the City of Nixa Comprehensive Plan guides the City’s growth, development, and provision of infrastructure and services. The plan chapters represent key service areas and include specific goals, objectives, and activities. Multiple service areas and corresponding goals point to the importance of walking and bicycling infrastructure to serve both recreation and transportation needs. While the plan clearly states that vehicular traffic is the dominant mode of transportation within the community, it acknowledges that pedestrian and bicycle infrastructure can and should be incorporated into the transportation system where possible.

Trails that support walking and bicycling are a critical component of the comprehensive plan and support the City’s goal of providing diverse recreational and cultural opportunities in harmony with preserving and improving the natural setting, resources, and habitat. One of the objectives to achieve this goal is the provision of passive recreational opportunities geared towards walking and bicycling. This includes not only completing trail projects already in development, but also working with Ozarks Greenways and other regional organizations to plan and develop a regional trail system.

### City of Nixa Parks and Recreation Master Plan (2006)

The City of Nixa’s Parks and Recreation Master Plan, formally titled The Plan: A Master Plan for Recreational Spaces & Facilities for the City of Nixa, presents a comprehensive strategy for increasing high quality parks facilities, delivering complete and comprehensive leisure services and programs, and providing non-motorized transportation amenities. The plan’s fifth of five goals focuses specifically on bicycling and walking: Provide a comprehensive sidewalk and bikeway



The City’s Comprehensive Plan and Parks & Recreation Master Plan support trail development.

system to provide residents with safe and convenient access to parks, schools’ play space, and other leisure endeavors and allow ample alternative transportation opportunities.

The bicycle and pedestrian element of the Parks and Recreation Master Plan was drafted by the Ozarks Transportation Organization. The recommended facilities consist primarily of new sidewalks and on-street bikeways that focus on connections to key community destinations like parks and schools. While the plan highlights the importance of preserving greenways for future development of trails, the plan does not identify specific corridors for future trails.



Regional Plans

Regional plans completed by the OTO establish a framework for investment in transportation infrastructure that includes bicycle and pedestrian facilities as an integral component of a balanced transportation system. The Plans summarized below highlight efforts to set a course for regional trail network development.

Long-Range Transportation Plan (2017)

In 2017, the Ozarks Transportation Organization, the regional metropolitan planning organization, completed its Long-Range Transportation Plan (LRTP), which will guide federally-funded infrastructure development for the Springfield Metropolitan Area. During the planning process, citizens from across the region voiced their interest in allocating funds to the development of trails and on-street bikeways. When asked how they would allocate \$100 dollars to transportation, participants allocated the second largest amount of funding to bicycle lanes and trails, behind only new highway construction.



While the LRTP identifies future trails and on-street bike-ways, most of these projects were initially identified at the local level, reflecting previous municipal planning efforts for bicycle and pedestrian facilities. Because the City of Nixa has not previously undertaken planning efforts to identify and prioritize greenways or trails within the community, there are no future trail projects in Nixa included in the LRTP. There are, however, numerous planned trails surrounding Nixa, many of which lead directly to the edge of the City. These include the Finley Creek Greenway, multiple short trail segments connecting the Finley Creek Greenway to the City of Nixa, the OTC Richwood Valley Campus Trail, Wilson’s Creek Greenway, the James River Greenway, and the Chadwick Flyer Rail Trail. These planned trail facilities can be seen in Map 1. Some of these trails can be extended into the City of Nixa to increase Nixa’s access to the regional trail network. For other trails, like the James River Greenway and the Chadwick Flyer Rail Trail, new trail facilities must be developed to connect Nixa to these regional trail facilities.

In addition to trails and greenways, the Long Range Transportation Plan also identifies priority sidewalk corridors within Nixa and connecting Nixa to adjacent municipalities. These sidewalk corridors are listed in Table 1.

Where feasible and desirable, the installation of sidepaths along these priority sidewalk corridors can be considered as an alternative to sidewalks. Sidepaths can support both pedestrian and bicycle transportation, and their typical level of comfort supports a wide range of bicyclists, from children to seniors. In effect, sidepaths can function as an extension of the trail network, connecting residents to destinations not served by trails and greenways within independent rights-of-way.



Table 1: LRTP Nixa Area Priority Sidewalk Corridors

Trail Corridor	From	To
Highway CC	Highway 13	City of Ozark
Highway 14	Western City Limits	City of Ozark
Main Street	South Street	Highway 13
Tracker Road	Nicholas Road	Cheyenne Road
McCauley Farm Road	Main Street	Cheyenne Road
Northview Road	Gregg Road	Main Street
Ellen Street	Highway 14	Northview Road
Gregg Road	Highway 14	Northview Road
South Street	West Street	Main Street

Trail Investment Study (2017)

Also completed in 2017, the OTO’s Trail Investment Study examined 75 miles of planned trails identified as regional priorities for federal funding. The study analyzed existing conditions along the planned priority trails, refined original conceptual alignments based on land use, topographic, environmental, and other critical factors. The study also included a sample prioritization methodology and draft prioritization results to assign value to each trail corridor and to assist the OTO in allocating federal funding to these projects through its competitive Transportation Alternatives Program (TAP). A vision for the region’s trail system, along with a series of supporting goals, provided the framework for alignment development and subsequent corridor prioritization.

Of the 75 miles of planned priority trails included in the study, none connect to the City of Nixa, and only three trails are located within or cross into Christian County. This gap in the regional priority trail network was duly noted during the process, and the interest in greenway connections from Nixa to the regional greenway network, as well as to Ozark, were identified as an addition to the investment study process. This Nixa Area Addendum to the Trail Investment Study will support the “downtown-to-downtown” focus of the regional priority trail network and integrate the City of Nixa into future decisions in regional trail investments.

*Through its Long Range Transportation Plan, Bicycle & Pedestrian Trail Investment Study, and other efforts, the OTO has been at the forefront of strategic discussions, planning, and funding for trail network development at the regional level.*

## Existing Trail Facilities

Sidewalks, signed bicycle routes, dedicated bicycle lanes, and shared-use paths (known commonly as trails or multi-purpose trails) comprise the City of Nixa’s facilities for walking and bicycling. The existing inventory of walking and bicycling facilities in Nixa is generally oriented to local travel, with the majority of sidewalks and trails located within park properties, school sites, and residential subdivisions. In recent years, the City of Nixa has integrated sidewalks and bicycle lanes into capital improvement projects along collector and arterial roads, which is a clear sign of the City’s intention to increase connectivity and safety for walking and bicycling. Each type of walking and bicycle facility is inventoried and described in greater detail below and shown in Map 1 on the following page.

## Regional Trails

Regional trails provide a paved surface bicycling, walking, and other non-motorized uses and connect communities within the region. While there are no regional trails in Nixa, there are existing and planned regional trails within close proximity, as previously mentioned. As planned regional trails like the James River Greenway, the Finley Creek Greenway, and the Chadwick Flyer Rail Trail are developed, it will be important for the City of Nixa to provide residents and visitors with access to these valuable recreation and active transportation resources.

## Linear Trails

Linear trail facilities provide a path for walking and bicycling between two or more community destinations. Linear trails are often located along riparian corridors like rivers and streams, along utility corridors, and even adjacent to roadways. Linear trails are different than sidewalks because they are intentionally designed to accommodate walking, bicycling, and other forms of non-motorized transportation. There are currently no linear trail facilities in the City of Nixa.

## Local Trail Segments

The City of Nixa has a number of short trails that serve as recreational amenities within local parks, on school campuses, and in subdivision common ground and open space. While some of these trails, such as the McCauley Park Trail and the Century Elementary School Trail meet design standards for shared-use paths, most are between five and eight

feet wide and intended primarily for walking and jogging. These narrower trails include the Mercy Walking Trail, the Copper Leaf Community Trail, and the Parkmore Heights walking trail.

## On-Street Bikeways

In recent years, Nixa has installed a number of bicycle lanes to support active transportation. Dedicated bicycle lanes provide a separate space on the roadway for exclusive use by bicyclists through striping, markings, and signage. Bicycle lanes are located on Butterfield Drive, Main Street, Tracker Road, and Old Castle Road. In total, there are 2.47 miles of bicycle lanes in Nixa. The lack of connectivity between these bike lanes, as well as the lack of other bicycle facilities like signed bicycle routes and shared-use paths, limits their effectiveness to support bicycle transportation. These bike lanes do, however, serve an important function in building awareness for bicycle facilities and the presence of bicyclists on streets throughout the City. In addition, the bike lanes will form the foundation of Nixa’s bicycle network, which will continue to grow as Nixa’s roadway system is updated to meet its growing population and their desire for more trails and bikeways.



## Sidewalks

There are more than 45 miles of existing sidewalks in the City of Nixa. While these sidewalks do provide access to many of the City’s schools and parks, the lack of connectivity between sidewalks diminishes their utility and limits the potential of walking to serve as a viable transportation choice for community residents. Most of the City’s existing sidewalks are clustered in recently-developed residential subdivisions, including The Columns at Century Park, The Springs, Park Hill Place, Carriage Crossing, Cobble Creek, Walnut Creek, Jacks Place, Dogwood Estates, Woodfield, Rolling Hills, and Forest South. There are some segments of sidewalk along collector and arterial roadways, such as Aldersgate Drive, Gregg Road, Nicholas Road, Old Castle Road, Main Street, and North Street; however, few of these sidewalk segments connect to one another. The two major highways that bisect the City of Nixa, Highway 14 and US Highway 160, divide the community into quadrants and serve as barriers to walking and bicycling. There is a lack of sidewalks and safe crossings along and across both of these corridors.



Recent additions of bicycle lanes and pedestrian crossings with active warning beacons highlight the City’s commitment to walking and bicycling.



## EXISTING TRAILS, SIDEWALKS, AND BIKEWAYS

NIXA AREA TRAILS STUDY:  
AN ADDENDUM TO THE  
OTO TRAIL INVESTMENT  
STUDY

### EXISTING FACILITIES

- Sidewalk
- Park/School Trail
- Bike Lane
- Bike Route
- Share the Road
- Shared Lane

### PREVIOUSLY PLANNED FACILITIES

- - Planned Regional Trail
- - Planned On-Street Bikeway

### DESTINATIONS AND BOUNDARIES

- Parks and Open Space
- Schools (K-12)
- Colleges and Universities
- Commercially-Zoned Parcels
- City of Nixa
- Other Municipalities

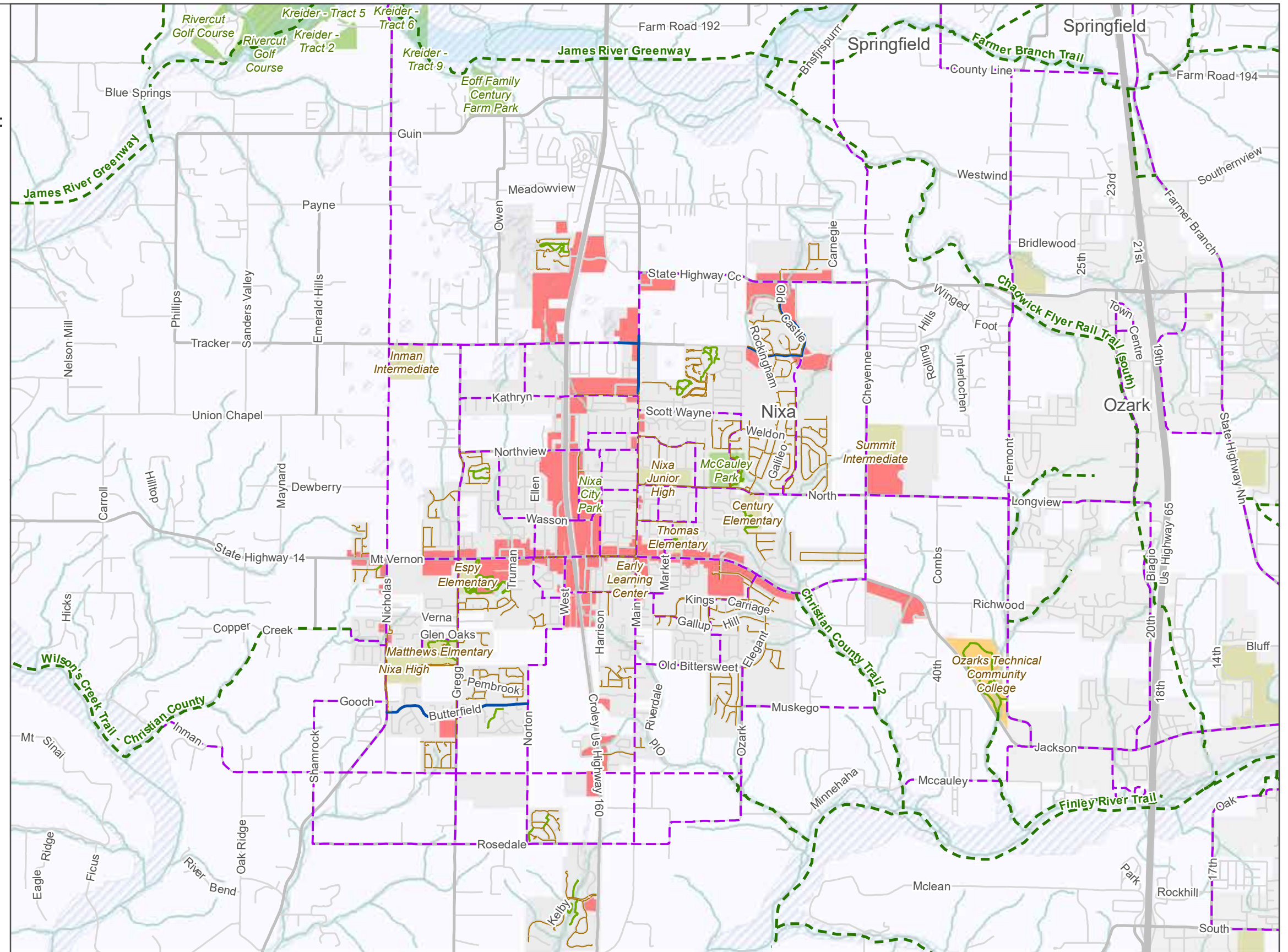
### HYDROLOGY

- Rivers and Streams
- Floodway
- Floodplain (100 YR)

0 0.5 1 MILES



Data provided by the Ozarks  
Transportation Organization,  
City of Nixa.  
Map produced March 2018.



Map 1: Existing Trails, Sidewalks, and Bikeways



# Land Development and Infrastructure

Nixa’s rapid growth from a small town with rural roots and character to a largely residential suburban community with strong ties to both Springfield and Branson can be seen in the changes in land use and transportation patterns that radiate from the city’s center.

## Land Use

While generally residential in nature, the City’s land use and development patterns highlight the diversity of amenities, services, businesses, and employment opportunities within the community. Commercial uses along Main Street represent the City’s historic commercial spine. Many of the businesses and services along Main Street are neighborhood and community oriented. Commercial uses along Highway 14 and US Highway 160 are more auto-oriented. As a whole, these commercial uses provide Nixa residents and visitors with a variety of services, from restaurants and retail to professional and medical services.

Nixa Public Schools are located throughout the City and in future growth areas outside the city limits. Nixa’s parks are also dispersed throughout the City but have not kept pace with residential growth. These land uses can be complemented and better supported through an interconnected network of trails, sidewalks, and on-street bikeways, which can support short, non-motorized trips by people walking



and bicycling. In December 2017, the City received a donation of more than 50 acres of park land north of Guin Road (Hwy. AA) at Owen Road. This property can support regional trail connectivity between Nixa and the James River Trail. The City of Nixa is also poised to take possession of a property south of Guin Road (Highway AA), west of Owen Road. Both of these locations are in Christian County and are not within the city limits of Nixa. When opened to the public, these facilities will be assets in regional connectivity, local outdoor recreation, and connection to historic assets.

There are larger, undeveloped parcels in parts of the city and surrounding growth area. These parcels, which are likely to be developed in the near future, represent key opportunities to integrate trails, sidewalks, and bikeways into land development patterns and supporting infrastructure, as well as offer an opportunity for regional trail development.

## Transportation

Nixa’s existing roadway system reflects the community’s transformation from a small, rural-oriented community to a growing residential suburb. Linear local streets that characterize traditional, small-town development patterns are centered around the intersection of Main Street and Highway 14. Most of these streets do not have sidewalks or bicycle facilities. Further from the center of Nixa, these traditional development patterns give way to residential subdivision developments, characterized by winding roads, cul-de-sacs, and limited connectivity between adjacent developments. While many of these recent developments include sidewalks,



the lack of connectivity can increase walking trip lengths and reduce the attractiveness of walking for activities other than recreation.

Given Nixa’s considerable growth rate over the last few decades, many of the City and surrounding area’s arterial and collector roads are at capacity and no longer provide an adequate level of service for current motor vehicle traffic. In addition, new roadways have been identified in the Long-Range Transportation Plan to increase connectivity between the City of Nixa and surrounding areas and to accommodate anticipated growth in the area. To address these deficiencies and better accommodate current and future levels of traffic, Nixa has begun to improve these roadways throughout the City. These capital improvement projects provide ideal opportunities for incorporating sidewalks, bicycle lanes, and/or sidepaths to support walking and bicycling activity. Recently completed projects like Tracker Road, Old Castle Road, and Main Street are excellent examples of capital improvement projects that support all modes of transportation.

## Utility Corridors

Corridors for utilities such as sewer, water, and electric transmission provide long, often uninterrupted paths that can accommodate shared-use paths. These corridors are often located within public rights-of-way, like the electric transmission corridor parallel to US Highway 160, or within separate rights-of-way or easements through private property.



These aerial images illustrate the changing nature of land development and transportation system improvements in Nixa, as well as the likelihood of continued growth in the near future.



# Natural Environment

## Topography

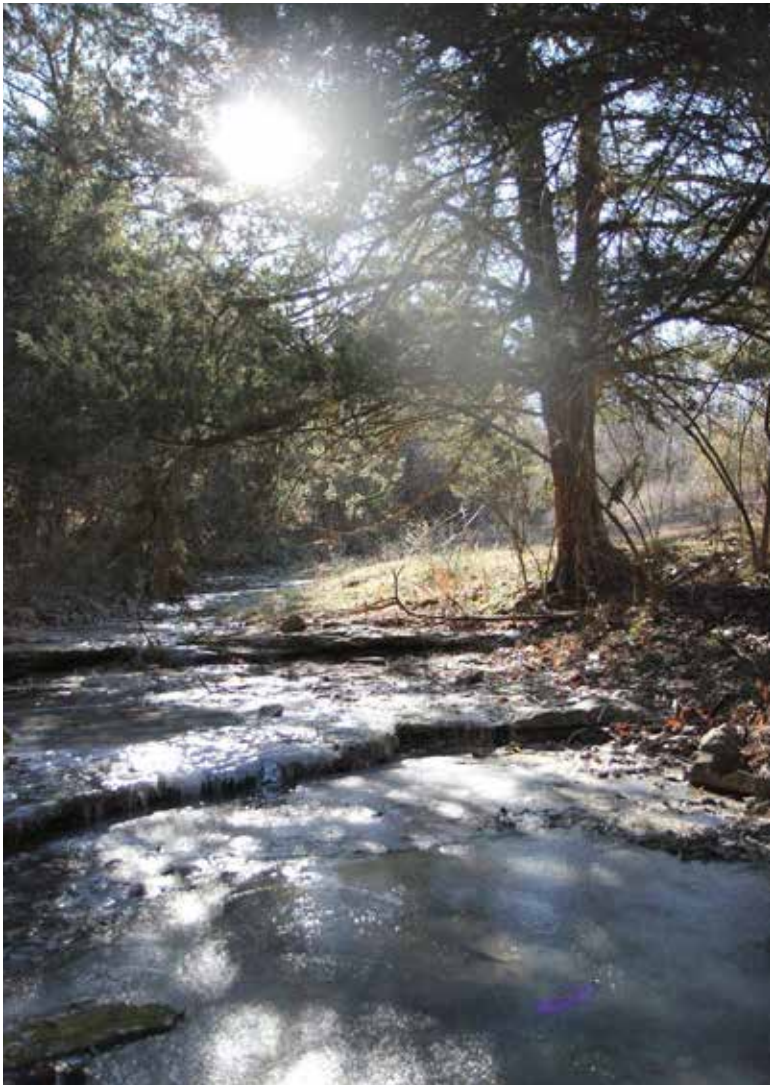
Situated on the upland Springfield Plateau of the Ozark Mountains, the City of Nixa’s topography is characterized by gently rolling hills that give way to steeper slopes at the City’s northern and southern edges, which approach the James River and Finley Creek, respectively. While these topographic conditions limit land development and development density, they can be assets for active and passive recreation.

## Riparian Corridors

The streams and rivers surrounding the City of Nixa offer unique opportunities for linear trail and greenway development. The City is surrounded on three sides by riparian corridors: the James River to the north and west, and Finley Creek to the south. The James River Greenway is identified in both the Long-Range Transportation Plan and the Trail Investment Study as a corridor for future trail development, and the Finley Creek Greenway is identified in the Long-Range Transportation Plan for future trail development. These riparian corridors are largely undeveloped and showcase the area’s rich natural environment, with a diversity of

plant and wildlife, and unique karst features like sinkholes, caves, and disappearing streams. Trails and greenways can provide a direct link to these natural features and incorporate learning opportunities to help people better understand and appreciate the importance of preserving the natural environment.

The Eoff Family Century Farm Park, a 50-acre site donated to the City of Nixa in December 2017, offers an ideal access point to the James River and the planned James River Greenway.



The rolling hills, ephemeral streams, and nearby rivers shown above capture the essence of the natural environment in Nixa and the surrounding areas. These three photographs were all taken at the Eoff Family Century Farm, Nixa’s most recent addition to the park system. A master planning process in the near future will determine the park’s amenities and activities.



# Opportunities and Challenges

Conditions are generally favorable for future trail development in the City of Nixa and the surrounding areas. Adapting to the various land use, transportation, and environmental contexts that characterize the community will be critical to the creation of a trail network in the community. In addition, the City must capitalize on opportunities to integrate trails into the fabric of the community and acknowledge the challenges facing this ambitious yet achievable task. The following opportunities and challenges summarize the existing conditions and previous planning efforts, setting the stage for recommendations for trail development in Nixa and the surrounding area.

## Opportunities

- Previous planning efforts by the City of Nixa highlight the importance of trails as key recreation and transportation amenities that should be integrated into existing roadways and future land development.
- Regional planning efforts have identified trails and greenways in Christian County that extend to the Nixa city limits.
- Trail facilities, sidewalks, and on-street bikeways can be integrated into future residential development in the City of Nixa and in the surrounding growth areas.
- Roadway improvements along arterial and collector roadways can incorporate trails, sidewalks, and on-street bikeways (where right-of-way is available).
- Riparian corridors to the north and south of Nixa offer potential links to the regional trail network.
- The recent donation of the 50-acre Eoff Family Century Farm Park along the James River provides a potential connection to the planned James River Greenway.
- Development of large land parcels can allow for location of greenways that can serve the development, city and region.

## Challenges

- Existing development patterns offer few alternatives for trail development aside from sidepaths adjacent to arterial and collector roadways.
- There are no existing linear trails in the City of Nixa.
- The existing sidewalk system is disjointed and does not provide adequate service to local destinations.
- The existing network of on-street bikeways is still in its infancy, and most facilities are not connected to one another.
- There are few potential corridors for trail alignments within developed areas of the City.
- Presence of sinkholes and other natural features will impact design and implementation of the trail network.

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# CHAPTER THREE: PUBLIC ENGAGEMENT

## Introduction

Public engagement is critical to the success of the Nixa Trails Study. Input provided by community residents and stakeholders helps align the study’s vision, goals and recommendations with the community needs and aspirations. During the course of the study, the City of Nixa and the Ozarks Transportation Organization held two open house meetings and hosted a table at a community event. These activities are documented in this chapter of the study.

## Health & Wellness Expo

On Saturday, April 7, 2018, the City of Nixa hosted a booth at the annual Health & Wellness Expo to share information about the Nixa Trail Study and solicit input from attendees. A representative from the City of Nixa Parks Department discussed the study and opportunities for trail development throughout the City with people who stopped by the booth.



## Open House #1

On Tuesday, April 17, 2018, the Ozarks Transportation Organization and the City of Nixa hosted the first of two open houses at the Nixa Community Center. The study team provided project information boards, maps, and a study overview handout to explain the purpose of the study and generate input from those in attendance. Fifteen people attended the open house, sharing their input regarding study goals, desired trail types, trail locations, and other opportunities and constraints impacting trail development in and around the community.

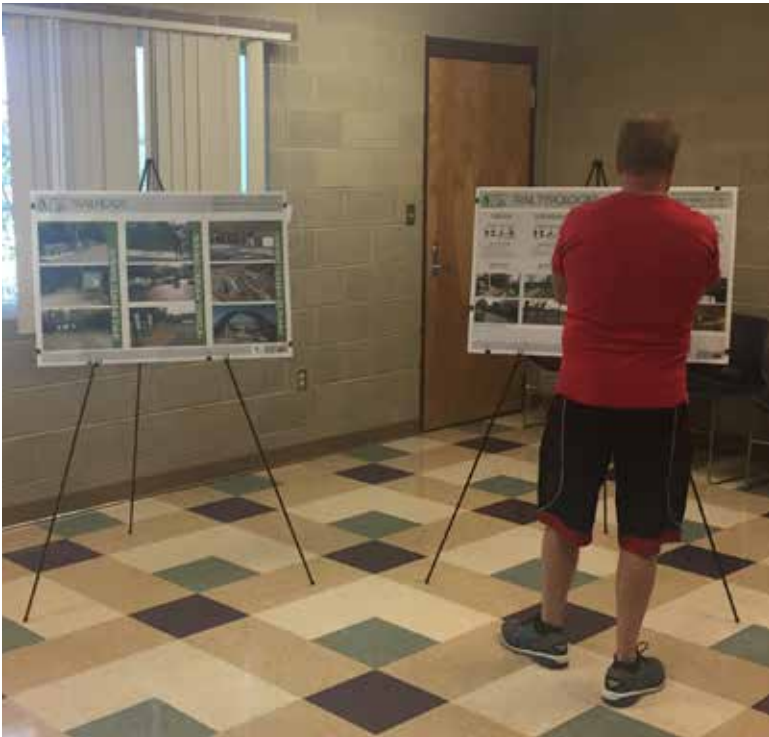
Developing an interconnected trail system that connects to local destinations and regional trails and amenities ranked as the highest goal. Attendees identified suburban trails, like off-street trails that wind through subdivision common grounds, open space, and forested areas, and riparian trails, which travel along stream and river corridors, as their preferred trail types.



## Open House #2

On Thursday, May 25, 2018, the Ozarks Transportation Organization and the City of Nixa hosted the second open house at the Nixa Community Center. This meeting focused on the draft Nixa Trail Network, which provided an overview of how trails, sidepaths, and on-street walking and bicycling connections can link community destinations and increase opportunities for active transportation and recreation. Also discussed were various opportunities for supporting programs and policies to support the growing trail network by helping to make bicycling and walking safer, easier, and more accessible to people of all ages and abilities.

The twelve people in attendance at the second open house provided supportive comments and shared their excitement for the future of trails in Nixa. The comments forms submitted by attendees are included at the end of the study. The input received during this second open house informed the refinement of the proposed trail network and the recommendations for programs, policies, and implementation.



Attendees at the first open house shared their input by drawing on community maps and voting for their preferred trail types and other improvements on project boards throughout the room.

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# CHAPTER FOUR: VISION AND GOALS

## Introduction

The Nixa Area Addendum to the OTO Bicycle & Pedestrian Trail Investment Study provides an ambitious blueprint for trails and greenways that link the City of Nixa to the regional trail system. The vision and goals for this study are based on those initially developed for the Trail Investment Study. The vision is both aspirational and ambitious, representing the desired future for trails in Nixa. The study goals are broad, value-based expressions of the community’s desires that can guide decision-making and bring the plan vision to life. Goals give direction to the plan and are concerned with the long-term.

## Vision

The Nixa Area Addendum to the Bicycle & Pedestrian Trail Investment Study will serve as the City of Nixa and the OTO’s guiding document for investments in trails and greenways, enhancing transportation and recreation choices for residents and visitors and connecting Nixa to the regional trail network.

## Goals

1. Create an interconnected network of trails and greenways to link Nixa to the regional trail system and to adjacent cities, and to support active transportation to destinations throughout the City.
2. Support economic development.
3. Support healthy, efficient, and attractive connections throughout the City and surrounding area.
4. Strengthen collaborative planning for trails and greenways with community partners and local government agencies.
5. Support diverse and sustainable transportation choices.
6. Prioritize trail investments to generate the greatest impact.
7. Define opportunities, constraints, and project costs.
8. Prepare environmental documentation for future trail development.



The future of bicycling and walking in Nixa is bright (photo sources, left to right: Downtown Nixa, City of Nixa, and Nixa Skate Park Committee).

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# CHAPTER FIVE: ALIGNMENT EVALUATION

## Introduction

Regional trails connecting the City to adjacent communities, regional amenities, and planned priority trails will be critical to the success of the Nixa Trail Network. Given their importance in both the local and regional trail networks, regional trail corridors identified early in the planning process have been subjected to an additional level of analysis. For each corridor, two or more possible alignments were developed, as discussed in greater detail in the next section of this chapter. These alignment alternatives were then evaluated based on criteria developed by the OTO as part of its 2017 Bicycle and Pedestrian Trail Investment Study. The alignment that received the highest score during this evaluation process was selected as the preferred alignment and included in the recommended trail network. In some cases, segments of other alignments not selected as the preferred alignment have been retained as local trails or on-street connections.

This chapter of the plan documents the alignment evaluation process for three regional corridors:

- **The Eoff Trail Corridor**, connecting Rotary Park in the heart of Nixa to the future Eoff Century Farm Park along the banks of the James River and further north to the planned Rivercut Parkway sidepath.
- **The Northeast Chadwick Flyer Connector Corridor**, which traverses north Nixa from east to west and links the community to the planned Chadwick Flyer Rail Trail, a high-priority regional trail linking Ozark and Springfield.
- **The X Center - Finley River Greenway Connector Corridor**, which provides a connection from McCauley Park and the X Center to the Finley River Greenway, a planned trail that will connect Nixa to Ozark.

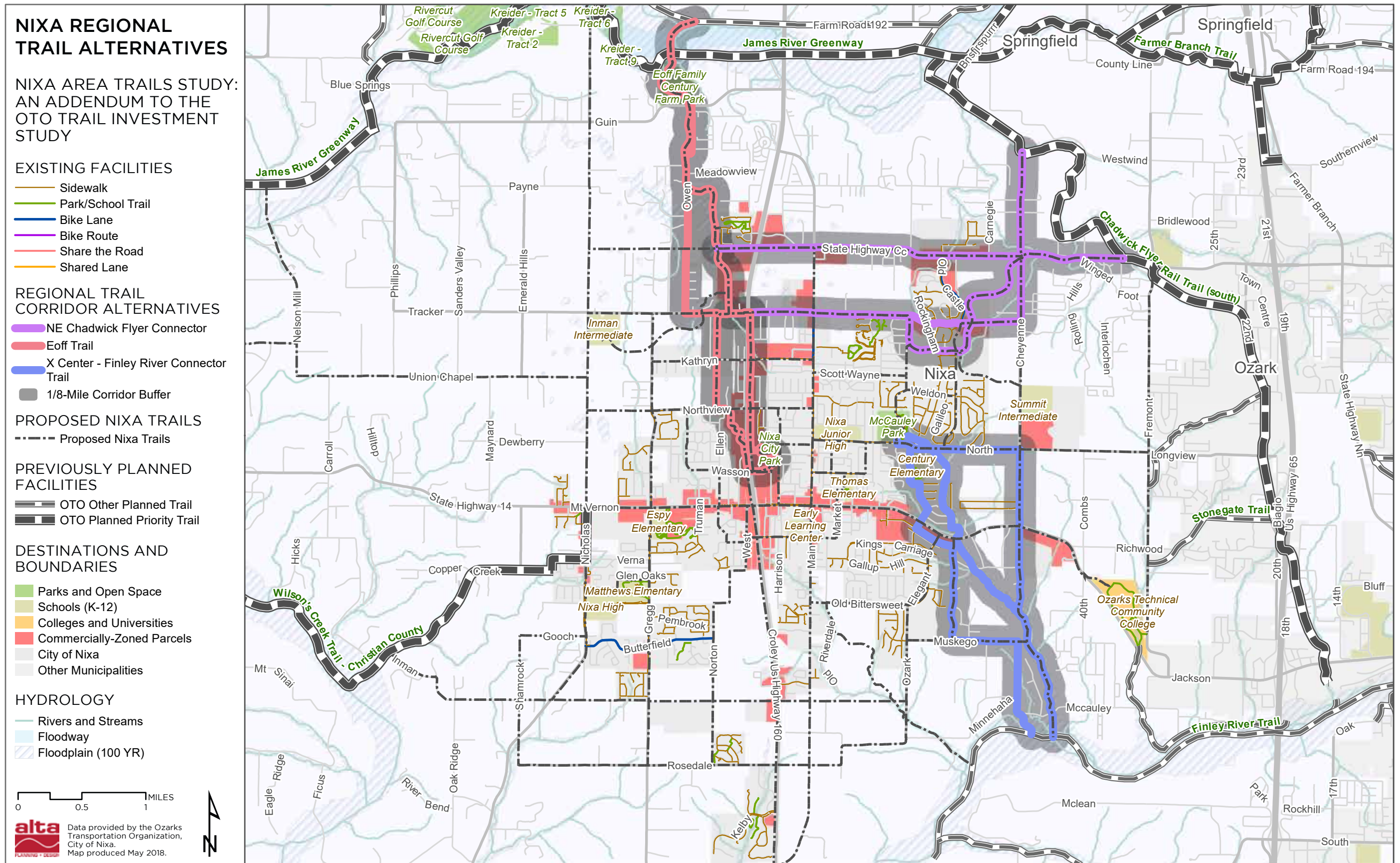
These corridors are identified on Map 2 on page 16. The alignment alternatives for the Eoff Trail Corridor are highlighted in coral red, Northeast Chadwick Flyer Connector Corridor in purple, and X Center - Finley River Greenway Corridor in blue.

## Alignment Development

Trails can provide a variety of valuable services to the community. Most commonly, trails are considered as recreational amenities. When constructed as linear facilities, trails can connect multiple destinations within a community or region and serve as a transportation corridor for bicycling, walking, and other forms of active transportation. In some cases, trails can serve as a buffer between sensitive environments and adjacent land uses, providing a level of protection from adverse impacts of development. Trails can connect residents and visitors to open spaces and natural areas, enhancing the community's understanding of and appreciation for its natural resources. Trails can also contribute to community health, property values, community character and branding, and overall quality of life. With the potential for trails to provide such a strong, positive impact, it is important that trails are planned and designed in a manner to maximize their benefit to the community.

The development of alignment alternatives for significant regional trails in Nixa incorporated many of the considerations listed above, as well as other critical factors. These include:

- Connections to local and regional destinations, such as parks, schools, shopping, neighborhoods, and civic facilities.
- Environmentally sensitive areas, such as sinkholes, wetlands, floodplains, hazardous substance investigation sites, and hazardous waste and petroleum storage tanks.
- Directness of alignment.
- Ability to provide a unique and attractive trail experience.
- Ability to serve as an asset to surrounding land uses and to enhance community character.
- Property ownership, rights-of-way, and planned transportation and capital improvements within the corridor.



Map 2: Regional Trail Corridor Alternatives

# Evaluation Criteria and Alignment Scoring

For each of the regional trail corridors identified in the Nixa Trail Study, multiple alignments have been developed. In order to identified a preferred alignment, the study utilizes the OTO’s data-driven evaluation criteria established for the 2017 Bicycle & Pedestrian Trail Investment Study. These criteria are listed in Table 2.

On the following pages, alternatives for each planned priority trail segment are described, evaluated, and mapped, and the preferred alignment for each segment is identified. The index map and table on the following page identify the section page number for each trail segment.

Table 2: Alignment Scoring		
Value	Score	Criteria Description
Highest Community Value	1: Network Connections	
	<input type="radio"/>	Least number of active transportation connections (trails, on-street bikeways, etc)
	<input checked="" type="radio"/>	Moderate number of active transportation connections (trails, on-street bikeways, etc)
	<input type="radio"/>	Greatest number of active transportation connections (trails, on-street bikeways, etc)
	2: User Experience	
	<input type="radio"/>	Offers little to no scenic qualities, on-site amenities, or unique experiences
	<input checked="" type="radio"/>	Offers some scenic qualities, on-site amenities, or unique experiences
	<input type="radio"/>	Offers many scenic qualities, on-site amenities, or unique experiences
	3: Enhances Bicycling and Walking	
	<input type="radio"/>	Does not improve walking and bicycling conditions or safety
	<input checked="" type="radio"/>	Moderately improves walking and bicycling conditions or safety
	<input type="radio"/>	Substantially improves walking and bicycling conditions or safety (ie. - no existing facility or alternative)
Alignment Scoring, continued		
Value	Score	Criteria Description
Medium Community Value	4: Logical Segments	
	<input type="radio"/>	Does not connect to existing trail at either end
	<input checked="" type="radio"/>	Extends existing trail (connection at one end)
	<input type="radio"/>	Fills gap in existing trail corridor (existing trails at both ends)
	5: Cultural & Natural Resources	
	<input type="radio"/>	Few to no cultural or natural resources in close proximity
	<input checked="" type="radio"/>	Some cultural or natural resources in close proximity
	<input type="radio"/>	Many cultural or natural resources in close proximity
	6: Environmental Conditions	
	<input type="radio"/>	Many limiting environmental factors
	<input checked="" type="radio"/>	Some limiting environmental factors
	<input type="radio"/>	Few, if any, limiting environmental factors
Alignment Scoring, continued		
Value	Score	Criteria Description
Lowest Community Value	7: Cost	
	<input type="radio"/>	Highest number of additional cost elements (over and above basic unit cost)
	<input checked="" type="radio"/>	Moderate number of additional cost elements (over and above basic unit cost)
	<input type="radio"/>	Lowest number of additional cost elements (over and above basic unit cost)
	8: Route Directness	
	<input type="radio"/>	Least direct routing alternative
	<input checked="" type="radio"/>	Moderately direct routing alternative
	<input type="radio"/>	Most direct routing alternative
	9: Ownership & Right-Of-Way	
	<input type="radio"/>	Greatest need for property acquisition and/or easements
	<input checked="" type="radio"/>	Moderate need for property acquisition and/or easements
	<input type="radio"/>	Least need for property acquisition and/or easements



Eoff Trail

Corridor Description

The Eoff Trail provides a valuable link between the City of Nixa and the newest addition to the city’s park system, the Eoff Century Farm Park. To enhance connectivity to the OTO priority trail system, the Eoff Trail corridor would also extend north across the James River and connect to either the James River Greenway or the future sidepath along the planned Rivercut Parkway extension. Map 3 on the following page shows the two alignment alternatives for the Eoff Trail corridor, along with many of the environmental, land use, and transportation characteristics that have been considered for alignment development and evaluation.

Environmental conditions along the Eoff Trail corridor are characterized by a more significant presence of identified sinkholes compared to other areas of Nixa and the surrounding area in Christian and Green Counties. These sinkholes and other sensitive karst features may present a challenge to trail development. The Eoff Trail Corridor also crosses the James River north of the future Eoff Century Farm Park. As such, the preferred alignment will traverse the river’s floodplain and floodway. While enhancing connectivity to natural resources like the James River is a desired attribute of Nixa’s future trail system, flooding events can cause significant damage to trails and greenways located in a floodplain or floodway.

There are also a number of petroleum and hazardous substance storage tanks located along the corridor, particularly in the southern half of the corridor along or close to US 160. These storage tanks are visible on the corridor map on the following page. Additional documentation of environmental, social, cultural, and historical characteristics for the larger study area can be found in the OTO’s Bicycle and Pedestrian Trail Investment Study, Planning and Environmental Linkages (PEL) section.

Alignment One (Preferred)

Alignment Alternative One (AA1) begins at the future Rivercut Parkway extension north of the James River and roughly 1,200 feet east of the existing Twin Bridges Lane. The alignment travels southwest and crossings the planned James River Greenway and the James River at the City of Nixa Eoff Farm Century Park. AA1 exits the park at Guin Road and Owen Road, continues south along Owen Road, then travels southeast through undeveloped agricultural parcels before reaching Tracker Road. The alignment crosses Tracker Road and travels along the western edge of the Bass Pro Outdoor World, LLC parcels to Kathryn Road. AA1 continues directly south to Northview Road, then southeast through undeveloped agricultural parcels before reaching the US 160 (Highway 13/Massey Blvd) right-of-way east of Old Wilderness Road. Once at the US 160 right-of-way, the alignment continues south to the Wasson Drive intersection, turns east on Wasson Drive, then north to Nixa City Park.

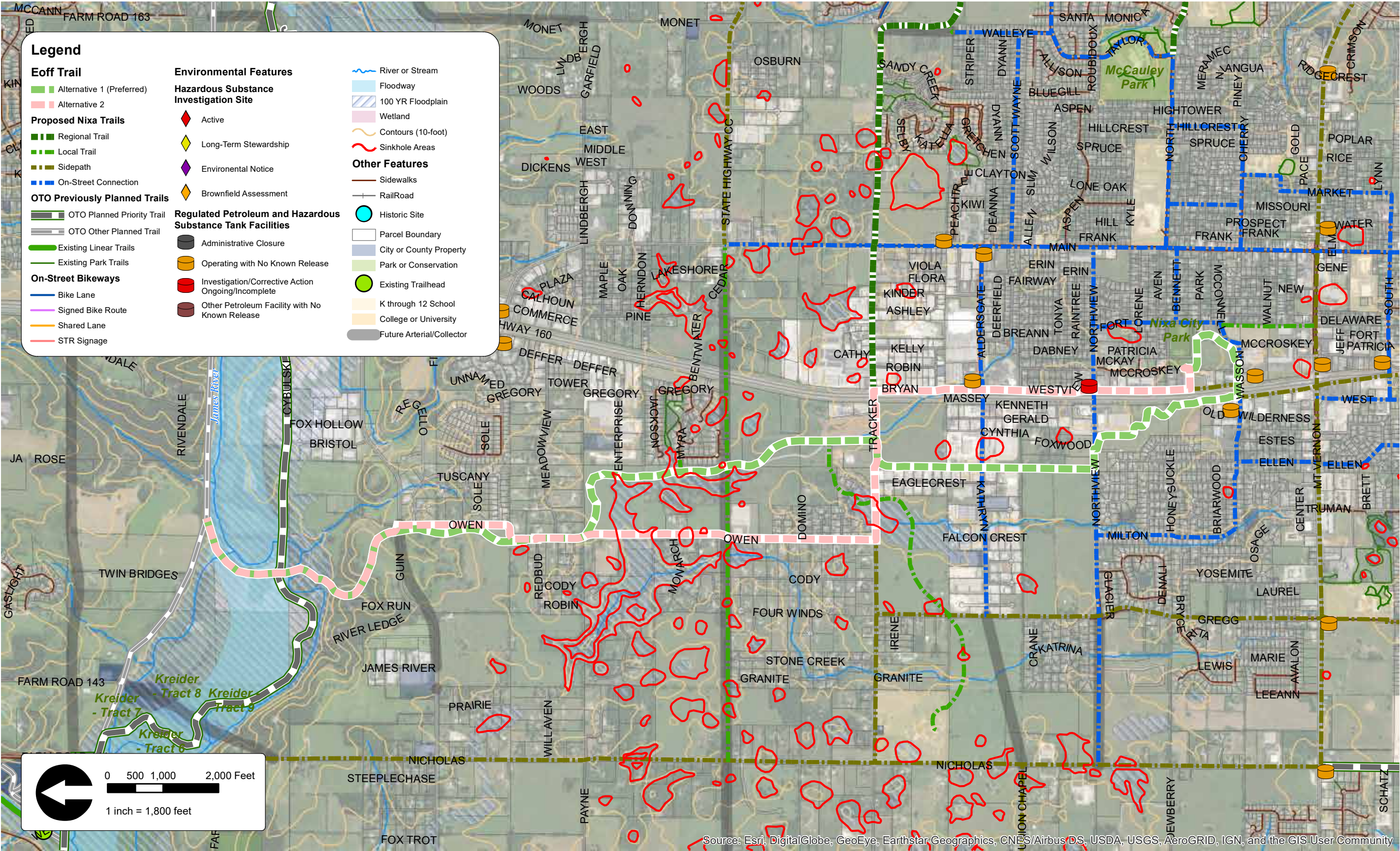
Alignment Two

Alignment Alternative Two (AA2) begins at the same location as Alignment One and continues on the same course until reaching the intersection of Guin Road and Owen Road. From here, the alignment continues south as a sidepath adjacent to Owen Road until reaching Tracker Road. AA2 then travels east along Tracker Road and crosses US 160 (Highway 13/Massey Blvd). The alignment turns south and travels along the east side of US 160 for nearly 6,000 feet, then travels across the vacant parcel south of the Super 8 Motel and ends at Nixa City Park.

Table 3: Alignment Alternatives Scoring

Score	Priority	AA1	AA2
Network Connections	High	●	●
User Experience	High	●	○
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	●	●
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●





Map 3: Eoff Trail Corridor Alternatives



## Northeast Chadwick Flyer Rail Trail Connector

### Corridor Description

The Northeast Chadwick Flyer Rail Trail Connector offers Nixa a vital connection to the Chadwick Flyer Rail Trail, an OTO Planned Priority Trail that extends from Lake Springfield southeast to the Ozark Community Center (The OC). By linking to this planned priority trail, Nixa can gain access to the regional trail system, to regional recreational amenities like Lake Springfield, and the neighboring cities of Springfield and Ozark.

Environmental conditions along the Northeast Chadwick Flyer Rail Trail Connector are generally favorable to trail development. The area’s topography, consisting of subtle, rolling hills, creates opportunities for scenic viewsheds. There are a number of sinkholes along the corridor, particularly to the west. There are also multiple seasonal and ephemeral streams along the corridor that, while often dry, may be inundated during heavy rainfalls and may be subject to flooding.

Additional documentation of environmental, social, cultural, and historical characteristics for the larger study area can be found in the OTO’s Bicycle and Pedestrian Trail Investment Study, Planning and Environmental Linkages (PEL) section.

### Alignment One (Preferred)

Alignment Alternative One (AA1) begins at the planned Chadwick Flyer Rail Trail on the north side of Highway CC, roughly 1,250 feet west of Fremont Road. The alignment travels along the north side of Highway CC to Cheyenne Road, then continues southwest through undeveloped agricultural and wooded properties before reaching Old Castle

Road north of Striper Road. AA1 continues west along the undeveloped parcel north of Striper Road and across the undeveloped parcel owned by Nixa Public Schools before turning north and joining Tracker Road. At Tracker Road, the trail continues west as a sidepath along the roadway and terminates at the proposed Eoff Trail west of US 160 (Highway 13/Massey Blvd).

### Alignment Two

Alignment Alternative Two (AA2) begins at the intersection of the planned Chadwick Flyer Rail Trail and the future Cheyenne Road extension. The alignment travels south alongside the future Cheyenne Road extension and continues south from Highway CC along Cheyenne Road. AA2 turns west at the future Tracker Road extension between Cheyenne Road and Old Castle Road and continues west along Tracker Road until reaching the proposed Eoff Trail. Unlike AA1, AA2 would be a sidepath along existing and planned roadways for its entirety.

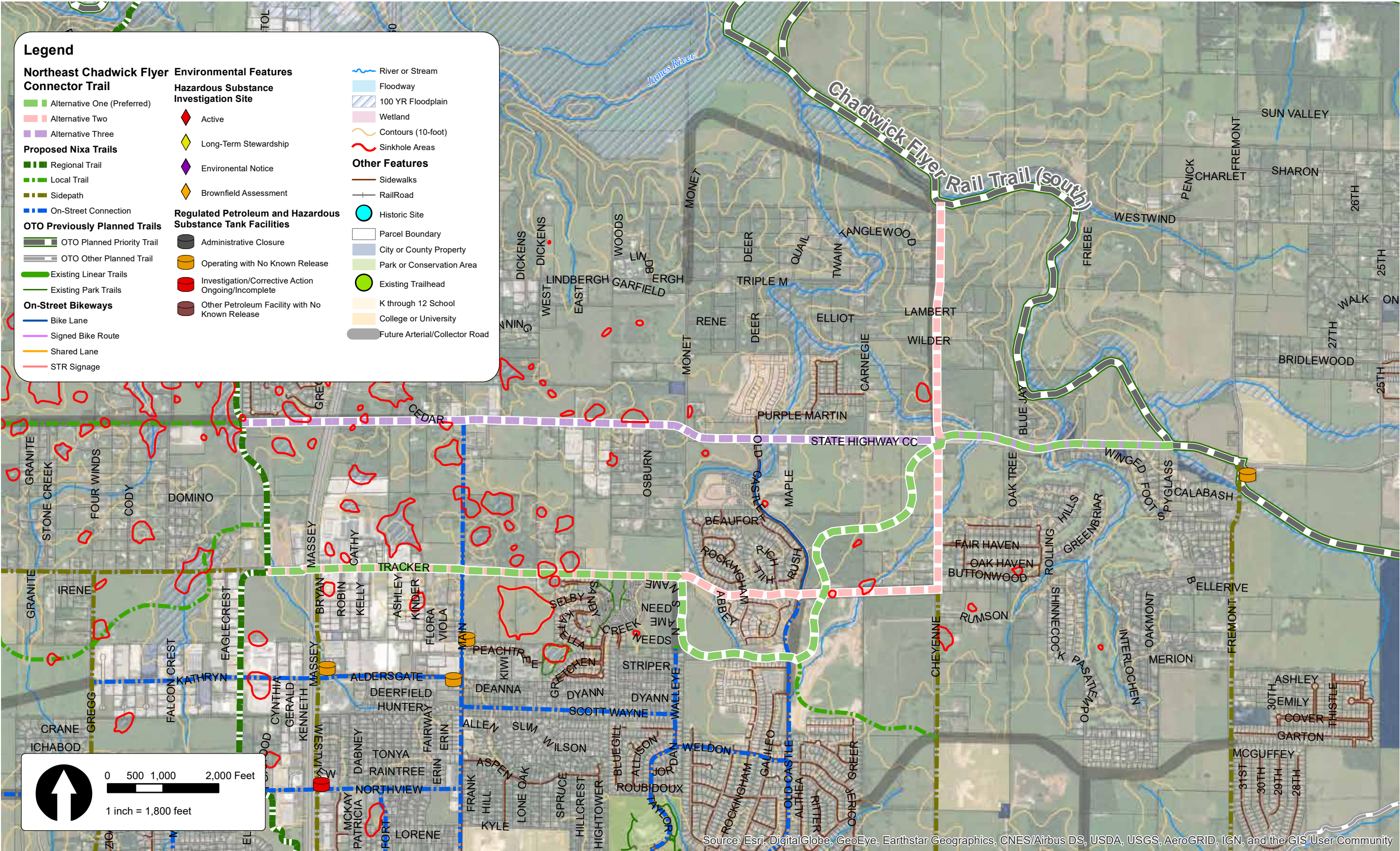
### Alignment Three

Alignment Alternative Three (AA3) begins at the planned Chadwick Flyer Rail Trail on the north side of Highway CC, roughly 1,250 feet west of Fremont Road. The alignment travels west along Highway CC and the planned Highway CC extension west of Main Street for its entirety, terminating at the proposed Eoff Trail west of US 160 (Highway 13/Massey Blvd). Similar to AA2, AA3 would be a sidepath along existing and planned roadways for its entirety.

Table 4: Alignment Alternatives Scoring

Score	Priority	AA1	AA2	AA3
Network Connections	High	●	●	●
User Experience	High	●	○	○
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Medium	●	●	●
Cultural & Natural Resources	Medium	●	○	○
Environmental Conditions	Medium	●	●	●
Cost	Low	○	●	●
Route Directness	Low	○	●	●
Ownership / Right-of-Way	Low	○	●	●





Map 4: Northeast Chadwick Flyer Connector Corridor Alternatives



## X Center to Finley River Greenway Trail

### Corridor Description

The X Center to Finley River Greenway Trail Corridor stretches from McCauley Park southeast to the OTO-planned Finley River Greenway, providing a scenic link between Nixa and Ozark. Upon completion of both the X Center to Finley River Greenway Trail and the Finley River Greenway, the community centers of these two communities will be connected by a high-quality bicycle and pedestrian connection.

Environmental conditions along the Northeast Chadwick Flyer Rail Trail Connector are generally favorable to trail development, but existing residential developments present some challenges to trail routing. The gentle, rolling hills slope downward towards Finley River to the south, and some open space and wooded areas have been preserved between residential developments and along riparian corridors. There are no significant sinkholes along the trail corridor. A small stream leads directly from McCauley Park south to the Finley River. While often dry, the stream may become inundated during heavy rainfalls and may be subject to flooding.

Additional documentation of environmental, social, cultural, and historical characteristics for the larger study area can be found in the OTO’s Bicycle and Pedestrian Trail Investment Study, Planning and Environmental Linkages (PEL) section.

### Alignment Alternative One

Alignment Alternative One (AA1) begins at McCauley park and extends eastward through Maplewood Hills Homeowners Association common ground before crossing North Road immediately east of Century Elementary School. The alignment travels south from North Road along the unnamed creek, following parcel boundaries until reaching Peach Brook at Brook Forest. At the southern cul-de-sac of Peach Brook the alignment traverses multiple residential parcels before reaching Highway 14 (Mt. Vernon Street). From Highway 14, the trail continues along the unnamed creek through large-lot residential, agricultural, and wooded parcels until reaching Finley River and the planned Finley River Greenway.

### Alignment Alternative Two

Alignment Alternative Two (AA2) acknowledges the difficulties in acquiring property and easements for trail development through developed residential neighborhoods. AA2 travels east along the south side North Road from McCauley Park in the form of a sidepath. At Cheyenne Road, AA2 turns south and continues to the southern terminus of Cheyenne Road, south of Highway 14 (Mt. Vernon Street). From there, AA2 continues south as a shared-use path (or as a sidepath along the future Cheyenne Road Extension south to Muskego Road) until reaching the unnamed creek corridor, at which point the alignment follows the same path as AA1 already described.

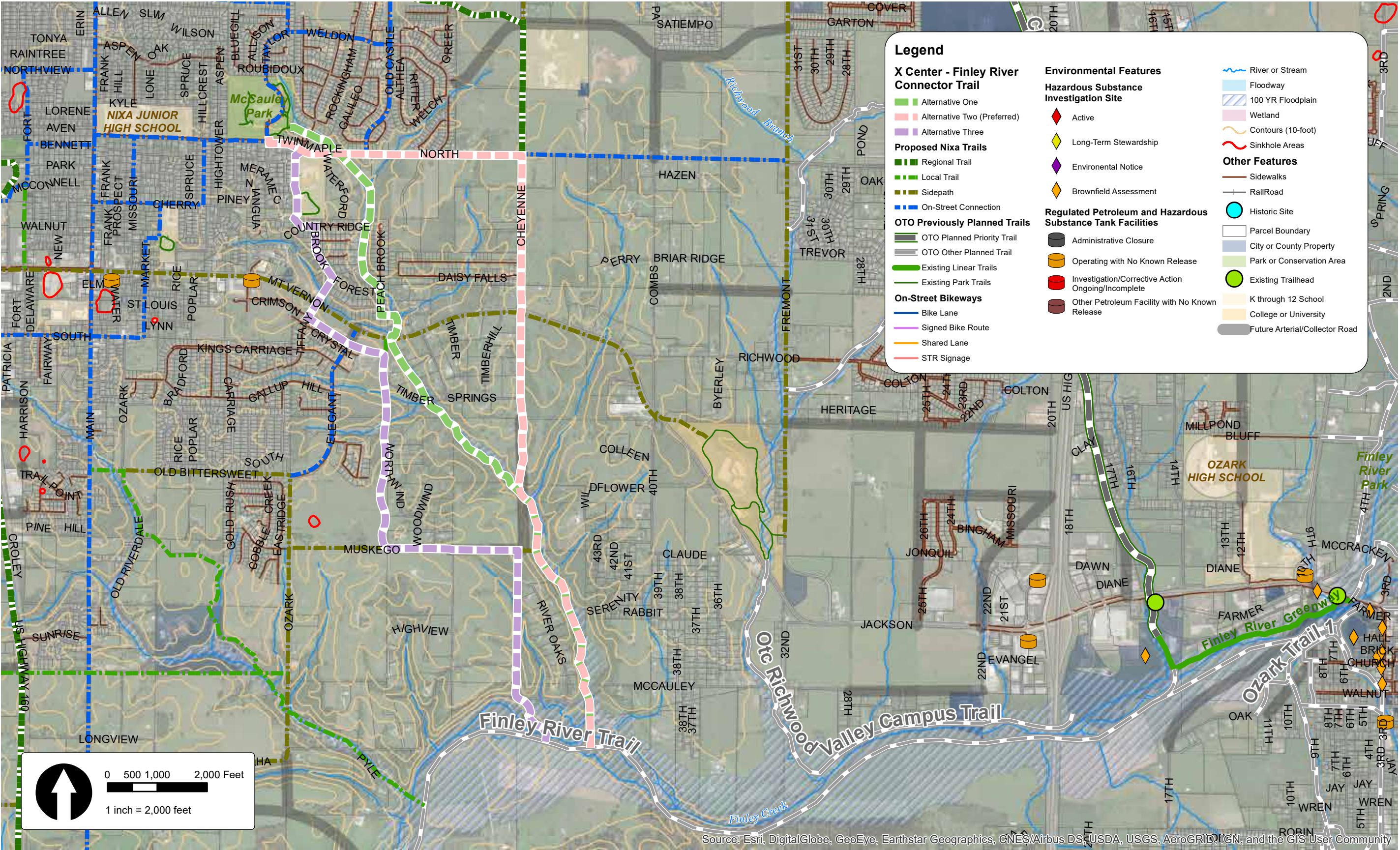
### Alignment Alternative Three

Alignment Alternative Three (AA3) alignment also acknowledges the difficulties of property and easement acquisition, but takes a less direct route than AA2. The alignment begins at McCauley Park and crosses to the south side of North Road, continuing east to the entrance drive at Century Elementary School. AA3 then travels south along the western side of the school parcel and reaches East Country Ridge Street by way of the sidewalk at the cul-de-sac. The alignment continues south along Brook Forest in the form of an on-street bikeway and accompanying sidewalk, then turns south on Majestic Oak to Highway 14 (Mt. Vernon Street). AA3 crosses Highway 14, turns from Tiffany Blvd to Crimson Avenue, traveling east past Elegant Drive along the north edge of an undeveloped Eoff parcel at 901 E Timber Springs Road. The alignment then turns south along the edge of the parcel line until reaching Musekgo Road, travels east past the current eastern terminus of Muskego Road, which is slated for an extension. Upon reaching the future Cheyenne Road southern extension, AA3 turns south and travels along a utility transmission line, crosses East Minnehaha Road, then continues south and east to connect to the Finley River and planned Finley River Greenway.

Table 5: Alignment Alternatives Scoring

Score	Priority	AA1	AA2	AA3
Network Connections	High	●	●	●
User Experience	High	●	●	○
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Medium	○	○	○
Cultural & Natural Resources	Medium	●	●	●
Environmental Conditions	Medium	○	●	●
Cost	Low	○	●	●
Route Directness	Low	●	○	●
Ownership / Right-of-Way	Low	○	●	●





Map 5: X Center - Finley River Greenway Connector Corridor Alternatives



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# CHAPTER SIX: RECOMMENDATIONS

## Introduction

Building on an understanding of existing conditions and public input gathered during the course of the planning process, this chapter provides a comprehensive set of recommendations to increase bicycle and pedestrian transportation and recreation throughout the City of Nixa. Recommendations consist of infrastructure improvements like new trails and on-street bikeways, programs to support trail use and increase physical activity, and policies to incorporate bicycling and walking into capital improvements and private development. The chapter begins by presenting the proposed trail network and describing the various trail facility types and supporting infrastructure that will comprise the network. This is followed by programming and policy recommendations that provide a diverse and comprehensive strategy to activate the trail system and increase walking and bicycling across Nixa.

## Proposed Trail Network

The City of Nixa’s inventory of trails, sidewalks, and on-street bikeways has grown substantially in recent years. From sidewalks installed concurrently with residential developments to on-street bikeways added to existing roads through striping projects and capital improvements, efforts to increase bicycling and walking are visible across the City. However, there is a notable lack of connectivity among these facilities, and residents and visitors alike have difficulties accessing key destinations like parks, schools, shopping, restaurants, and employment destinations.

The proposed trail network directly addresses this lack of connectivity by presenting the ultimate vision for a safe, accessible, and interconnected network of bicycling and walking facilities that link neighborhoods and destinations throughout Nixa. In addition, the proposed trail network provides multiple links to the growing regional trail network.

In total, there are more than seventy-five miles of proposed facilities that provide coverage across the entire City and

future growth area. The recommendations include connections to the OTO Priority Trail Network and other OTO planned trails through a hierarchy of regional, local, and on-street connections. These proposed trail facilities are based on an analysis of existing conditions; an inventory of planned improvements and programmed capital projects; an evaluation of alignment opportunities for regional trails; and input from community residents.

Constructing the proposed network of trail facilities is a long-term endeavor will require defining priorities, funding, and coordination for regional connectivity. The City of Nixa must employ multiple strategies to develop the trail network, including resource allocation through annual capital budgeting, impact fees from impact-generating land development, and coordination with partnering agencies like MoDOT, Christian County, and the City of Ozark. These implementation strategies are discussed in greater detail in the following chapter.



*Creating the Nixa Trail Network will require strategic use of existing public rights-of-way and careful planning and acquisition of undeveloped parcels and easements.*



## Trail Types

The proposed trail network consists of three general types of trail facilities: regional trails, local trails, and on-street connections. These trail types are described below and depicted as the building blocks of the Proposed Nixa Trail Network in the map on the following page.

### Regional Trails

Regional trails serve as the major arteries of the Nixa trail system and link the City to the regional trail network. These trails will take the form of a shared-use path, located either in an exclusive right-of-way or easement, or within a roadway right-of-way. Given the importance and intended prominence of these regional trails as the primary means of access between Nixa and adjacent communities and recreational amenities, these trails should be designed to accommodate moderate to heavy volumes of use. There is a total of 12.03 miles of proposed regional trails.

### Local Trails

Local trails enhance connectivity between the proposed regional trails and local destinations, and support bicycle and pedestrian mobility along arterial and collector roadways throughout Nixa. Local trails will also take the form of a shared-use path and will be located primarily in an exclusive right-of-way or easement. There is a total of 10.83 miles of proposed local trails.

### Sidepaths

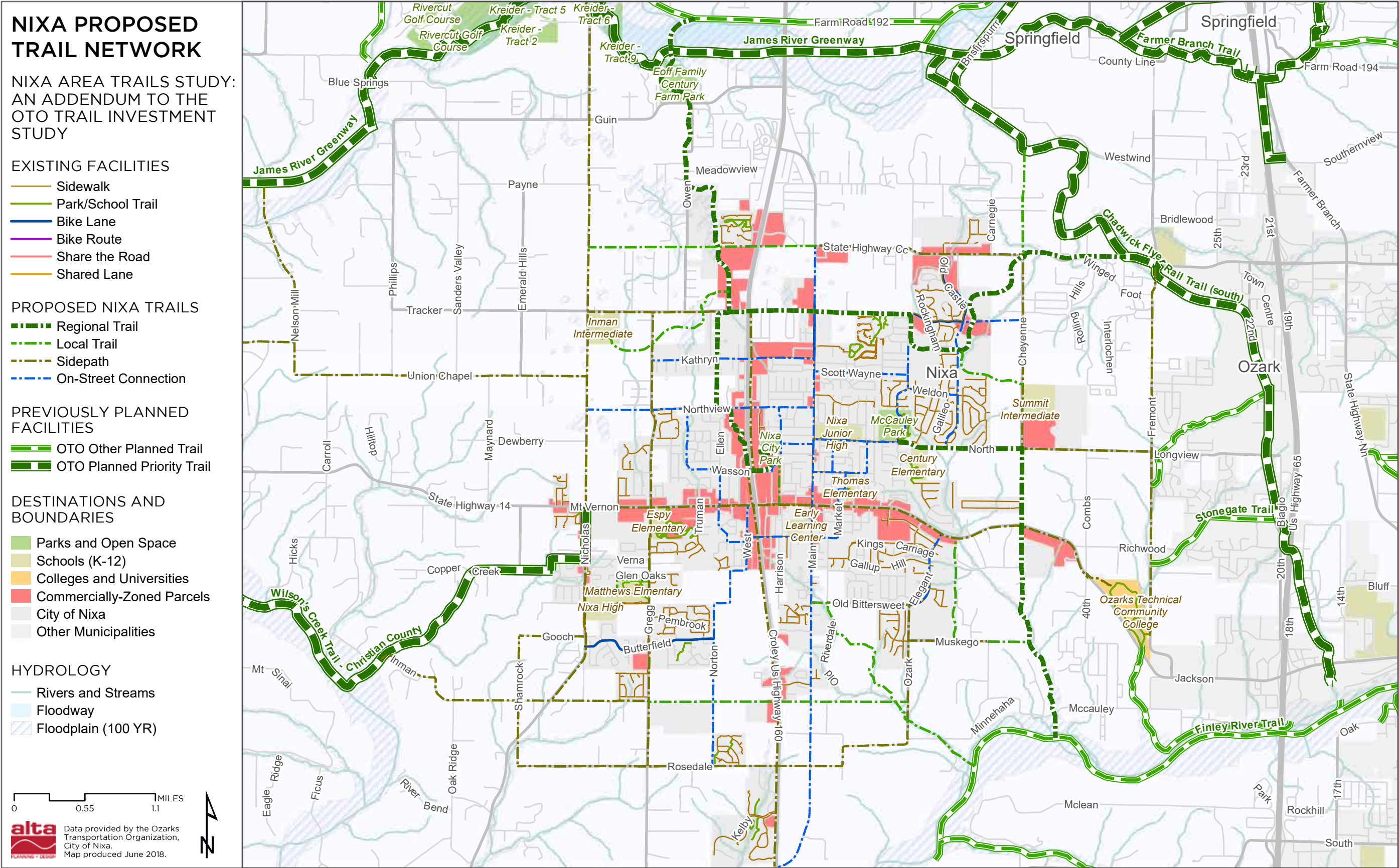
Sidepaths provide an additional layer of network connectivity in the form of a shared-use path within an existing roadway right-of-way. Sidepaths are wider than sidewalks and are designed to support people walking, bicycling, and other forms of active transportation. There is a total of 41.71 miles of proposed sidepaths.

### On-Street Connections

On-Street Connections consist of sidewalks, on-street bicycle facilities, and wayfinding signage that provide a finer grain of connectivity through existing neighborhoods. These on-street connections link neighborhoods to nearby schools, parks, trails, and other local destinations. On-street connections take into account previous planning efforts and will connect to proposed regional and local trails. The appropriate type of on-street bikeway for each recommended on-street connection will require further study, taking into account available right-of-way and curb-to-curb widths, average daily motor vehicle traffic volumes, posted speed limits, and other characteristics. There is a total of 19.93 miles of proposed on-street connections.









Supporting Infrastructure

While trails, sidewalks, and on-street bikeways form the foundation of the trail network in Nixa, the City must also focus on supporting infrastructure that will enhance the trail network’s accessibility, visibility, and functionality. The following supporting infrastructure should be installed in strategic locations throughout Nixa to encourage trail use.

Trailheads

Trailheads function like gateways to the trail system, providing visible and welcoming access points for those arriving at the trail system by car, transit, bicycle or other modes. In addition to trail access, trailheads often include additional include information and amenities for trail user comfort. Trailheads and trail access points can be located at the beginning or end of a trail, periodically along the length of a trail, or at the intersection of two or more trails. For the purposes of this study, trailheads and trail access points are divided into three categories that correspond to the level of amenities provided and their context within both the trail corridor they serve and the larger trail network.

MAJOR TRAILHEADS

Major Trailheads are highly visible, easily accessible, and amenity-rich destinations along the trail system. While their primary purpose is to serve as a beginning, ending, or access point for trail users, they contribute to the character and sense of place of the trail itself by providing trail users with a variety of amenities, from vehicle parking, bicycle parking, wayfinding maps, and information kiosks to restrooms, shelters, drinking fountains, and picnic tables. The recently constructed Tal’s Trailhead on the Wilson’s Creek Greenway is an example of local Major Trailhead.

Major Trailheads can be co-located in parks or next to commercial developments, transit centers, or other popular destinations to increase their visibility and take advantage of high volumes of traffic generated by adjacent sites. Major Trailheads should also be designed to provide emergency and maintenance vehicle access and turnaround. Accessible parking spaces should be provided at a rate of one accessible space per 25 standard spaces.

MINOR TRAILHEADS

Similar to Major Trailheads, Minor Trailheads serve a vital function of providing access to and information about the trail or trail system they serve, while also enhancing the trail’s character and identity. Minor Trailheads are smaller in scale and often less visible than Major Trailheads. They are often located at locally known spots, such as parks and residential developments. Typical design features at a Minor Trailhead include a small parking lot for up to ten passenger vehicles, an information and map kiosk, benches, trash receptacles, and bicycle parking.

TRAIL ACCESS POINTS

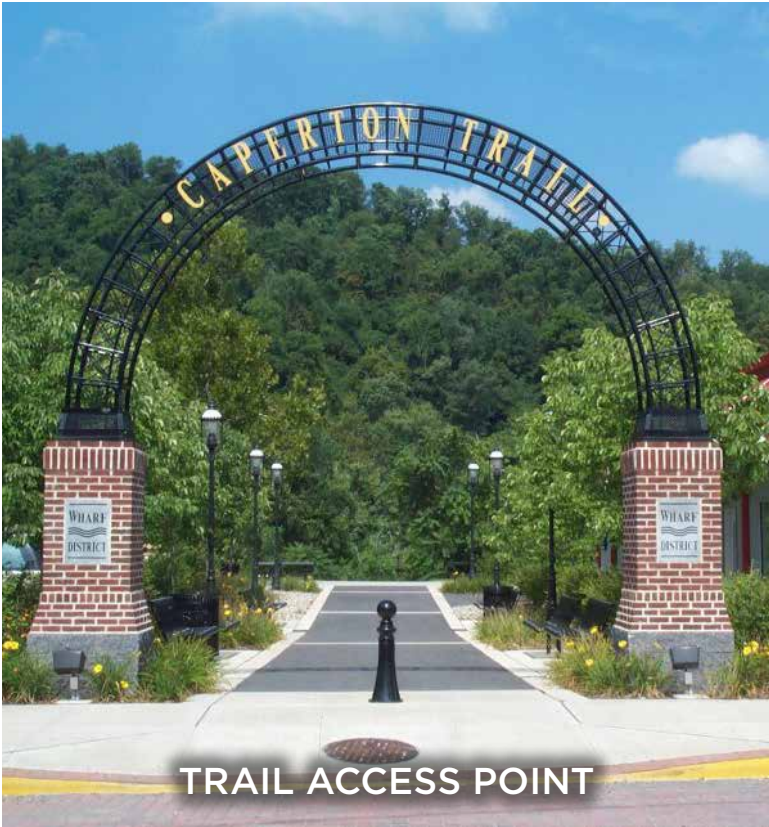
Trail access points provide residents and visitors entry to the trail from public rights-of-way or even private developments. Typical locations include roadway crossings, residential neighborhood access points, and access points from adjacent commercial developments. Unlike trailheads, trail access points usually provide little to no amenities except for trail identification signage and possibly wayfinding signage to destinations along the trail. In some cases, trail access points can be complemented with additional gateway features or branding to highlight the trail it serves, particularly at major road crossings and other high-visibility areas.



MAJOR TRAILHEAD



MINOR TRAILHEAD



TRAIL ACCESS POINT



Bicycle Parking

Bicycle parking is an integral component of a successful, functional trail network. Without secure, accessible, and convenient bicycle parking, people are less likely to choose to ride a bicycle. The City of Nixa should continue to increase bicycle parking supply with secure, attractive, and highly visible bicycle parking facilities, including short-term bicycle parking solutions like racks and corrals, and long-term solutions like lockers and secure parking areas. Providing context-appropriate facilities to enhance Nixa’s trail network could be as simple as providing short-term bicycle parking outside popular destinations like parks and schools, and secure bicycle parking at the X Center and City Hall. Policies requiring secure long-term bicycle parking in new residential and commercial buildings, or the retrofit of older buildings with secure bicycle parking and shower/changing rooms in large employment centers, will make it easier to make bicycling a habit for future building users. Table 6 shows the general characteristics of short-term and long-term bicycle parking.

Policies and programs to increase bicycle parking are described in greater detail later in this chapter.

Table 6: Characteristics of Short-Term and Long-Term Bicycle Parking

Criteria	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Parking Duration	Less than two hours	More than two hours
Typical Fixture Types	Bicycle racks and on-street corrals	Lockers or secure bicycle parking (racks provided in a secured area)
Weather Protection	Unsheltered or sheltered	Sheltered or enclosed
Security	High reliance on personal locking devices and passive surveillance (e.g., eyes on the street)	Restricted access and/or active supervision Unsupervised: <ul style="list-style-type: none"><li>• “Individual-secure,” e.g., bicycle lockers</li><li>• “Shared-secure,” e.g., bicycle room or locked enclosure</li></ul> Supervised: <ul style="list-style-type: none"><li>• Valet bicycle parking</li><li>• Video, closed circuit television, or other surveillance</li></ul>
Typical Land Uses	Commercial or retail, medical/ healthcare, parks and recreation areas, community centers, libraries	Multi-family residential, workplace, transit, schools





**Bicycle Repair Stations (Cycle Aid Stations)**

Minor bicycle repairs, like changing a tire or adjusting brakes and derailleurs, can be difficult without access to a bike stand, an air pump, and other tools. Many bicyclists may find the need to make repairs like these while on the move or unloading their bikes at a trailhead, but may not carry the appropriate tools. Cities across the country have begun to address this need by installing bicycle repair stations in high-traffic locations. In neighboring Springfield, bike repair stations, also called cycle aid stations, can be found along The LINK, Springfield’s major on-street north-south bicycle corridor.

The City of Nixa should install bicycle repair stations at locations across the City with high volumes of bicycle activity. These locations may include parks, trailheads, the X Center, and City Hall. It is important that the City target locations of existing bicycle infrastructure or install repair stations in tandem with bicycle infrastructure development in order to maximize the repair stations’ value and use.



BICYCLE REPAIR STATION

**Bicycle & Pedestrian Wayfinding**

Landmarks, destinations, neighborhood business districts, natural features and other visual cues help residents and visitors travel through Nixa. However, many of the recommended trails and on-street connections utilize less familiar, lower-volume roadways and proposed trail alignments that may not be as familiar to many people. The placement of wayfinding signs along the proposed trail network will indicate to trail users their direction of travel, the location of popular destinations, and the distance to those destinations. This will in turn increase the comfort, convenience and utility of the trail network. Wayfinding signs also provide a branding element to raise the visibility of Nixa’s growing active transportation network.

Signage can serve both wayfinding and safety purposes, including:

- Helping to familiarize users with the bikeway system
- Helping users identify the best routes to destinations
- Helping to address commonly-held perceptions about travel time and distance
- Creating seamless transitions between on-street and off-street bikeways



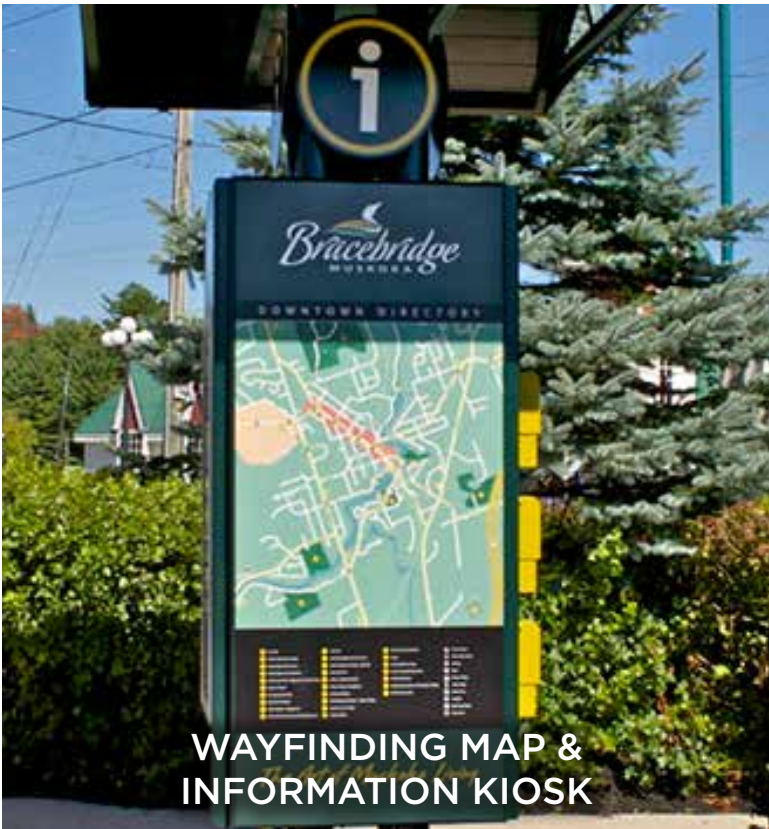
BICYCLE WAYFINDING

- Helping overcome a “barrier to entry” for people who do not bicycle often and who fear becoming lost
- Alerting motorists that they are driving along a bicycle route and should use caution

Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes. The City of Nixa should develop a community-wide Trail Wayfinding Signage Plan that identifies:

- Sign locations along existing and planned bicycle routes
- Sign type—what information should be included and what is the sign design
- Destinations to be highlighted on each sign—key destinations for bicyclists
- Approximate distance and riding time to each destination

General cost estimates for wayfinding signage range from standard Manual of Uniform Traffic Control Devices (MUTCD) signage to customized signage with branded elements and posts. Costs of wayfinding signage will depend on the type of signing and materials chosen for fabrication of the signs.



WAYFINDING MAP & INFORMATION KIOSK



## Supporting Programs and Policies

The City of Nixa should establish a variety of supporting programs and policies to assist in the development of the proposed trail network and increase bicycle and pedestrian activity for transportation and recreation. The program and policy recommendations included in this section of the study are intended to cover the breadth of the Six E's of a bikeable and walkable community: engineering, education, encouragement, enforcement, evaluation and equity. Some recommendations may touch on more than one of these categories, while others focus on just a single category. The City of Nixa and its community partners should explore opportunities to implement these programs as staff and financial capacity permits.

### Complete Streets Ordinance

A Complete Streets ordinance codifies a jurisdiction's desire and intent to plan, design, operate, and maintain streets in order to enable safe, comfortable and convenient travel for users of all ages and abilities, regardless of their mode of transportation. As of May 2018, 39 communities in Missouri have endorsed Complete Streets through policy statements, ordinances, resolutions, or adopted plans. In addition, the Missouri General Assembly passed resolution HCR 23 supporting state, regional, and local agencies' efforts to adopt Complete Streets policies. Unlike resolutions and policy statements, an ordinance provides greater strength and accountability, ensuring that the adopting agency has clear procedures to address and incorporate all modes of transportation in roadway projects.

The City of Nixa should develop and adopt a Complete Streets Ordinance to reaffirm its commitment to supporting walking, bicycling, and all modes of transportation. The resources listed below offer sample ordinances and other tips and tools for developing a municipal Complete Streets ordinance.

#### Resources

Missouri Bicycle and Pedestrian Federation Complete Streets Resources: <http://mobikefed.org/CompleteStreets>

Complete Streets Local Policy Workbook, National Complete Streets Coalition (Smart Growth America): <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>

## Bicycle & Pedestrian Count Program

Many local, regional, and state agencies in Missouri conduct traffic counts to understand traffic patterns and plan for future investments in transportation infrastructure. However, people bicycling and walking are often left out of these counts, which often focus solely on motor vehicles. Counts of bicycle and pedestrian activity are very important to understanding how people get around on bike and foot. By measuring bicycle and pedestrian activity year-over-year, the City of Nixa can understand changes in activity and how new trails and facilities impact activity.

The City of Nixa should develop a bicycle and pedestrian count program to document bicycling and walking activity and to measure before-and-after changes along recommended project corridors. These counts can help measure changes in activity and can help to justify expenditures for bicycle and pedestrian infrastructure. Counts can be conducted manually by City Staff or volunteers, or by automatic counting devices. Nixa should consider using both counting methods as appropriate.

#### Resources

National Bicycle and Pedestrian Documentation Project: <http://bikepeddocumentation.org/>



*Bicycle and pedestrian counts are an effective way to measure active transportation and trail usage.*



## Bicycle Parking Ordinance

Zoning regulations dictate the character and quality of development within the City. As future growth and development occur in Nixa, it is important that appropriate ordinances are in place to support bicycle transportation. The City of Nixa should consider adopting a bicycle parking ordinance to ensure that bicycle parking is integrated into future developments. Such an ordinance would dictate the number of bicycle parking spaces required based on land use and development size. Additional parking design and siting details can be integrated into the bicycle parking ordinance to guarantee both quality and visibility of parking facilities. The resource links below include a sample bicycle parking ordinance that can serve as a starting point for the development of a local bicycle parking ordinance, and the Association of Pedestrian and Bicycle Professionals’ (APBP) Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015). The Essentials of Bicycle Parking is a detailed guide that can assist the City of Nixa, community partners, and local businesses in choosing the right bicycle parking facilities and placing them in the right location.

### Resources

Model Bicycle Parking Ordinance, ChangeLab Solutions: <https://www.changelabsolutions.org/publications/bike-parking>

Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking that Works, Association of Pedestrian and Bicycle Professionals (2015): <http://www.apbp.org/?page=publications>

## Bicycle Parking Program

Many local businesses and community organizations share the City of Nixa’s desire to make bicycling more convenient but may not know how to best contribute. The City of Nixa should establish a bicycle parking program to encourage local businesses and community organizations to support bicycling by installing bicycle parking racks. There are multiple benefits to a City-run bicycle parking program. By buying the racks in bulk, the City can achieve an economy of scale and offer the racks to community partners at a lower cost. The City can also have control over parking design, siting, and installation, ensuring that high-quality bicycle racks are properly installed in visible, easy-to-reach locations. Like many local agencies with bicycle parking programs, Nixa can incorporate City branding elements into the bicycle rack to increase the visibility of the bicycle parking program.

### Resources

Bike Rack Purchase and Installation Program, City of St. Louis, MO: <https://www.stlouis-mo.gov/government/departments/street/streets-sidewalks-traffic/permits-inspections/bike-rack-installation.cfm>

Bike Rack Program, City of Fort Collins, CO: <https://www.fcgov.com/bicycling/parking.php>

## Safe Routes to School

In the City of Nixa, many children live within walking or bicycling distance to school, yet walking and bicycling represent only a small percentage of trips to school. A Safe Routes to School program can be an effective method of increasing physical activity for children and families by encouraging more kids to walk and bike to school. Through various activities like Walking School Buses, Bike Trains, Bicycle Rodeos, National Walk to School Day, and walking maps, Safe Routes to School programs have proven to be effective in their purpose of increasing physical activity.

The City of Nixa should partner with Nixa Public Schools to explore opportunities for the development of a Safe Routes to School program.



Parents, teachers, and school resource officers can all play a role in Safe Routes to School.

### Resources

Safe Routes to School National Partnership: <https://www.saferoutespartnership.org/>

National Center for Safe Routes to School: <http://www.saferoutesinfo.org/>

Missouri Department of Transportation Safe Routes to School Grant Program: <http://www.modot.org/safety/SRTSGrants.htm>

## Adult Bicycle Safety & Maintenance Workshops

Classes and workshops provide education and skills training to bicyclists of varying confidence levels. Training classes and workshops offer many benefits: they enhance understanding, confidence, and independence related to bicycling for transportation and provide a supportive learning environment where participants can ask questions or express concerns. Furthermore, classes can be tailored to a variety of topics and demographics, such as:

- **General Classes:**
- Basic bike maintenance



Bicycle safety and skills classes build confidence and encourage people to take to the streets on two wheels.



- How to change a tire
- Safe riding and traffic skills training
- Shopping by bike
- Commuting 101
- Bicycle legal clinic
- No car needed: how to get around without driving
- **Demographic Specific:**
  - Women's maintenance 101
  - Youth safety and skills training
  - Families on bike
  - Bicycling for seniors

The City of Nixa should partner with local bike shops, advocacy groups, or community members to host workshops and classes. The presenter of the workshop should be confirmed at least a month in advance of the workshop to give adequate preparation time. Workshops should be held at lunch time, or in the evening or weekends to accommodate work and school schedules.



Bicycle maintenance classes give people the know-how to complete basic bicycle repairs, like changing a tire.

### Youth Bicycle Safety Education

Instilling a love for bicycling in children and young adults can support long-term gains in cultural acceptance of and support for bicycling activity. While many children learn bicycling at a young age, it is not a part of physical education curriculums in most schools in Nixa and across the country, partially due to the lack of access to resources. Some school districts, however, have begun to incorporate basic bicycling safety and skills into physical education curriculums with great success, often partnering with local police departments, non-profits, and certified bicycling instructors to provide bicycles for students and offer effective instructions to encourage safe riding practices and a basic understanding of rules and responsibilities when riding around motor vehicle traffic. The City of Nixa should coordinate with the Nixa Public Schools to explore opportunities to teach basic bicycling skills to younger students.

### Resources

SHAPE America (Society of Health and Physical Educators) Bicycle Safety Curriculum: [http://www.shapeamerica.org/publications/resources/teachingtools/qualitytype/bicycle\\_curriculum.cfm](http://www.shapeamerica.org/publications/resources/teachingtools/qualitytype/bicycle_curriculum.cfm)



Bicycle safety and skills classes can be part of a well-rounded physical education curriculum.

League of American Bicyclists Bicycling Skills 123 Youth and Safe Routes to Schools courses:

<http://www.bikeleague.org/content/find-take-class>

Safe Routes to School National Partnership Traffic Safety Training Resources:

<http://www.saferoutespartnership.org/state/bestpractices/curriculum>

### Earn-A-Bike Program

Some children in Nixa may lack access to quality bicycles and bicycle maintenance training and tools. In order to address this lack of access, the City and its community partners should develop an Earn-A-Bike. An Earn-A-Bike program typically involves multiple classes to teach children the basics of bicycle maintenance, safety, and maneuvering. Students who complete the program will receive a refurbished bike along with a helmet, bike lock, and bike lights.

Should there be a need, the City can expand the program to include adults as well. A number of communities in Missouri have established Earn-A-Bike programs for both children and adults.



Children learn basic bicycle maintenance and safety skills as part of an Earn-A-Bike program in St. Louis (Source: STL Bike Works)



Resources

Earn-A-Bike Program, St. Louis Bicycle Works (St. Louis, MO): <http://www.bworks.org/bikeworks/earn-a-bike/>

Earn-A-Bike Program, RevolveKC (Kansas City, MO): <http://revolvekc.org/earn-a-bike/>

Earn-A-Bike Program, CoMo Bike Co-Op (Columbia, MO): <https://www.como.gov/parksandrec/facilities/como-bike-co-op/>

Themed Group Bicycle Rides

Organized bicycle rides offer people a comfortable and fun way to explore Nixa’s trails and bicycle routes in a group setting. For many, these types of events build participants’ confidence and knowledge of the trail network, giving them the tools necessary to choose bicycling for trips around town. Target audiences for these organized bicycle rides should reflect the diversity of the community and include children, seniors, families, low-income residents, minority residents.

Smaller group rides with capped attendance can capitalize on cultural assets and amenities like historic monuments and buildings, city parks, business districts, and other unique locations. In St. Louis, Missouri, Trailnet’s free weekly

Community Rides center around the city’s history and culture, with themes ranging from museums, breweries, jazz, prohibition, greenways, and the Underground Railroad. Many of these rides are organized and led by local historians and civic enthusiasts.

Larger group rides called cruiser rides that offer family-friendly environment have become mainstays in communities across the country. The Denver Cruiser Ride, the Slow Roll in Detroit, and Freewheel in Memphis attract hundreds to thousands of participants, move at a leisurely pace, and welcome people of all ages and abilities.

The City should coordinate with local advocacy organizations and other community partners to explore opportunities develop group bicycle rides as an essential tool to encourage bicycling activity and trail use in Nixa.

**Resources**

Trailnet (St. Louis, MO) Community Rides: <http://trailnet.org/tag/community-rides/>

Slow Roll (Detroit, MI): <http://slowroll.bike/>

Denver Cruiser Ride: <http://denvercruiserride.com/>

People for Bikes, How to Start a Cruiser Ride: <http://pfb.peopleforbikes.org/take-a-brake/how-to-start-a-cruiser-ride/>

**Community Walking & Biking Maps**

In order to encourage biking and walking, the City of Nixa should develop bicycling and walking maps that provide route and facility information and highlight local destinations and amenities.

One of the most effective ways of encouraging people to bike is through the use of maps and guides to show that the infrastructure exists, to demonstrate how easy it is to access different parts of the city by bike, and to highlight unique areas, shopping districts or recreational areas. Maps can be citywide, district-specific, or neighborhood/family-friendly and can be printed on paper or made available online as interactive maps.

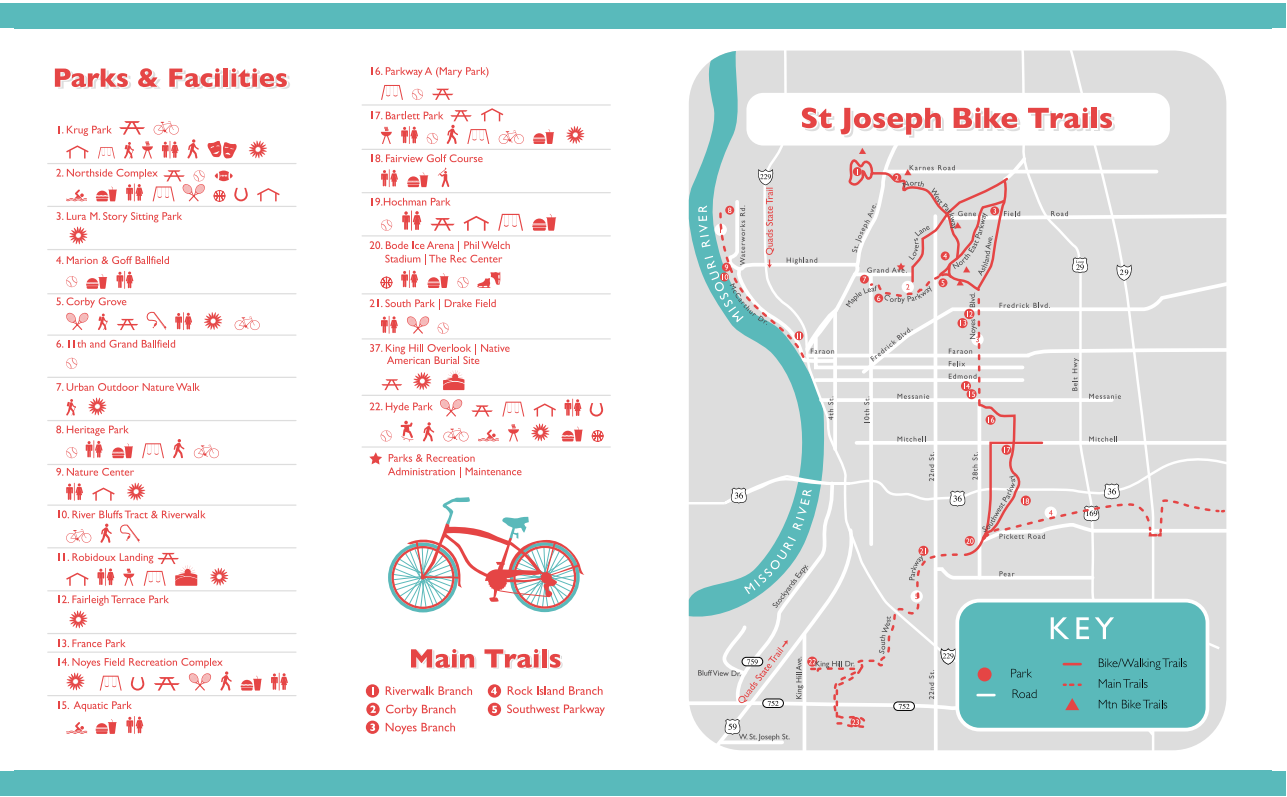
**Sample Resources**

Online Biking and Trail Map, City of Columbia, MO: <https://www.como.gov/publicworks/biking/>

Biking and Trail Map, City of St. Joseph, MO: <https://stjomo.com/wp-content/uploads/2016/03/bike-map.pdf>



In St. Louis, Missouri, Trailnet’s community rides series takes people on themed bicycle rides that explore the city’s history and culture (Source: Trailnet).



St. Joseph, Missouri’s Bike Trails Map provides a colorful and informative guide to local trails, parks, and other community destinations.



Targeted Law Enforcement Activities

Targeted enforcement is an effective way of encouraging lawful travel behavior and instilling respect for other road users. Enforcement activities may include deployment of speed reader boards, police “sting” operations at high crash intersections, wrong-way riding enforcement, bike light enforcement, and even distribution of safety literature along corridors with high volumes of bicycle activity. In the City of Chicago, police officers partner with the City’s Bicycling Ambassadors educate road users.

The Nixa Police Department should explore opportunities for regularly-scheduled enforcement activities at strategic locations around the community to support bicycling activity and create safer environments for all road users.

Resources

City of Chicago Targeted Enforcement (Chicago, IL): <http://chicagocompletestreets.org/safety/targetedenforcement/>



The City of Chicago’s Crosswalk Enforcement Program encourages safe, responsible travel for all road users.

Bicycle Facility Fact Sheets

As the City of Nixa develops its trail network, many residents may be unfamiliar with trails, bicycle lanes, and travel lanes with shared lane markings. Driving alongside people bicycling on these new facilities may be uncomfortable or challenging for some, and the City of Nixa can address this lack of knowledge by providing bicycle facility fact sheets and other information to help drivers understand how to operate a motor vehicle next to a bicycle lane or in a shared travel lane.

A great resource to draw from is A Driver’s Guide to Active Transportation, a document developed by the Missouri Bicycle and Pedestrian Federation in 2016 to support local communities and advocacy organizations across the state. The document explains various signs and roadway markings, providing constructive information about how to interact with other road users. The City of Nixa consider this document as a starting point for developing bicycle facility fact sheets specific to new infrastructure installed in the City.

Resources

A Driver’s Guide to Active Transportation, Missouri Bicycle and Pedestrian Federation: <https://trailnet.org/files/2016/05/DriversGuideToActiveTransportationReduced.pdf>

Project Outreach

The City of Nixa uses multi-pronged outreach efforts for many capital projects in order to actively engage and educate residents about changes to public infrastructure. As bicycle facility projects are developed and installed, it will be important to continue these outreach efforts and inform residents along project corridors about how to interact with these new bicycle facilities and the likely increase in bicycle activity that will result. By using online videos, temporary signs, updates through social media, neighborhood meetings, and other outlets, the City of Nixa can build awareness and support for these new facilities as important elements of the transportation system. Examples of project outreach via community meetings and an online presence are listed below.

Resources

Seattle DOT Bicycle Program Projects (Seattle, WA): <http://www.seattle.gov/transportation/bikeprojects.htm>

Cincinnati Bicycle Transportation Plan Current Projects (Cincinnati, OH): <http://www.cincinnati-oh.gov/bikes/bike-projects/>

Denver City and County Current Projects (Denver, CO): <https://www.denvergov.org/content/denvergov/en/bicycling-in-denver/infrastructure.html>

### 2ND AVE MOBILITY IMPROVEMENTS

Signal upgrades and protected bike lane extension

FACT SHEET      Fall 2016

**PROJECT DESCRIPTION**

The Seattle Department of Transportation (SDOT) is making traffic signal improvements and extending the 2-way protected bike lane along 2nd Ave from Pike St to Denny Way. These improvements will organize the street and move people and goods more efficiently.

Construction will start in early 2017 and we expect work to last through the summer. We'll be in touch with local businesses and residences as we have more information about construction timing and phasing.

**PROJECT INFORMATION AND CONTACT**

[www.seattle.gov/transportation/2ndave.htm](http://www.seattle.gov/transportation/2ndave.htm)  
2ndave@seattle.gov | (206) 905-3439  
SDOT Communications Lead: Sara Colling  
SDOT Project Manager: Marilyn Yim

Seattle Department of Transportation

VISION ZERO

SAFER. SMOOTHER. GREENER.

Seattle DOT’s project handouts provide valuable information about current projects, keeping everyone informed.

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# CHAPTER SEVEN: IMPLEMENTATION

## Introduction

Constructing the proposed trail network and implementing the programs and policies recommended in this study is a long-term, incremental endeavor. Projects must be pursued in a strategic manner in order to maximize the City’s investment, leverage local resources, and sustain community support over time,

The Implementation Chapter provide the City of Nixa and the Ozarks Transportation Organization with a blueprint to begin the implementation process and monitor progress over time. The chapter includes five key elements: early action steps; regional trail prioritization; potential funding sources; measuring plan performance; and ongoing system maintenance.

## Early Action Steps

The following early action steps are designed to initiate implementation, sustain momentum generated during the planning process, and set the foundation for future progress. Six early action items, which represent a mix of policy, procedures, capital projects, and programs, provide early opportunities to engage community partners and establish strong and lasting relationships on which successful implementation efforts will depend.

### Step 1: Adopt the Trail Study

Adopting the Plan is an important step, not just for its symbolic value representing the City’s and the Ozarks Transportation Organization’s commitment to bicycling and walking, but also for its policy value as a guiding document for future capital investments and transportation decisions.

The adoption process varies from community to community, depending on existing policies and procedures. Whether the City of Nixa should undertake a formal adoption process and incorporate this study as a supplemental document supporting the Comprehensive Plan, or choose to draft a resolution in support of the study, it is important that this study be acknowledged for its potential to increase walking and bicycling and be used as a guide for future decision-making and

investments. The major advantage of adopting the study as an addendum to the Comprehensive Plan is added weight the recommended network will carry as an official planning document. Whether applying for external funding or discussing development impacts with prospective developers, having an official study to reference is a valuable asset.

### Step 2: Identify and Implement a Low-Cost Project

Immediate investments in bicycle, pedestrian, and trail facilities demonstrate the City of Nixa’s commitment to implementing the recommendations of the study and achieving the long-term vision of a complete, interconnected trail network. The City of Nixa should identify a low-cost project to complete within one year of plan completion. Potential projects should be selected from the recommended on-street connections. On-street connections, particularly on local and low-volume collector roadways, may consist of relatively lower-cost improvements, such as sidewalk infill, crosswalk markings, shared lane markings, bicycle wayfinding signage, and minor traffic calming improvements (if necessary). This project can sustain momentum generated during the planning process and generate excitement and support within the community.

### Step 3: Integrate Proposed Trail Network Recommendations into Capital Improvements Plan

The Capital Improvements Plan (CIP) guides the City’s investments in transportation, facilities, and other capital improvements over a five-year period. The CIP is updated regularly and incorporated into the City’s annual budget. In order to allocate funding for trail, sidepath, on-street bikeway, and sidewalk projects, the City of Nixa should incorporate recommended trail segments into the CIP. Recommendations for sidewalks, on-street bikeways, and sidepaths can be incorporated into previously identified roadway projects, while off-street trail projects may require insertion into the CIP as separate, new line items.

### Step 4: Organize and Host a Community Bicycle Ride

Building a community culture that values bicycling takes more than trails and bikeways. To encourage bicycling and demonstrate the City’s support for active transportation, Nixa should develop an all-ages, family-friendly organized bike ride (or series of bike rides). By routing the event along existing and proposed bikeways and connecting to key destinations throughout the City, participants can explore bike routes in a low-stress environment, building their ability and confidence to bicycle on local streets and access local destinations.

### Step 5: Adopt a Complete Streets Policy

Complete Streets are planned, designed, constructed and maintained to accommodate all street users - pedestrians, bicyclists, transit users, and motor vehicle drivers. The Ozarks Transportation Organization has incorporated Complete Streets elements in its Plan 2040 Long Range Transportation Plan in order to provide regional leadership and to tie Complete Streets policies and elements to the selection and awarding of federal funds for the planning, design, right-of-way acquisition, engineering, and construction of roadways and other transportation facilities.

The City of Nixa should coordinate with the Ozarks Transportation Organization to draft and adopt a Complete Streets ordinance or resolution to integrate all modes of transportation into roadway funding, design, construction, operations and maintenance. Establishing a municipal policy will delegate roles and responsibilities and create a system through which all transportation projects can be evaluated. The policy will support implementation of proposed trail network segments by incorporating them into future roadway projects.

# Cost Estimates

Cost estimates are an essential planning tool used for programming capital improvements and drafting applications for external funding sources. For this study, planning-level cost estimates have been developed for all recommended projects, and detailed cost estimates have been developed for the three regional trails for which refined alignments were determined in Chapter Four.

## Planning-Level Cost Estimates

Cost estimates have been developed for each project based on initial planning-level examples of similar constructed projects and industry averages. These costs were then refined with the assistance of City and Ozarks Transportation Organization staff based on local experience. All facility designs and associated cost estimates proposed in this plan are conceptual in nature and must undergo final engineering design and review through coordination between all concerned departments in order to arrive at detailed project costs. These costs are provided in 2018 dollars and include a 20 percent contingency. Inflation should be included in costs in future years when bikeway improvements are programmed.

The cost estimates do not include costs for corridor planning, public engagement, surveying, engineering design, right-of-way acquisition, and other work required to implement a project, since these are planning-level costs. Based on city experiences, these elements can and should be added as these projects are programmed into the CIP. Depending on the type of improvement, these additional costs can generally be estimated at up to 25 percent of the facility construction cost, in the case of a shared use path design or a two-way cycle track. Construction costs will vary based on the ultimate project scope (i.e., combination with other projects) and economic conditions at the time of construction. When combined with larger roadway projects, the city can achieve economies of scale and maximize the value of every dollar spent on transportation infrastructure.

Cost estimates for each type of recommended linear facility are listed in Table 7. A complete list of cost estimates for each individual project is shown in Table 8 on the following page. For On-Street Connections, the study utilizes cost ranges rather than a single cost estimate to acknowledge variables that must be analyzed in greater detail in order to provide more accurate cost estimates. These facilities

range may range from sidewalks, shared lane markings, and wayfinding signage to sidewalks and separated bike lanes. It should also be noted that facility cost estimates for on-street connections only take into account the bicycle facility and related wayfinding and other signage, not pedestrian facilities like sidewalks or crosswalks. In order to determine the appropriate facility type and associated cost, additional study will be required.

Table 7: Cost Estimates by Facility Type

Facility Type	Cost Per Mile	Recommended Miles
Regional Trail	\$1,300,000*	12.03
Local Trail	\$1,300,000*	10.83
Sidepath	\$1,00,000**	41.71
On-Street Connection	\$3,700 - \$198,000***	19.93
Total		84.50

\*The cost per mile estimate used for regional and local trails represents the “Suburban Trail Type”. This trail type cost estimate was initially developed for the OTO Bicycle & Pedestrian Trail Investment Study and used to generate planning-level cost estimates for the region’s planned priority trails.

\*\*The cost per mile estimate used for sidepaths represents a combination of the “Rural Trail Type” and “Suburban Trail Type” from the OTO Bicycle & Pedestrian Trail Investment Study.

\*\*\*On-street connections range from shared lane markings and wayfinding signage to buffered bicycle lanes. On-street connections do not include costs for sidewalks, which are standard design elements in the City of Nixa’s



Table 8: Cost Estimates for Individual Project Recommendations

Recommended Facility	Limit From	Limit To	Project Length (Miles)	Planning Level Cost Estimate
Regional Trails				
Eoff Trail	Northview Drive	Future Rivercut Parkway	4.77	\$6,195,843
Finley River Connector Trail	Finley Creek Greenway	McCauley Park	3.32	\$4,317,338
NE Chadwick Flyer Connector	Eoff Trail	Chadwick Flyer Trail at Hwy CC	3.94	\$5,117,925
Local Trails				
Cheyenne Road Extension (North)	Highway CC	Chadwick Flyer Rail Trail	0.81	\$1,054,486
Fort Road Trail Connector	Highway 14	McConnell Road	0.32	\$412,471
Highway CC Extension	Nicholas Road	Main Street	1.77	\$2,297,817
Inman Trail	Inman Intermediate	Eoff Trail	1.33	\$1,722,663
Muskego Road Extension (East)	Muskego Road	SE Finley Creek Connector	0.33	\$1,221,559
Muskego-Mt Vernon Connector	Muskego Road	Highway 14	0.81	\$1,057,955
Myra-Eoff Trail Connector	Eoff Trail	Myra Drive	0.05	\$60,463
Nixa High - Matthews Elementary Connector	Nicholas Road	Gregg Road	0.62	\$808,581
SE Finley Creek Connector Alternative 3	Finley Creek Greenway	Main Street	2.09	\$2,719,372
South Nixa East-West Trail	Inman Road	Ozark Road	2.03	\$2,632,734
Summit Connector	Cheyenne Road	Chad Flyer Conn at Old Castle	0.64	\$834,942
Walleye Connector Trail	Walleye Street	NE Chadwick Flyer Connector	0.03	\$43,104
Sidepaths				
Cheyenne Road Sidepath	Highway CC	North Road	1.49	\$1,494,040
Delaware Town Road	Wilson's Creek Trail	Landers Road	1.27	\$1,272,000
Fremont Road	OTC Richwoods Campus	Highway CC	2.89	\$2,885,200
Gooch Road	Shamrock Road	Nicholas Road	0.51	\$512,343
Gregg Road	Rosedale Road	Tracker Rd	3.56	\$3,563,880
Highway 14 Sidepath	Nicholas Road	Ozark Community College	4.42	\$4,416,700
Highway CC Sidepath	Main Street	Cheyenne Road	1.64	\$1,644,730
Inman Road	Wilsons Crk Trl - Christian Co	Inman Road	2.27	\$2,271,510
Landers Road	Deleware Town Road	Nelson Mill Road	1.54	\$1,539,380
Minnehaha Road	Rosedale Road	Ozark Road	0.52	\$522,401
Muskego Road	Ozark Road	Muskego Road (90 Degree Turn)	0.61	\$612,269
Nelson Mill Road	Union Chapel Road	James River Greenway	1.54	\$1,537,140
Nicholas Road	Highway 14	James River Greenway	4.19	\$4,190,330
Nicholas Road	Inman Road	Vintage Road	1.20	\$1,199,020
North Street Bike/Walk Corridor	City Park	Fremont Road	1.01	\$1,007,090
Old Bittersweet Road	Old Riverdale Road	Ozark Road	0.64	\$635,202
Ozark Road	Minnehaha Road	Old Bittersweet Road	1.05	\$1,047,800
Rosedale Road	Shamrock Road	Minnehaha Road	2.69	\$2,685,930
Shamrock Road	Rosedale Road	Gooch Road	1.02	\$1,015,990
Tracker Road	Nicholas Road	Eoff Trail	1.04	\$1,043,390
Union Chapel Road	Nelson Mill Road	Nicholas Road	2.27	\$2,272,400
US 160	South Main Street	Wasson Road	3.10	\$3,098,810
US 160	Wasson Road	Tracker Road	1.24	\$1,244,830

Table 8: Cost Estimates by Facility Type, Continued

Recommended Facility	Limit From	Limit To	Project Length (Miles)	Planning Level Cost Estimate	
On-Street Connections					
Aldersgate Road	US 160	Main Street	0.51	\$1,900.80	- \$101,718.74
Bryant Street	Ellen Street	West Street	0.16	\$576.59	- \$30,855.52
Cherry Street	Main Street	Hillcrest Road	0.42	\$1,549.73	- \$82,931.76
Elegant Drive	Old Bittersweet Road	Highway 14	0.68	\$2,511.20	- \$134,383.37
Ellen Street	Bryant Street	Highway 14	0.31	\$1,155.99	- \$61,861.33
Ellen Street	Highway 14	Wasson Drive	0.27	\$1,013.32	- \$54,226.19
Fort Avenue	McConnell Road	Northview Road	0.45	\$1,654.58	- \$88,542.44
Hillcrest Road	Cherry Street	North Street	0.25	\$915.43	- \$48,987.97
Kathryn Road	Gregg Road	US 160	0.75	\$2,788.45	- \$149,219.68
Main Street Bike/Walk Corridor	Hwy 160	Hwy CC	4.94	\$18,269.42	- \$977,661.07
Market Street	South Road	Cherry Street	0.56	\$2,066.07	- \$110,562.42
Milton Drive	Wasson Drive	Northview Road	0.48	\$1,789.91	- \$95,784.37
Missouri Avenue	Cherry Street	North Street	0.25	\$926.67	- \$49,589.52
North Road	Rosedale Road	West Road	1.64	\$6,073.35	- \$325,006.05
North Street Bike/Walk Corridor	Rotary Park	Taylor Way	0.94	\$3,482.57	- \$186,364.81
Northview Drive Bike/Walk Corridor	Nicholas Road	Main Street	1.77	\$6,564.48	- \$351,288.29
Old Castle Road	North Street	Tracker Road	1.03	\$3,804.07	- \$203,569.28
Scott Wayne Drive	Main Street	Walleye Street	0.73	\$2,709.57	- \$144,998.51
South Road	West Road	Market Street	0.71	\$2,609.07	- \$139,620.35
Taylor Way	North Street	Walleye Street	0.51	\$1,902.19	- \$101,793.09
Tracker (Future Road Construction)	Old Castle Road	Cheyenne Road	0.46	\$1,717.23	- \$91,894.98
Walleye Street	Taylor Way	N/O Striper Drive	0.34	\$1,249.13	- \$66,845.29
Wasson Drive	Milton Drive	Fort Avenue	0.74	\$2,744.17	- \$146,850.43
Weldon Drive	Walleye Street	Old Castle Road	0.40	\$1,461.97	- \$78,234.97
West Road	North Road	Highway 14	0.63	\$2,325.33	- \$124,436.40

Detailed Cost Estimates

The detailed estimates developed for each preferred alignment described in the previous chapter of the study incorporate an extensive list of cost factors to provide accurate estimates, including clearing, grading, base, surface, structures, culverts, signage, lighting, signalization, pavement markings, seeding, mulching, temporary traffic control. Additional cost factors, including engineering and surveying, easements and rights-of-way, and construction administration and inspection, have been added to the total cost as percentages.

Table 9: Eoff Trail Opinion of Probable Cost, 10ft Paved Path with 12ft Bridges

ITEM	QTY.	UNIT	UNIT COST	COST(\$)
Clearing & Grubbing	3	AC	\$7,500.00	\$22,500.00
Linear Grading Class 1	252	STA	\$3,000.00	\$756,000.00
Compacting Subgrade	28,989	SY	\$2.00	\$57,978.00
4" Aggregate Base	28,989	SY	\$9.00	\$260,901.00
6" Concrete Pavement	27,989	SY	\$85.00	\$2,379,065.00
7" Non-reinforced Concrete (Road Base Pvmt)	225	SY	\$85.00	\$19,125.00
Bituminous Pavement Mix PG64-22 BP-1 (2")	25	TON	\$95.00	\$2,375.00
Tack Coat (0.10 GAL/SY)	225	GAL	\$5.00	\$1,125.00
Driveway Repairs & Reconstruction	325	SY	\$90.00	\$29,250.00
Curb Ramps	450	SY	\$135.00	\$60,750.00
Truncated Domes	360	SF	\$30.00	\$10,800.00
Concrete Curb	360	LF	\$35.00	\$12,600.00
Wayfinding Signage (1 per 0.25 MI of Trail)	20	EA	\$1,000.00	\$20,000.00
Rock Lining (100 CY per bridge abutment)	200	CY	\$85.00	\$17,000.00
24" White Stop Bars	84	LF	\$15.00	\$1,260.00
24" White Yield Markings	36	EA	\$50.00	\$1,800.00
30" White High Visibility Markings	540	LF	\$20.00	\$10,800.00
Trail Signage & Posts (2 signs per 500')	101	EA	\$350.00	\$35,350.00
Roadway Signage & Posts (4 signs per Crossing)	36	EA	\$350.00	\$12,600.00
RRFB	6	EA	\$10,000.00	\$60,000.00
Signal Modification (Pedestrian-Cyclist Upgrades)	1	EA	\$50,000.00	\$50,000.00
Seed, mulch, etc	10	ACRE	\$5,000.00	\$50,000.00
Temporary Silt Fence	25,190	LF	\$3.00	\$75,570.00
Ditch Checks	252	EA	\$225.00	\$56,677.50
Sediment Removal	504	CY	\$40.00	\$20,152.00
Pedestrian Bridge (12' wide)	1,860	SF	\$300.00	\$558,000.00
Decorative Pedestrian Guardrail	100	LF	\$120.00	\$12,000.00
Contractor Construction Staking (1%)	1	LSUM	\$45,936.79	\$45,936.79
Site Furnishings (1.5%)	1	LSUM	\$68,905.18	\$68,905.18
Removal of Improvements (3%)	1	LSUM	\$137,810.36	\$137,810.36
Temporary Traffic Control (3%)	1	LSUM	\$137,810.36	\$137,810.36
Drainage Improvements (5%)	1	LSUM	\$229,683.93	\$229,683.93
Landscaping (5%)	1	LSUM	\$229,683.93	\$229,683.93
Utility Relocations (5%)	1	LSUM	\$229,683.93	\$229,683.93
Mobilization (10%)	1	LSUM	\$459,367.85	\$459,367.85
Subtotal				\$6,132,561
Contingency 25%				\$1,533,140
Total				\$7,665,701
Engineering & Surveying Costs 15%				\$1,149,855
Construction Administration & Inspection Costs 10%				\$766,570
Easement & Right-of-Way Costs 5%				\$383,285
Grand Total				\$9,965,411
Costs Based on 2018 prices. Should include Inflation for each year beyond 2018				

**Table 10: Northeast Chadwick Flyer Connector Trail Opinion of Probable Cost, 10ft Paved Path with 12ft Bridges**

ITEM	QTY.	UNIT	UNIT COST	COST(\$)
Clearing & Grubbing	2	AC	\$7,500.00	\$15,000.00
Linear Grading Class 1	208	STA	\$3,000.00	\$624,000.00
Compacting Subgrade	24,744	SY	\$2.00	\$49,488.00
4" Aggregate Base	24,744	SY	\$9.00	\$222,696.00
6" Concrete Pavement	23,089	SY	\$85.00	\$1,962,565.00
7" Non-reinforced Concrete (Road Base Pvmt)	400	SY	\$85.00	\$34,000.00
Bituminous Pavement Mix PG64-22 BP-1 (2")	44	TON	\$95.00	\$4,222.22
Tack Coat (0.10 GAL/SY)	400	GAL	\$5.00	\$2,000.00
Driveway Repairs & Reconstruction	455	SY	\$90.00	\$40,950.00
Curb Ramps	800	SY	\$135.00	\$108,000.00
Truncated Domes	640	SF	\$30.00	\$19,200.00
Concrete Curb	640	LF	\$35.00	\$22,400.00
Wayfinding Signage (1 per 0.25 MI of Trail)	16	EA	\$1,000.00	\$16,000.00
Rock Lining (100 CY per bridge abutment)	0	CY	\$85.00	\$0.00
24" White Stop Bars	210	LF	\$15.00	\$3,150.00
24" White Yield Markings	12	EA	\$50.00	\$600.00
30" White High Visibility Markings	960	LF	\$20.00	\$19,200.00
Trail Signage & Posts (2 signs per 500')	84	EA	\$350.00	\$29,400.00
Roadway Signage & Posts (4 signs per Crossing)	64	EA	\$350.00	\$22,400.00
RRFB	2	EA	\$10,000.00	\$20,000.00
Signal Modification (Pedestrian-Cyclist Upgrades)	3	EA	\$50,000.00	\$150,000.00
Seed, mulch, etc	8	ACRE	\$5,000.00	\$40,000.00
Temporary Silt Fence	20,780	LF	\$3.00	\$62,340.00
Ditch Checks	208	EA	\$225.00	\$46,755.00
Sediment Removal	416	CY	\$40.00	\$16,624.00
Pedestrian Bridge (12' wide)	0	SF	\$300.00	\$0.00
Decorative Pedestrian Guardrail	0	LF	\$120.00	\$0.00
Contractor Construction Staking (1%)	1	LSUM	\$35,309.90	\$35,309.90
Site Furnishings (1.5%)	1	LSUM	\$52,964.85	\$52,964.85
Removal of Improvements (3%)	1	LSUM	\$105,929.71	\$105,929.71
Temporary Traffic Control (3%)	1	LSUM	\$105,929.71	\$105,929.71
Drainage Improvements (5%)	1	LSUM	\$176,549.51	\$176,549.51
Landscaping (5%)	1	LSUM	\$176,549.51	\$176,549.51
Utility Relocations (5%)	1	LSUM	\$176,549.51	\$176,549.51
Mobilization (10%)	1	LSUM	\$353,099.02	\$353,099.02
Subtotal				\$4,713,872
Contingency 25%				\$1,178,468
Total				\$5,892,340
Engineering & Surveying Costs 15%				\$883,851
Construction Administration & Inspection Costs 10%				\$589,234
Easement & Right-of-Way Costs 5%				\$294,617
Grand Total				\$7,660,042
Costs Based on 2018 prices. Should include Inflation for each year beyond 2018				

**Table 11: X Center to Finley River Greenway Connector Trail Opinion of Probable Cost, 10ft Paved Path with 12ft Bridges**

ITEM	QTY.	UNIT	UNIT COST	COST(\$)
Clearing & Grubbing	4	AC	\$7,500.00	\$30,000.00
Linear Grading Class 1	185	STA	\$3,000.00	\$555,000.00
Compacting Subgrade	21,449	SY	\$2.00	\$42,898.00
4" Aggregate Base	21,449	SY	\$9.00	\$193,041.00
6" Concrete Pavement	20,479	SY	\$85.00	\$1,740,715.00
7" Non-reinforced Concrete (Road Base Pvmt)	150	SY	\$85.00	\$12,750.00
Bituminous Pavement Mix PG64-22 BP-1 (2")	17	TON	\$95.00	\$1,583.33
Tack Coat (0.10 GAL/SY)	150	GAL	\$5.00	\$750.00
Driveway Repairs & Reconstruction	520	SY	\$90.00	\$46,800.00
Curb Ramps	300	SY	\$135.00	\$40,500.00
Truncated Domes	240	SF	\$30.00	\$7,200.00
Concrete Curb	240	LF	\$35.00	\$8,400.00
Wayfinding Signage (1 per 0.25 MI of Trail)	14	EA	\$1,000.00	\$14,000.00
Rock Lining (100 CY per bridge abutment)	400	CY	\$85.00	\$34,000.00
24" White Stop Bars	70	LF	\$15.00	\$1,050.00
24" White Yield Markings	12	EA	\$50.00	\$600.00
30" White High Visibility Markings	360	LF	\$20.00	\$7,200.00
Trail Signage & Posts (2 signs per 500')	74	EA	\$350.00	\$25,900.00
Roadway Signage & Posts (4 signs per Crossing)	24	EA	\$350.00	\$8,400.00
RRFB	2	EA	\$10,000.00	\$20,000.00
Signal Modification (Pedestrian-Cyclist Upgrades)	1	EA	\$50,000.00	\$50,000.00
Seed, mulch, etc	7	ACRE	\$5,000.00	\$35,000.00
Temporary Silt Fence	18,431	LF	\$3.00	\$55,293.00
Ditch Checks	184	EA	\$225.00	\$41,469.75
Sediment Removal	369	CY	\$40.00	\$14,744.80
Pedestrian Bridge (12' wide)	2,520	SF	\$300.00	\$756,000.00
Decorative Pedestrian Guardrail	200	LF	\$120.00	\$24,000.00
Contractor Construction Staking (1%)	1	LSUM	\$37,672.95	\$37,672.95
Site Furnishings (1.5%)	1	LSUM	\$56,509.42	\$56,509.42
Removal of Improvements (3%)	1	LSUM	\$113,018.85	\$113,018.85
Temporary Traffic Control (3%)	1	LSUM	\$113,018.85	\$113,018.85
Drainage Improvements (5%)	1	LSUM	\$188,364.74	\$188,364.74
Landscaping (5%)	1	LSUM	\$188,364.74	\$188,364.74
Utility Relocations (5%)	1	LSUM	\$188,364.74	\$188,364.74
Mobilization (10%)	1	LSUM	\$376,729.49	\$376,729.49
Subtotal				\$5,029,339
Contingency 25%				\$1,257,335
Total				\$6,286,673
Engineering & Surveying Costs 15%				\$943,001
Construction Administration & Inspection Costs 10%				\$628,667
Easement & Right-of-Way Costs 5%				\$314,334
Grand Total				\$8,172,675
Costs Based on 2018 prices. Should include Inflation for each year beyond 2018				



# Funding Sources

Funding bicycle and pedestrian infrastructure projects and supporting programs requires a diversified strategy and a creative approach. Local funding in particular will be critical to the implementation of the plan, whether used as local match for external funding sources or for projects and ongoing maintenance for locally-funded projects. The City of Nixa should determine an annual budget commitment to the implementation of bicycle, pedestrian and trail projects based on the needs identified in this plan. When possible, this budget line item should be leveraged as local match for external funding in order to maximize the City’s return on investment. In addition, the City of Nixa must be flexible and spontaneous enough to capitalize on partnerships, in-kind matches, and other non-traditional funding opportunities when possible. The following section of this chapter provides an overview of funding sources that can be utilized to build the Nixa trail network.

## Local Funding Sources

Because external funding sources for bicycle and pedestrian projects and programs continue to be in short supply and high demand, local funds are often the most reliable funding source for infrastructure projects and encouragement and education programs. In addition, local funding is often required as match for external funding sources. With this in mind, it is imperative that the City of Nixa explore, identify, and pursue one or more of these local funding strategies as a means of implementing the plan.

### Capital Improvement Plan Set-Aside

As with most communities, the City of Nixa has limited funds with which to implement active transportation projects and programs. By creating a dedicated set-aside in the Capital Improvement Program, the City can prioritize and plan for capital expenditures for trails, on-street bikeways, sidewalks, and other projects that improve conditions for walking and bicycling. This set-aside may also be used as a local match for external funding sources, or as contribution towards bicycle and pedestrian elements of larger projects.

### LOCAL OPTION SALES TAX

A Local Option Sales Tax is a special-purpose tax implemented and levied at the city or county level. A local option sales tax is often used as a means of raising funds for specific local or area projects, such as improving area streets and

roads, or refurbishing a community’s downtown area. Special Improvement Districts are often created to define a sales tax area and administer the collection and expenditures of generated tax.

### GENERAL OBLIGATION BOND

General obligation bonds offer local agencies the opportunity to acquire necessary finances for capital improvements and remit payment over time. These general obligation bonds are among the most common form of capital project financing and can cover everything from stormwater and sanitary sewers to streets, sidewalks, and trails. General obligation bonds require majority approval of a popular vote for passage.

### DEVELOPMENT IMPACT FEES

The Nixa Municipal Code allows the City to exact development impact fees for new development that generates an impact on municipal infrastructure and services, as outlined in Chapter 109: Impact Fees and Capacity Fees. To the extent that future development generates an impact on the City’s transportation, recreation, and other infrastructure, these developments can be required to pay a fee to defray all or a portion of the costs required to accommodate new developments at level-of-service standards. Parks, park facilities, park land acquisition, pedestrian access, planning and design of park facilities, and other related costs may be applicable uses of impact fees if so determined by an impact fee assessment.

## Federal and State Funding Sources

The federal government has numerous programs and funding mechanisms to support bicycle and pedestrian projects, most of which are allocated by the US Department of Transportation to state, regional, and local entities. In many cases, state and regional entities administer these funds to local agencies through competitive grant programs.

### Fixing America’s Surface Transportation (FAST) Act

In 2015, the FAST Act was signed into law, authorizing \$305 billion in transportation infrastructure planning and investment for a five-year period from 2016-2020. Multiple programs have been carried over from the previous transportation bill, Moving Ahead for Progress in the 21st Century, or MAP-21. Funding for FAST Act programs available to the

City of Nixa is administered by the Ozarks Transportation Organization and allocated through a competitive application process. The following four FAST Act programs commonly used to fund bicycle and pedestrian projects are described in this section:

Surface Transportation Program

Transportation Alternatives Program

Highway Safety Improvement Program

Section 402 Highway Safety Grant Program

### SURFACE TRANSPORTATION PROGRAM (STP)

The STP provides funding that may be used by States and localities for projects to preserve and improve the conditions on any Federal-aid highway, bridge and tunnel projects, public road projects, pedestrian and bicycle infrastructure, and transit capital projects. Bicycle and pedestrian infrastructure projects include ADA sidewalk modification, recreational trails, bicycle transportation, on- and off-road trail facilities for non-motorized transportation, and infrastructure projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.

### TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and has been continued by the Fixing America’s Surface Transportation (FAST) Act, through federal fiscal year 2020. Eligible project activities for TAP funding include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and community improvements such as historic preservation, vegetation management, and some environmental mitigation related to storm water and habitat connectivity. The TAP program replaced multiple pre-MAP-21 programs, including the Transportation Enhancement Program, the Safe Routes to School Program, and the National Scenic Byways Program.

### HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program (HSIP) is intended to achieve significant reduction in traffic fatalities and serious injuries on all public roads by funding projects, strategies and activities consistent with a state’s Strategic Highway Safety Plan (SHSP).

### Section 402 State and Community Highway Safety Grant Program

Section 402 funds can be used to develop education, enforcement and research programs designed to reduce traffic crashes, deaths, severity of crashes, and property damage. Eligible program areas include reducing impaired driving, reducing speeding, encouraging the use of occupant protection, improving motorcycle safety, and improving bicycle and pedestrian safety. Examples of bicycle and pedestrian safety programs funded by Section 402 are comprehensive school-based pedestrian and bike safety education programs, helmet distribution programs, pedestrian safety programs for older adults, and general community information and awareness programs.

### BUILD Transportation Grants Program

The US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants Program replaces the TIGER Discretionary Grants Program and retains the same purpose of funding road, rail, transit and port projects that achieve critical national objectives, including livability, economic competitiveness, environmental sustainability, and safety. Forty projects were awarded funding in FY2016 for a combined total of nearly \$500M, and fifteen of the forty projects directly benefit bicycling through the provision of dedicated and often protected bicycle facilities. Examples include a \$21M in complete streets projects in Mobile, Alabama, \$22M in bridge reconstruction and rehabilitation in Des Moines, Iowa, and \$40M in roadway reconstruction and multi-modal improvements in Flint, Michigan that will occur in tandem with water transmission line replacement. Given the scale of most successful BUILD projects, this grant is only likely to fund recommendations in the Master Bicycle and Pedestrian Plan if they are combined with other projects as part of a larger area-wide initiative.

<https://www.transportation.gov/BUILDgrants>

### Recreational Trails Program (RTP)

The Missouri Department of Natural Resources (MODNR) maintains and awards federal funding through the Federal Recreational Trails Program (RTP). The program was originally established as part of the Inter-modal Surface Transportation Efficiency Act (ISTEA) in 1991 and has been incorporated into all subsequent transportation bills, even if under different titles. Trail projects can include hiking

and walking, bicycling, cross-country skiing, snowmobiling, horseback riding, canoeing, and off-highway vehicles. Missouri receives between \$1 and \$1.5 million annually for the RTP program and caps trail project awards at \$250,000.

<https://mostateparks.com/page/61220/recreational-trails-program-rtp-grants>

### Land and Water Conservation Fund (LWCF)

The goal of the Land and Water Conservation Fund is the creation and maintenance of high quality recreation resources through the acquisition and development of public outdoor recreation areas and facilities. The program, operated by MODNR, requires a 50 percent match from the project sponsor. After the funding is awarded and the project is completed, the local agency receives a reimbursement of 50 percent of the actual project costs. The maximum award for LWCF projects is \$250,000.

<https://mostateparks.com/page/61215/land-and-water-conservation-fund-lwcf-grants>

## Other Funding

### People for Bikes Community Grants Program

People for Bikes, formerly known as Bikes Belong, is a national organization working to make bicycling better throughout the United States through programs and advocacy work. Eligible projects and activities include the following:

- Bike paths, lanes, trails, and bridges
- Mountain bike facilities
- Bike parks and pump tracks
- BMX facilities
- Bicycle parking, repair stations, and bike storage
- Ciclovias and open streets events
- Campaigns to increase investments in bike infrastructure

People for Bikes has funded hundreds of infrastructure projects and education and encouragement programs since it first launched in 1999, including five projects in the State of Missouri. In 2016, TrailSpring received a \$5,000 grant to fund the Connection, a project to connect two greenways in Springfield that were separated by a freeway.

<https://peopleforbikes.org/get-local/#state-MO>

### Community Foundations

Community and corporate foundations can play an important role in funding bicycle and pedestrian infrastructure and programs. With a growing evidence base highlighting the connection between the built environment and community health outcomes, health foundations throughout the country have joined environmental foundations to support infrastructure projects that increase opportunities for walking, bicycling and physical activity. Foundations like the Surdna Foundation, Robert Wood Johnson Foundation, the Conservation Fund and the Missouri Foundation for Health have provided funding for greenways, trails and related infrastructure projects, as well as education and outreach programming.

### Volunteer Assistance

Support for plan implementation – facility development, maintenance and operations, programs, etc. – can and should come in all shapes and sizes. By soliciting volunteer assistance and partnering with local non-profits and community organizations, the City of Nixa can provide opportunities for area residents to play a role in making these cities better places to walk and bike. Adopt-A-Trail programs provide an opportunity for area residents, Boy and Girl Scout Troops, and other civic groups to support maintenance efforts on area trails. Group bike rides and walks can be a great opportunity to engage local historians, the Christian County Historical Society, or even faculty and students at the nearby universities. Local high school students at Nixa High School can assist municipal parks departments and partnering agencies in the delivery of education and encouragement programming.

## Ongoing Maintenance and Operations

Facility maintenance is important to the overall quality and condition of the trail network and supports safe and comfortable travel. Different facility types require different maintenance activities, from trail sweeping and snow clearance to bike lane restriping and sign replacement. The City of Nixa should develop a maintenance schedule and program to delegate maintenance roles and responsibilities, create maintenance funding projections, and provide the budget for long-term sustainability of the system. Maintenance can be separated into two categories: routine maintenance and remedial maintenance.

### Routine Maintenance

Routine maintenance refers to the regularly-scheduled and day-to-day activities to keep the greenways, trails, sidewalks, and on-street bikeways in a functional and orderly condition. These activities, which can be incorporated in normal routine maintenance by operations staff, include trash and debris removal, landscaping, weed and dust control, trail and street sweeping, snow removal, shoulder mowing, and tree and shrub trimming. Spot maintenance such as sealing cracks, spot replacement of small sections of sidewalk, filling pot-holes, and replacing damaged or worn signs also fall under this category.

### Remedial Maintenance

Remedial maintenance refers to the correcting of significant facility defects and the repairing, replacing and restoring of major facility components. Remedial maintenance activities include periodic repairs like crack sealing or micro surfacing asphalt pavement; restriping of bike lanes; replacement of wayfinding and other signs; repainting, replacement of trail amenities and furnishings (benches, bike racks, lighting, etc.); and more substantial projects like hillside stabilization, bridge replacement, trail or street surface repaving; and trail repairs due to washout and flooding. Pavement markings and striping maintenance will depend on anticipated and actual product life cycle, which can range from one to ten years, depending on material type. Minor remedial maintenance for trails and greenways can be completed on a five to ten-year cycle, while larger projects should be budgeted on an as-needed or anticipated basis.

## Maintenance Cost Estimates

Maintenance costs vary depending on the quality and durability of materials, expected life cycle, use and wear, climate, weather, and other external factors. Conservative planning-level maintenance cost estimates are provided below in Table 12 to assist in the development of maintenance budgets and resource allocation. These are conservative estimates based upon the best information available at the time of this plan. They should be used as a guide for allocation of resources and should be refined as the City of Nixa gains more experience with maintaining various types of trail and bicycle facilities.

Table 12: Planning-Level Maintenance Costs

Facility Type	Annualized Cost Per Mile	Typical Maintenance Tasks
Shared-Use Path	\$10,000	Sweeping, trash removal, mowing, weed abatement, snow removal, crack seal, sign repair.
Sidepath	\$2,500	Sweeping, trash removal, mowing, weed abatement, snow removal, crack seal, sign repair.
Separated/Protected Bike Lanes	\$4,000	Debris removal/sweeping, repainting stripes and stencils, sign replacement, replacing damaged barriers.
Bike Lane/Advisory Bike Lane	\$2,500	<ul style="list-style-type: none"><li>Repainting stripes and stencils, debris removal/sweeping, snow removal, signage replacement as needed.</li></ul>
Bicycle Boulevard	\$1,500	Sign and shared lane marking stencil replacement as needed.
Shared Connecting Route	\$1,000	Sign and shared lane marking stencil replacement as needed.

## Network Stewardship and Enhancement

An important element of on-going maintenance activities is stewardship, which refers to the long-term care and oversight of Nixa’s trail network as a resource that adds value to the community and enhances the quality of life for citizens of the region. The trail and bicycle network will require active stewardship by those who operate the facilities (and

those who benefit from it) to ensure this valuable recreation and transportation infrastructure can provide a high level of service and a quality user experience for Nixa residents and visitors. This will require coordination among all agencies involved in the care and maintenance of the trails, bike-ways, sidewalks, and their surroundings; protection of these resources from external factors that may reduce their value and utility; and encouragement of community participation in the upkeep and enhancement of the network as a valuable community asset. Community participation through Adopt-A-Trail and Adopt-A-Street programs, annual trash cleanup events, and educational programming activities along trails and greenways can heighten community awareness of bicycling facilities as valuable community assets. The City of Nixa should explore partnership opportunities with local and regional agencies and organizations like Ozark Greenways to actively manage the trail system as a valued community asset.

# Sample Regional Trail Prioritization

The prioritization of planned priority trail corridors is essential to rational and orderly growth of the local and regional trail systems. In order to integrate key regional trails recommended in this trail study into the regional planned priority trails, this prioritization process utilizes the data-driven, value-based scoring system outlined in the the OTO’s Bicycle & Pedestrian Trail Investment Study’s sample prioritization methodology. The scoring system reflects the needs and aspirations of the community as expressed through the public engagement process and includes additional factors critical to project phasing and network development, such as availability of public lands, maintenance resources and capacities, and planned infrastructure investments.

## Data-Driven Corridor Scoring

The data-driven scoring process applies 20 criteria to all 21 priority trail corridors (including the three Nixa regional trail corridors proposed in this study) to capture the full value of each corridor based on eight important themes, which include safe connections, regional coordination/impact, connectivity, and project readiness. This process is objective in nature and is dependent on spatial analysis of GIS-based data to assign value to each corridor. The methodology for this data-driven, value-based scoring process is described below.

### 1. Safe Connections

#### 1.1. GAP CLOSURE

This sample prioritization criterion reflects the ability of a corridor to address trail system gaps.

##### 1.1: Gap Closure Scoring

- Does not connect to any existing trail segments
- ◐ Connects to one existing trail segment, but does not link two existing/separate segments
- Connects to two or more separate trail segments and closes a gap in the regional trail system

### 1.2. NEED FOR CROSSING IMPROVEMENTS

This sample prioritization criterion is based on required number of at-grade intersection and mid-block crossings. Fewer at-grade crossings of roadways creates fewer conflict points between trail users and motor vehicles. Scores are calculated on a per-mile basis.

##### 1.2: Need for Crossing Improvements Scoring

- More than 1.5 crossings per mile
- ◐ Between 1 and 1.5 crossings per mile
- Less than 1 crossing per mile

### 2. Regional Coordination/Regional Impact

#### 2.1. CONNECTING COMMUNITIES

This category highlights the importance of connecting local communities throughout the region and is calculated based on the number of municipalities and/or counties through which a trail corridor passes. This category is weighted more heavily than others, reflecting the importance of regional connectivity as communicated by area residents and stakeholders.

##### 2.1: Connecting Communities Scoring

- Trail is entirely within a single jurisdiction
- ◐ Trail extends outside of a single municipality and into unincorporated county/counties
- Trail extends into two or more municipalities

#### 2.2. POPULATION SERVED

Population density within 1/2-mile of the trail corridor provides a relative scoring system to measure the number of people that can benefit from nearby access to trails.

##### 2.2: Population Served Scoring

- Less than one person per acre
- ◐ Between one and three persons per acre
- More than three persons per acre

### 3. Connectivity

#### 3.1. PROXIMITY TO PARKS

For people bicycling and walking, trails can serve as vital connectors to and between local and regional parks. This scoring category measures the acres of parks that intersect a 1/2-mile buffer around the trail corridor (not limited only to park land within the half-mile buffer) and groups them into three categories as shown below.

##### 3.1: Proximity to Parks Scoring

- Less than 5 acres per mile
- ◐ 5 to 100 acres per mile
- More than 100 acres per mile

#### 3.2. PROXIMITY TO SCHOOLS

Trails can also provide needed access to schools for children and families. This category measures the number of K-12 schools, colleges, and universities within 1/2-mile of each trail corridor. The scores are calculated on a per-mile basis in order to account for the varying lengths of the corridors.

##### 3.2: Proximity to Schools Scoring

- Zero schools per mile
- ◐ Between zero and two schools per mile
- More than two schools per mile

#### 3.3. CONNECTIVITY TO OTHER TRANSPORTATION MODES

Trails can serve as valuable transportation corridors to access nearby and regional destinations. On-street bike routes and transit can increase trail users’ ability to bike and walk for transportation purposes. This trail prioritization category measures the number of intersecting bike and transit routes within 1/2-mile of each trail corridor, calculated on a per-mile basis.

##### 3.3: Connectivity to Other Transportation Modes Scoring

- Less than one on-street bike route or transit route per mile
- ◐ One to two routes per mile
- More than two routes per mile



4. Project Readiness

4.1. COST

Cost can be a major factor for the development of trail projects. This category rates each corridor based on estimated cost.

4.1: Corridor Cost Scoring

- ☐ More than \$1.5M
- ☒ \$1.0M - \$1.5M
- ☐ Less than \$1.0M

4.2. AVAILABLE PUBLIC LANDS

The availability of public lands may lessen the need to acquire additional property or easements for future trail development. This scoring category measures the percentage of a corridor alignment located within public road right-of-way or publicly-owned land

4.2: Available Public Lands Scoring

- ☐ Less than 20% of corridor within public road right-of-way or publicly-owned land
- ☒ Between 20% and 60% of corridor
- ☐ 60% or more

5. Scenic / Historic Value

5.1. PROXIMITY TO NATURAL RESOURCES

Through the public input process, community members expressed their desire for trail types that provided access to natural resources, in particular riparian (stream/river) corridors, which support biodiversity. This category uses proximity to streams and rivers to develop a natural resources score for each trail corridor.

5.1: Proximity to Natural Resources Scoring

- ☐ No creeks, streams, or rivers within 1/2-mile of trail corridor
- ☒ Trail corridor intersects one to two creeks, streams, or rivers
- ☐ Trail corridor intersects more than two creeks, streams, or rivers, or parallels riparian corridor

5.2. ACCESS TO HISTORIC DISTRICTS AND SITES

This category measures the number of historic districts and sites within 1/2-mile of each trail corridor and calculates scores on a per-mile basis. If the entire corridor is an historic byway, road or trail, then it receives the highest possible score.

5.2: Access to Historic Districts and Sites Scoring

- ☐ No historic districts and sites within 1/2-mile of trail corridor
- ☒ Less than one per mile
- ☐ More than one per mile, or if the corridor is on a historic byway, road or trail

6. Environmental Impacts

6.1. WETLANDS

While wetlands can provide a unique user experience, trail development can have lasting impacts on these sensitive natural resources. This category scores each trail corridor based on the number of acres of wetlands per mile within 50 feet of the corridor.

6.1: Wetlands Scoring

- ☐ More than 1 acres of wetlands per mile
- ☒ 1/2 to 1 acres of wetlands per mile
- ☐ Less than 1/2 acres of wetlands per mile

6.2. 100-YEAR FLOODPLAIN

Similar to wetlands, floodplains serve a vital environmental function. Trail development through floodplains requires extra documentation and permitting to ensure the floodplain's continued functionality as a buffer between riparian corridors and adjacent land and buildings.

6.2: Floodplains Scoring

- ☐ More than 50% of trail corridor within 100-year floodplain
- ☒ Less than 50% of trail corridor within 100-year floodplain
- ☐ 0% of trail corridor within 100-year floodplain

7. Community Value

7.1. TRAIL ACCESS

Trailheads and access points increase the permeability of trails and provide multiple locations for adjacent residents, nearby employees, and area visitors to get on and off the trail. This category measures the number of existing and future trailheads, potential trail access points, and parking facilities, calculated on a per-mile basis.

7.1: Trail Access Scoring

- ☐ Less than one trailhead or access point per mile
- ☒ One to two trailheads or trail access points per mile
- ☐ More than two trailheads or trail access points per mile

7.2. PUBLIC SUPPORT

This prioritization criterion scores each corridor based on feedback from community residents during the course of the study by measuring the number of comments in support of each trail corridor received through online mapping and comment forms, and at open house meetings.

3.1: Public Support Scoring

- ☐ No public support
- ☒ Some public support (1-3 supportive comments)
- ☐ Most public support (4 or more supportive comments)

8. Economic Impact Potential

8.1. EMPLOYMENT CENTERS

Connecting trails to employment centers can create opportunities for walking and bicycling to work, as well as provide adjacent businesses and employees with healthy, accessible recreation options. This prioritization criterion measures the number of employees within 1/2-mile of each trail corridor, calculated on a per-mile basis.

8.1: Employment Centers Scoring

- ☐ Less than 300 employees per mile of trail corridor
- ☒ 300 to 1500 employees per mile of trail corridor
- ☐ More than 1500 employees per mile of trail corridor

8.2. PROXIMITY TO COMMERCIAL DISTRICTS

By connecting trails to commercial districts, people can choose to walk and bike to local businesses. For many commercial areas, trail development can serve as an economic booster by providing a valuable amenity that attracts people to the area. This prioritization criterion measures the number of commercial districts within 1/2-mile of each trail corridor, calculated on a per-mile basis.

8.1: Proximity to Commercial Districts Scoring

- No business districts within 1/2-mile of trail corridor
- Less than one business district per two miles of trail corridor
- More than one business district per two miles of trail corridor

Sample Scoring Results

Table 13 incorporates the three Nixa regional trails into the results of the scoring process completed in October, 2017. The Nixa regional trails are highlighted in yellow.

This sample prioritization is indicative of a process that might be used as a starting process in scoring project proposals.

Based on the scoring results, none of the three Nixa regional trail projects rank among the top ten planned priority trail projects, which were targeted in the OTO Bicycle & Pedestrian Trail Investment Study for development within the next five years. Regardless, these projects still offer tremendous value to the City of Nixa, its residents, its businesses, and its visitors. As such, the City of Nixa should explore and pursue opportunities to develop these regional trails as signature projects that will build the foundation for a local trail network and establish connections to the regional trail system.

Table 13: Sample Data-Driven Scoring Results with Potential Nixa-Area Regional Priority Trails

Trail Corridor	Total Score	Ranking	Safe Connections		Regional Coordination / Impact		Connectivity			Project Readiness		Scenic/ Historic Value		Environmental Impacts		Equity & Community Value		Economic Impact Potential	
			1.1	1.2	2.1	2.2	3.1	3.2	3.3	4.1	4.2	5.1	5.2	6.1	6.2	7.1	7.2	8.1	8.2
Maximum Possible Score	37	N/A	2	2	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trail of Tears	27	1	2	0	5	2	1	2	1	2	1	0	2	2	1	2	1	1	2
North Jordan	24	2	1	1	0	1	1	1	2	1	2	2	2	2	1	2	1	2	2
Ward Branch	24	2	1	2	3	1	2	1	1	0	1	2	0	2	1	2	1	2	2
Fassnight	23	3	2	0	0	2	1	2	2	2	1	2	0	1	1	2	1	2	2
Chadwick North	22	4	2	0	0	2	1	1	2	0	0	1	2	2	1	2	2	2	2
Chadwick South	22	4	1	2	5	0	0	1	0	1	1	1	1	2	1	1	2	1	2
Fort Scott	22	4	1	0	3	1	1	1	2	0	1	0	2	2	1	2	1	2	2
Lower Jordan	22	4	2	0	0	2	1	2	2	0	2	2	2	0	0	2	1	2	2
Wilson's Creek-Battlefield	21	5	1	1	5	0	2	1	0	0	2	1	1	2	1	1	2	0	1
Route 66	20	7	0	1	5	0	0	1	0	1	2	0	2	2	1	1	2	1	1
South Jordan	20	7	1	0	0	1	1	1	1	0	2	1	2	2	1	2	1	2	2
Wilson's Creek	20	6	2	2	3	1	2	0	1	0	1	2	0	0	0	1	2	1	2
Republic-Battlefield	19	8	1	1	3	1	2	0	0	1	2	1	1	2	1	1	2	0	0
South Creek	19	8	2	2	3	1	0	0	2	1	0	2	0	2	0	2	2	0	0
Eoff Trail	17	9	0	1	3	1	1	1	0	0	1	1	0	2	1	1	1	1	2
Farmers Branch	17	9	0	1	5	0	0	0	0	2	1	2	0	2	1	1	0	0	2
I-44	17	9	1	1	3	0	0	0	0	1	2	0	0	2	2	1	2	1	1
Northeast Chadwick Flyer Connector	15	10	0	0	3	1	1	1	0	0	1	1	0	2	1	1	1	1	1
X Center to Finley River Connector	13	11	0	1	3	0	1	1	0	0	1	1	0	1	1	1	1	0	1
James River	12	12	0	2	3	0	1	0	0	1	1	2	0	0	0	0	1	0	1
West Wilson's Creek	10	13	1	1	0	0	2	0	0	0	1	2	0	1	0	1	1	0	0

**TAB 7**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.E.**

**Draft FY 2019-2022 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

Link to the draft FY 2019-2022 Transportation Improvement Program –  
[http://www.ozarkstransportation.org/Documents/OTODraftFY19-22TIP\\_08012018.pdf](http://www.ozarkstransportation.org/Documents/OTODraftFY19-22TIP_08012018.pdf)

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

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. This is included in the Roadway and Bicycle and Pedestrian parts of the draft document.

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

The document has been available for review online at [www.GiveUsYourInput.org](http://www.GiveUsYourInput.org)

The draft TIP was made available for public comment beginning on July 15, 2018. A revised draft, which reflected comments by FHWA and MoDOT, as well as changes made by OTO staff, was made available for further public comment on August 2, 2018. These changes are outlined in the pages included with this agenda.

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on July 18, 2018, the Technical Planning Committee recommended that the Board of Directors approve the FY 2019-2022 Transportation Improvement Program, with any changes as recommended by USDOT.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move to approve the FY 2019-2022 Transportation Improvement Program, with changes as outlined.”

OR

“Move to ask staff to revisit the document to make these changes...”



## OTO Response to U.S. DOT and MoDOT Comments on FY 2019-2022 TIP

### FTA Comments

FTA had no comments.

### FHWA Comments

#### 1. Annual Listing of Obligated Projects (Pg. A-xi)

When describing when the obligation/commitment occurs, please consider the following revision for enhanced clarification:

*This commitment occurs when the project is approved and the project agreement is executed. scope of work is authorized and the federal funds obligated in the FHWA Federal Management Information System (FMIS).*

#### Response

Done

#### 2. Section E: Bicycle & Pedestrian Section (Pg. E-1 - E-12)

The engineering, ROW and construction phases for EN1513 & EN1705 are all programmed in the same year (FY2019). Is it reasonable to think that all three phases can be delivered in a 12 month period?

#### Response

EN1513 has had some engineering already and the plan is to complete the work this next year. EN1705 has been programmed with minimal ROW and has been accelerated to be completed at once.

#### 3. Section F: Roadways Section Bicycle & Pedestrian Section (Pg. E-1 - E-12)

Has OTO considered organizing all MoDOT scoping projects together for enhanced viewing experience?

#### Response

This has not been previously considered, but we will review how to organize the projects in this way for FY 2020-2023 TIP.

#### 4. Section H: Financial (F-I - F-iv):

Preventive Maintenance Program (Pg. H-iv) – In the fourth sentence, please consider revising the “we” text to read correctly.

#### Response

Done

#### 5. Locals O&M Table H.7 (Pg. H-x)

What is the explanation for such large increases in the estimated cost per line mile for the Battlefield (\$469 vs \$4,322), Christian County (\$10,022 vs \$2,124) and Greene County (\$1,057 vs \$4,899) LPAs? As well as the large decrease for Republic (\$5,885 vs \$3,684)?

### Response

As recommended during OTO's most recent Federal Certification Review, staff provided education and a survey format for jurisdictions to submit O&M costs. Specific expenses in a given year may further influence these changes, but these represent the costs submitted by jurisdictions for this TIP.

#### **6. Projected Revenues (Pg. G-vii – G-ix)**

Federal – Regional Suballocated (Pg. H-iv) – For enhanced clarification, please consider revising the narrative regarding previously allocated but unprogrammed FHAP suballocated funding.

Example:

*OTO has been receiving **Federal Aid Highway Program (FAHP)** sub-allocated funding since 2003. ~~The funds which have accumulated “except for Transit” since then are~~ **OTO has accumulated a balance of previously allocated but unprogrammed FAHP funding that is** referred to as “Carryover Balance” below. OTO has elected to maintain a healthy reserve of suballocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.*

### Response

Done

## MoDOT Comments

The following projects are between the Draft TIP compared to the Draft STIP. Frank Miller has provided further information in green text regarding the cost differences.

#### **1. Section D: Roadways Program**

8P3087 – STIP shows total cost \$3,627 and TIP total cost is \$1,268

*Project 8P3087C is already split out in the TIP, but not yet in the STIP. We're waiting to execute and agreement.*

### Response

This is MO1711, Intersection Improvements at Various Locations and will later be reconciled with a future STIP Amendment following execution of the project agreement for 8P3087C (SP1818-18A4).

#### **2. Section D: Roadways Program**

8Q3073 – STIP total cost-\$646 and TIP total cost-\$1,051

*I think this is because the City of Springfield's share is in the TIP, but not the STIP.*

### Response

This is MO1717-18A5, ITS Operations and Management.

#### **3. Section D: Roadways Program**

8P3067 – Double check cost difference between STIP and TIP.

*\$200k of the cost was in TIP FY18, but STIP FY19. So, the new TIP should be \$200k short of the STIP in FY19.*

### Response

This is MO1719-18A5. Changes in FY 2018 were made pending Amendment 5 to the FY 2018-2021 TIP. Prior funding has been adjusted to show the correct project cost in order to reconcile with STIP. Also, this project straddles the MoDOT and OTO Fiscal Years.

#### **4. Section D: Roadways Program**

8P3069 – Total cost difference...might be there's cost in 2023  
\$200k of the cost was in TIP FY18, but STIP FY19. So, the new TIP should be \$200k short of the STIP in FY19.

### Response

This is MO1721-18A5. Changes in FY 2018 were made pending Amendment 5 to the FY 2018-2021 TIP. Prior funding has been adjusted to show the correct project cost in order to reconcile with STIP. Also, this project straddles the MoDOT and OTO Fiscal Years.

#### **5. Section D: Roadways Program**

8P3088D – total cost difference...engineering difference between TIP and STIP  
Both TIP tool and SIMS show \$556k in Engineering, and both show \$379k in FY19.

### Response

This is RP1801 and the changes have been made to reconcile the TIP and STIP.

#### **6. Section D: Roadways Program**

8S3024 – can't locate it in STIP  
MoDOT jobs 8S3024 (completed project) and 8S3153 (new project) are sharing TIP SP1413-19

### Response

This is SP1413-19 and the new MoDOT project was programmed under an existing TIP project in the same location.

## OTO Changes Based on Additional Review by OTO and MoDOT Staff

#### **1. Page G-20 for TIP #CU2204-19 FY 2022 Purchase 2 paratransit buses**

Project description should read, "Capital replacement of two, new paratransit buses to replace 2014 paratransit buses."

### Response

Done

#### **2. Updated Section H Financial Tables and Fiscal Constraint**

Financial numbers were updated to reflect the final STIP and the changes made due to MoDOT comments on projects. The Local Funding Table was balanced to the Financial Tables as well.

### Response

Done

**3. CC1601 (8S3064) not found in STIP**

This was removed from the STIP, as a roadway improvement project at the same location will address the safety concern.

**Response**

Removed CC1601 from TIP

**4. MO2002-18 (0P3020I) not found in STIP**

These funds were reprogrammed on SP1902-19.

**Response**

Removed MO2002-18 from TIP

**5. Reviewed ITS Operations and Management for FY Programming of MoDOT and Springfield funds**

Changes needed for correct state vs. federal FY on MO1804-18 and MO2101-18, resulting in a duplicate on MO2104-19.

**Response**

Funding corrected on MO1804-18 and MO2101-18. MO2104-19 was removed from the TIP.

**6. Statewide Share of 5339 Funding**

MoDOT is has programmed \$50,000 per year of FTA 5339 funding for City Utilities.

**Response**

This was added to the available FTA 5339 funding in the financial tables in Section H.

**7. Project Number Typo on Page F-iii**

The project listed as SP1902-19 under FY 2018 should be SP1907-19.

**Response**

Corrected.



**TAB 8**

## **BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.F.**

### **MO Local Government Employees Retirement System Participation**

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

##### **AGENDA DESCRIPTION:**

Over the past two years, OTO has been working to get legislation passed to allow MPOs in Missouri to participate in LAGERS. Last year, Representative Fraker filed a bill that did not make it out of committee; this year Representative Taylor filed a bill. In the end, Taylor added an amendment to another bill that came to be known as the omnibus pension bill. Earlier this month, the Governor signed Senate Bill 892, allowing OTO to participate in LAGERS.

OTO conducted an actuarial valuation in October 2016 for the purpose of understanding the financial ramifications to participating in LAGERS. This actuarial assured OTO that offering LAGERS to OTO employees was financially feasible. Per Missouri Law, this actuarial is required to be made available for public comment and review for 45 days before adoption.

The following steps are required:

1. July - Executive Committee recommends plan to the Board
2. August - Board votes to begin 45-day public comment period and review of draft resolution
3. October - Board votes on resolution to participate in LAGERS effective January 1, 2019
4. Staff facilitates the process to participate in LAGERS, including funding the unfunded liability
5. January 1, 2019 - OTO begins participation in LAGERS and current retirement plan is discontinued

##### **Plan Options:**

Question 1: Contributory or Non-Contributory.

*Recommend Non-Contributory* as employees do not currently contribute to the plan. If a contributory plan were selected, 4% of salary is required to be contributed by each employee.

Question 2: Final Average Salary (FAS) calculation

*Recommend 5-year Final Average Salary* to reduce costs. OTO may select either a five year or a three-year FAS

Question 3: Rule of 80

*Recommend not using the rule of 80*, which allows for early retirement when age plus years of service equals 80. This is only beneficial to employees who participate in the plan prior to age 40 and increases the contribution rate.

Question 4: What benefit plan to select?

*Recommend L-6.* The 2% multiplier plan is used in Nixa, City of Springfield, and City Utilities and represents a similar contribution to the 14% contributed currently. The L-6 plan would require a 14.10% contribution or an 11.20% contribution in the event OTO funds the pension at 100%. The benefit calculation is  $(2\%) \times (\text{Final Average Monthly Salary}) \times (\text{Years of Service}) = \text{Monthly Benefit}$

Additional Details:

A new calculation will be made annually to adjust the contribution rate. This rate will be adjusted up or down to reflect the age and salaries of employees as well as the market conditions.

Any unfunded liability accrues to all OTO jurisdictions (political subdivisions). OTO is proposing to offset this liability by making a payment equal to the unfunded liability in the amount of \$166,512. This would make the plan 100% funded on Day 1.

Staff vesting time will begin on the date of hire. The vesting requirement is 5 years. Two OTO staff members will be immediately vested.

Only employees working over 1500 hours a year will be eligible for LAGERS.

Currently OTO contributes 14% to a Simplified Employee Pension offered through Fidelity. All contributions would stop on January 1<sup>st</sup> and one part-time employee would be provided a 14% raise to compensate for the loss.

Action Requested:

Recommendation regarding benefit plan. Staff is recommending L-6 Non-Contributory plan with 5-year Final Average Salary Calculation.

**EXECUTIVE COMMITTEE ACTION TAKEN:**

At its meeting on July 26, 2018, the Executive Committee unanimously recommended that the Board of Directors approve that:

1. The OTO move its retirement plan to LAGERS
2. The commencement of the 45-day public input period on the actuarial valuation begin August 21, 2018
3. The OTO elect to participate in the L-6 Non-Contributory plan using the 5-year Final Average Salary
4. The OTO pay off the unfunded liability upon beginning LAGERS

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move that the OTO initiate the 45-day public information period and that the Board of Directors consider the resolution at the next Board of Directors meeting.”

OR

“Move that the OTO initiate the 45-day public information period and that the Board of Directors consider the resolution as amended to include .....at the next Board of Directors meeting.”

**ATTACHMENTS:**

LAGERS brochure  
Draft Resolution  
Survey of OTO members  
Actuarial





# *Your Secure Path*

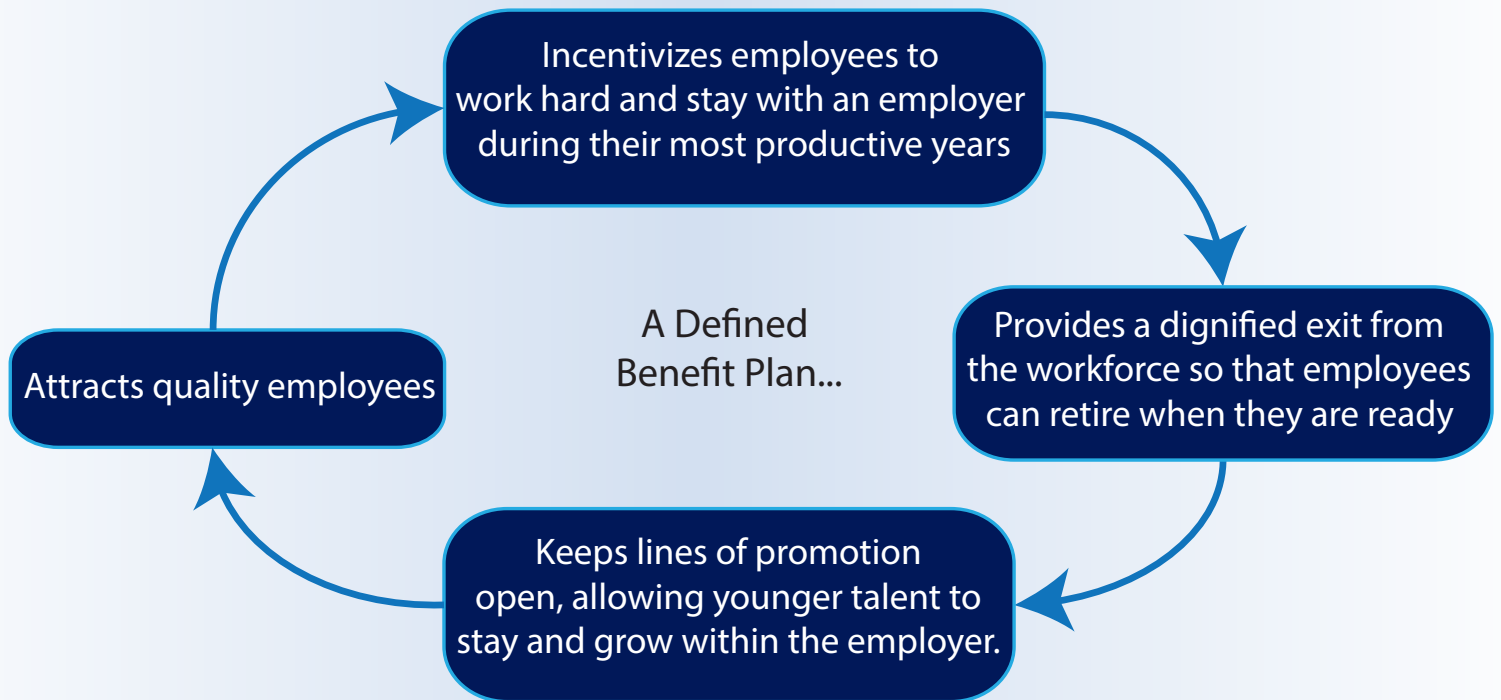


MISSOURI LOCAL GOVERNMENT  
EMPLOYEES RETIREMENT SYSTEM



# Why are Retirement Benefits Important?

Retirement benefits are an important part of an employer's overall benefit package. Providing these benefits helps recruit quality employees, retain those quality individuals throughout their most productive years, and allows a dignified exit from the workforce when an individual's productivity begins to decline. Employees who stay on the job longer than expected because they cannot afford to retire are among the most costly, and often least productive, employees. A well structured retirement plan can help an employer efficiently manage personnel throughout the employee life cycle.



## What is a Defined Benefit Pension?

LAGERS is a defined benefit retirement plan. Defined benefit plans provide guaranteed monthly payments based upon a formula that reflects an employee's working career. The payments begin at retirement age and continue for the lifetime of the retiree.

**LAGERS benefits are calculated using a formula based upon three factors:**

- How long you work
- How much you earn in salary
- A unique set of benefit levels elected by your employer

Benefits are not affected by swings in the markets, do not require individual portfolio management, and are not based on an account balance that can be outlived.

**Benefits are permanent, protected, and guaranteed for the lifetime of every LAGERS member.**



# Who is LAGERS?

LAGERS is helping thousands of local government employees across the state of Missouri from more than 665 local government employers reach their retirement destination. As a non-profit public pension system, LAGERS provides Missouri's local government employers a path to offer affordable and sustainable retirement benefits in the most efficient and economical manner possible.



## How Does LAGERS Work?

$$\begin{array}{r} \text{Benefit Program} \\ \times \\ \text{Credited Service} \\ \times \\ \text{Final Average Salary} \\ = \\ \text{Monthly Benefit for Life} \end{array}$$

All LAGERS benefits are calculated using this formula. Members earn their monthly benefit by accumulating credited service: the longer they work and the more they earn in salary, the more they receive at retirement. Calculating benefits in this way encourages employees to stay with an employer long-term.

### Employee Eligibility

All full time employees are eligible for LAGERS membership. To receive a benefit, an employee must become **vested** and reach a **retirement age**.

### Vesting

A member becomes vested when they earn **60 months** of credited service with one or more LAGERS employer(s)

*\*\*Once a member is vested, they are guaranteed a benefit regardless of whether or not they continue work with their current employer until retirement age.*

### Retirement Ages

General Employees: **Age 60**  
Police and Fire Employees: **Age 55**

All members may individually choose to retire up to five years early of normal retirement age with a reduced benefit.

### Disability and Survivor Benefits

Because LAGERS has hundreds of members across the state of Missouri, LAGERS is able to provide every member with Disability and Survivor benefits at a nominal cost to each employer.

All vested members are eligible for these lifetime benefits and non-vested members are eligible if the cause of disability or death is duty-related.

These benefits are automatic for all members; no separate election must be made.



# Does an Employer Have Options?

Every LAGERS employer has complete control over the level of benefits they wish to provide to their employees, and subsequently the cost of providing those benefits. **An employer must obtain an Initial Valuation which details the employer's unique cost of partnering with LAGERS.** The cost varies depending on the level of benefits elected (higher benefits = higher cost) and the employer's unique employee group (age, salaries, amounts of services, turnover rates, etc).

## One-Time Elections:

There are three one-time elections that are made when an employer Partners with LAGERS:

### **Annual Hours for Coverage**

Defines Who is Eligible for LAGERS Participation. (1500, 1250, or 1000 hours annually)

### **Prior Service Coverage**

Allows employers to give credit toward a LAGERS benefit for time the employee worked prior to the commencement of LAGERS. (100%, 75%, 50%, or 25% coverage)

### **Election to Provide Coverage**

Providing a defined benefit is about making a commitment between employees and their employer. As such, an employer must honor the benefits they promise and make the full required contributions each month.

## Flexible Elections ( Can be changed once every 2 years.)

### **Benefit Program:**

Benefit multipliers range from 1-2%. The higher the multiplier, the greater the monthly income replacement for employees in retirement.

### **Final Average Salary:**

Benefits can be based on either a 60 month (5 year) or a 36 month (3 year) average salary. A 36 month average is generally yields a slightly higher average, producing a slightly larger benefit.

### **Employee Contributions:**


Employers may elect to pay for the full cost of the benefit, or to require full time employees to contribute 4% of their gross pay (after tax) to help offset the cost.

### **Retirement Age**

Employers may offer an additional early retirement option called the Rule of 80, which allows employees to retire with unreduced benefits when their age and credited service total the number 80.

### How Does the Benefit Multiplier Impact the Benefit Calculation?

$$\begin{array}{r} 1.00\% \text{ (L-1 Program)} \\ \times \\ 25 \text{ Years of Service} \\ \times \\ \text{Final Average Salary} \\ = \\ \textbf{25\% of Final Average Salary for Life} \end{array}$$



Life Program	Multiplier	Income Replacement with 25 Years Service
L-1	1.00%	25%
L-3	1.25%	31%
L-7	1.50%	38%
L-12	1.75%	44%
L-6	2.00%	50%

Ready to make your elections? See the employer worksheet on page 7.



# How Do We Start?

Every LAGERS employer that joins LAGERS completes the same process. A prospective employer can expect the membership process to take 3-4 months from start to finish.



## Joining Process Checklist:



### **Request an Actuarial Valuation**

- To request this cost study, contact a LAGERS representative.
- You will be asked to complete a personnel data form. This form will ask for information about your employees, such as hire date and salary, and also about any current retirement plan / investment program you may already have in place.



### **LAGERS reviews any current retirement plans/investment programs.**



### **LAGERS actuaries prepare your Valuation (cost study), generally within 3-4 weeks.**

- A LAGERS representative would be happy to meet with your Staff, Administration, or Governing body at any point during the membership process to present the program, review Valuation results, and/or answer questions. Contact the LAGERS office to schedule this meeting.



### **Your initial valuation must be made public information for 45 calendars days.**

- Many employers note in their meeting minutes that cost information for LAGERS was discussed and is available for viewing for 45 days. This will satisfy your public notice requirement.



### **Adopt an ordinance/resolution electing your benefits and effective date.**

- Effective date can be the 1st day of any month after the 45 day public information period



### **Be sure LAGERS receives a copy of the signed resolution within 10 days of adoption and before the effective date.**



# Understanding the Actuarial Valuation

Your Actuarial Valuation is a cost study that shows your employer's unique cost for providing a specific set of LAGERS benefits to your employee group. This study is good for two years from date of issue.

Employer Contribution Rates (Contributory Plan - 5 Year FAS) (4% member contributions are additional)					
Regular Retirement Eligibility					
Benefit Program	Employee Groups	Percents of Active Member Payroll			Total Employer Contribution Rate
		Prior Service Cost *	Current Cost	Disability Cost	
L-1	General	5.70%	2.40%	0.20%	8.30%
	Police	0.20	2.50	0.20	2.90
L-3	General	7.20	3.60	0.20	11.00
	Police	0.30	3.80	0.20	4.30
LT-4(65)	General	6.30	3.00	0.20	9.50
	Police	0.30	3.90	0.20	4.40
LT-5(65)	General	7.70	4.10	0.20	12.00
	Police	0.40	4.80	0.20	5.40
L-7	General	8.80	4.80	0.20	13.80
	Police	0.40	5.20	0.20	5.80
LT-8(65)	General	9.00	5.20	0.20	14.40
	Police	0.50	5.90	0.20	6.60
L-12	General	10.30	6.10	0.30	16.70
	Police	0.50	6.60	0.30	7.40
LT-14(65)	General	10.40	6.30	0.30	17.00
	Police	0.50	7.00	0.30	7.80
L-6	General	11.80	7.40	0.30	19.50
	Police	0.60	8.00	0.30	8.90

The top portion of pages 4-11 identifies a specific combination of benefit elections: Member Contributions, Final Average Salary (FAS), and Retirement Eligibility

LAGERS benefits are funded by monthly contributions. Each employer pays a specific rate of their gross payroll (depending on which benefits you elect) to fund the benefits. There are three components to a total employer rate.

**Prior Service Cost** represents the cost for current employees' prior service before joining LAGERS. An employer may elect to cover less than 100% prior service, which would reduce this rate. Prior Service cost is the portion of the rate that pays for an employer's unfunded liability (see below).

**Disability Cost:** All employers pay the same rate for LAGERS disability benefits. The cost is pooled between all of LAGERS employers.

**Current Cost** is the cost of covering the upcoming year of credited service for all employees. It is the pre-funding component of the rate.

The table on pages 15-16 of the valuation shows the unfunded actuarially accrued liability. This is the present value cost of covering 100% of employees' prior service. **This is not an amount immediately due from the employer.**

This liability is amortized over a closed 30 year period and paid off as the "Prior Service" component of your monthly contribution.

Regular Retirement Eligibility					
Benefit Group	Employee Group	Contributory		Non-Contributory	
		UAAL (5 Year FAS)	UAAL (3 Year FAS)	UAAL (5 Year FAS)	UAAL (3 Year FAS)
L-1	General	\$ 2,350,833	\$ 2,440,893	\$ 2,454,598	\$ 2,543,977
	Police	2,375,181	2,467,822	2,467,366	2,559,246
L-3	General	2,966,803	3,079,151	3,068,137	3,179,999
	Police	2,994,818	3,110,136	3,084,254	3,199,081
LT-4(65)	General	2,703,004	2,806,235	2,803,382	2,905,785
	Police	2,869,269	2,980,691	2,958,272	3,068,841
LT-5(65)	General	3,230,976	3,353,119	3,329,799	3,451,320
	Police	3,365,397	3,494,801	3,452,400	3,581,341

The unfunded liability is the amount owed to pay promised benefits, and is also where any actuarial gains and losses are credited in the future. Rates and liabilities are re-evaluated once a year by LAGERS' actuaries.

# Subdivision Worksheet

As a part of the membership process, an employer must complete a resolution or ordinance. Below is a worksheet to assist your governing body in determining what level of benefits and cost they are considering before making final legislative action.

## Subdivision Resolution or Ordinance Check List

### 1.) Effective Date of Membership: \_\_\_\_\_ 1, 20\_\_\_\_

The effective date of membership must be a 1st of a month and LAGERS must receive a copy of the resolution within 10 days of it passing and prior to the effective date.

### 2.) Annual Hours of Employment for LAGERS Eligibility

Subdivision may only choose one and CANNOT be changed

- \_\_\_\_\_ 1,500 hours per year
- \_\_\_\_\_ 1,250 hours per year
- \_\_\_\_\_ 1,000 hours per year

The hourly standard is evaluated on a rolling, consistent basis.

### 3.) Employee Groups to be Covered

Choose applicable. Police and/or Firefighters can be covered later

- \_\_\_\_\_ General employees (mandatory)
- \_\_\_\_\_ General employees AND Police Officers
- \_\_\_\_\_ General employees AND Fire Fighters
- \_\_\_\_\_ General employees, Police Officers, and Fire Fighters

### 4.) Amount of Prior Service to be covered:

Subdivision can choose only one and this option CANNOT be changed.

- \_\_\_\_\_ 100%      \_\_\_\_\_ 75%
- \_\_\_\_\_ 50%      \_\_\_\_\_ 25%

### 5.) Benefit Program:

Can be changed once every 2 years.

#### Life Programs

*Same percent for life*

- \_\_\_\_\_ L-1 (1.00%)      \_\_\_\_\_ L-12 (1.75%)
- \_\_\_\_\_ L-3 (1.25%)      \_\_\_\_\_ L-6 (2.00%)
- \_\_\_\_\_ L-7 (1.50%)      \_\_\_\_\_ L-11\* (2.50%)

#### Life & Temporary Programs

*Benefit for life with temporary benefit to age 65*

- \_\_\_\_\_ LT-4(65) (1.00% life + 1.00% to 65)
- \_\_\_\_\_ LT-5(65) (1.25% life + 0.75% to 65)
- \_\_\_\_\_ LT-8(65) (1.50% life + 0.50 % to 65)
- \_\_\_\_\_ LT-14(65) (1.75% life + .025% to 65)

### 6) Final Average Salary Period

Can be changed once every 2 years.

\_\_\_\_\_ 3 Year FAS

Highest consecutive 36 months within the last 120 months of credited service.

\_\_\_\_\_ 5 Year FAS

Highest consecutive 60 months within the last 120 months of credited service

### 7.) Member Contributions

Can be changed once every 2 years.

\_\_\_\_\_ Member Contributory

Requires 4 % employee contribution of gross salary

\_\_\_\_\_ Member Non-Contributory

Entire monthly cost paid by the employer

### 8.) Optional Rule of 80 Retirement Provision

Can be changed once every 2 years.

\_\_\_\_\_ This option allows for an unreduced age and service retirement for members whose age and service total eighty or more.

*You will receive a sample ordinance with your Actuarial Valuation*



# *Your Secure Path*

## MISSOURI LOCAL GOVERNMENT EMPLOYEES RETIREMENT SYSTEM

[www.molagers.org](http://www.molagers.org)

[info@molagers.org](mailto:info@molagers.org)

800-447-4334



## **Initiate the 45 Calendar Day Comment Period**

The Board of Directors for the Ozarks Transportation Organization has received cost information for possible membership in the Missouri Local Government Employees Retirement System (LAGERS). In accordance with Section 105.675 Revised Statutes of Missouri, said cost information shall be made available for public inspection for at least 45 calendar days from today prior adoption of membership.

Interested parties may view a copy of this cost information at \_\_\_\_\_ and or/by contacting Kimberly Cooper at [kcooper@ozarkstransportation.org](mailto:kcooper@ozarkstransportation.org).



**LANGUAGE FOR ADOPTION OF THE**  
**MISSOURI LOCAL GOVERNMENT EMPLOYEES RETIREMENT SYSTEM**

**RESOLUTION NO:** \_\_\_\_\_

WHEREAS, the **Board of Directors** of the **Ozarks Transportation Organization** desires to provide retirement benefits for its eligible employees under the Missouri Local Government Employees Retirement System (LAGERS), pursuant to the provisions of Sections 70.600 through 70.755, RSMo and has complied with the notice and filing requirements of Section 105.675 RSMo; and

WHEREAS, employees of **Ozarks Transportation Organization** do participate in the federal Social Security program; and

WHEREAS, the Board of Directors of the Ozarks Transportation Organization agrees not to continue or commence coverage of its current or future employees under another retirement plan similar in purpose to LAGERS as is prohibited by Sections 70.615 and 70.620 RSMo.

NOW, THEREFORE, BE IT **RESOLVED** that the **Board of Directors** of the **Ozarks Transportation Organization**, a “political subdivision,” as defined in Section 70.600(19) RSMo, hereby elects to become a participating employer of the Missouri Local Government Employees Retirement System (LAGERS), as defined in Section 70.600(11) RSMo, and to thereby provide retirement benefits to all its eligible **General Employees** under Benefit Program **L-6**, pursuant to Section 70.655.1 RSMo; and

BE IT FURTHER **RESOLVED** that all employment prior to the date **Ozarks Transportation Organization** becomes a participating employer is to be considered for vesting purposes for current employees and for determining the beginning date of employer contributions for employees hired and/or employed during this period but not for the calculation of credited service or final average salary; and

BE IT FURTHER **RESOLVED** that “membership service,” as defined in Section 70.600(15) RSMo, refers to any period of employment beginning or rendered on or after the date the **Ozarks Transportation Organization** becomes a LAGERS employer. Such service shall be considered for purposes of vesting, calculating credited service, and calculating final average salary; and

BE IT **FURTHER RESOLVED** that the Board of Directors of the Ozarks Transportation Organization hereby elects that employees eligible to become members of LAGERS are those employees employed in positions normally requiring **1500** hours of work a year, provided such employees are not members of another governmental retirement plan, or are otherwise excluded from membership in LAGERS by state law, pursuant to 16 CSR 20-2.010(B) RSMo; and

BE IT **FURTHER RESOLVED** that the Board of Directors of the Ozarks Transportation Organization hereby elects to have the “final average salary” of its employee members determined over a **60** consecutive-month period pursuant to the provisions in Sections 70.600(12) and 70.656 RSMo; and

BE IT **FURTHER RESOLVED** that the Board of Directors of the Ozarks Transportation Organization hereby elects to require employees who become members of LAGERS to pay **no** employee contributions to LAGERS, pursuant to Section 70.705 RSMo; and

BE IT **FURTHER RESOLVED** that the Board of Directors of the Ozarks Transportation Organization hereby elects the minimum service retirement age for all eligible employees in accordance with Sections 70.600(16) or 70.646 RSMo; and

BE IT **FURTHER RESOLVED**, that the Board of Directors of the Ozarks Transportation Organization agrees to hold LAGERS harmless from any liability with respect to this transaction, apart from those obligations imposed on LAGERS by Sections 70.600 – 70.755 RSMo, provided the transaction is completed according to the terms contained herein; and

BE IT **FURTHER RESOLVED** that the **Executive Director of the Ozarks Transportation Organization** is hereby authorized and directed to deduct from the wages or salaries of each employee member, the employee contributions, if any, required by Section 70.705, RSMo, and to promptly remit such contributions to LAGERS, along with the employer contributions required by Sections 70.705, 70.730, and 70.735 RSMo.

BE IT **FURTHER RESOLVED** that while there is no statutory provision for a participating political subdivision to terminate its membership under LAGERS, any political subdivision participating in the **Ozarks Transportation Organization** shall be subject to the delinquent recovery procedures under section 70.735 RSMo for any contribution payments due the system. Any political subdivision withdrawing from membership in the **Ozarks Transportation Organization** shall be subject to payments for any unfunded liabilities existing for its past and current employees. Any political subdivision becoming a new member shall be subject to the same terms and conditions then existing including liabilities in proportion to all participating political subdivisions, pursuant to the provisions of section 70.225 (2) RSMo.

BE IT **FURTHER RESOLVED** that the **Executive Director** of the **Ozarks Transportation Organization** is hereby authorized and directed to take all actions, sign all documents, and to do any and all things and take any and all actions required to place the foregoing resolutions into effect, including the revision of any relevant ordinances and resolutions of the **Ozarks Transportation Organization** which shall be promptly submitted the **Board of Directors** for approval; and

BE IT **FURTHER RESOLVED/ORDAINED** that **Ozarks Transportation Organization** participation as a LAGERS employer will commence on the **first day of** \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
(Presiding Officer of Governing Body)

**CERTIFICATION**

I hereby certify that the above **Resolution** is a true and correct copy of a **Resolution/ Ordinance** that was duly enacted by the **Board of Directors of Ozarks Transportation Organization.**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**(Secretary/Clerk)**

Sample Ordinance/Resolution revised June 2014

## OPTIONS

**1. Elect Group(s) of Employees to be Covered:**

**General employees**

General employees and Police Officers

General employees, Police Officers and Firefighters

General employees and Firefighters

**2. Elect the Benefit Program for all Covered Employees:**

L-1 (1.00% life allowance)

L-3 (1.25% life allowance)

L-7 (1.50% life allowance)

L-12 (1.75% life allowance)

LT-4(65) (1.00% life allowance, plus 1.00% temporary allowance to age 65)

LT-5(65) (1.25% life allowance, plus 0.75% temporary allowance to age 65)

LT-8(65) (1.50% life allowance, plus 0.50% temporary allowance to age 65)

LT-14(65) (1.75% life allowance, plus 0.25% temporary allowance to age 65)

**L-6 (2.00% life allowance)**

L-11 (2.50% life allowance) Available only to political subdivisions not in Social Security

**3. Elect the amount of Annual Hours an employee must work to be covered:**

**1,500**

1,250

1,000

**4. Elect the number of months for the Final Average Salary calculation:**

36

**60**

**5. Elect if the employees will be required Contribute to LAGERS:**

"4% of gross salary and wages as"

or

**"no."** (If "no" is indicated, the political subdivision is responsible for all required contributions.)

**6. Elect the Retirement Eligibility for covered employees:**

**"minimum service retirement age"**

or

"alternate retirement option (Rule of 80)"



## OTO MEMBERS LAGERS BENEFITS

Member	Benefit Program	FAS	Rule of 80	Employee Contribution
Greene	L-7	3	No	No
City Utilities	L-6	3	No	No
Springfield	L-6	3	No	No
Nixa	L-6	5	No	Yes
Ozark	L-7	3	No	No
Republic	L-3	3	No	Yes
Willard	L-7	5	No	Yes
Christian	L-9	3	No	No
Strafford	L-3	5	No	No

Proposed

OTO	L-6	5	No	No
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**THE INITIAL ACTUARIAL VALUATION FOR  
OZARKS TRANSPORTATION ORGANIZATION  
AS OF OCTOBER 31, 2016**

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December 2, 2016

Ozarks Transportation Organization  
Springfield, Missouri

Ladies and Gentlemen:

Submitted in this report are the results of the actuarial valuation prepared to determine the employer contribution rates required to support, for your employees, the benefits provided by the Missouri Local Government Employees Retirement System (LAGERS). This report contains the information needed to comply with Missouri state disclosure requirements regarding the adoption of LAGERS benefits by a political subdivision (Sections 105.660 - 106.685 RSMo).

The contribution requirement for benefits likely to accrue as a result of the future service of your employees is described on pages 4 thru 11 as the current cost plus the disability cost. This contribution rate, expressed as a percent of active employee payroll, will depend on the benefit program adopted.

The contribution requirement to pay for benefits likely to result from service rendered by your employees before you join LAGERS is described on pages 4 thru 11 as the prior service cost. The value established for prior service is called the unfunded actuarial accrued liability (these amounts are further described in Appendix I). The prior service cost is the rate of contribution designed to pay for the unfunded actuarial accrued liability over a period of not more than 30 years.

Section 70.730 of the Revised Statutes of Missouri requires participating employers to contribute the current cost, disability cost, and prior service cost (the total employer cost as shown on pages 4 thru 11). These contributions are mandatory after official action has been taken to join the System.

The total annual dollar costs shown on pages 12 and 13 represent the dollar cost of each benefit program for a one year period based on the payroll reported for this actuarial valuation. In budgeting amounts for LAGERS contributions you should consider any changes in payroll which have been made since data was submitted for the valuation and any changes anticipated to be made before the end of the period for which you are preparing the budget.



The actuarial assumptions and methods used to determine the stated costs are described in Appendix II of this report. In our opinion, they do produce results which, in the aggregate, are reasonable. Additional miscellaneous and technical assumptions as well as disclosures required by the actuarial standards of practice may be found in the LAGERS Compiled Annual Actuarial Valuation report as of February 29, 2016.

The computed contributions required for LAGERS participation will permit the System to continue to operate in accordance with the actuarial principles of level cost financing and the state law which governs LAGERS. Summary provisions of the law as well as benefit illustrations can be found in Appendices III and IV.

Projections needed to comply with Missouri state disclosure requirements (Section 105.665 of the RSMo) regarding the adoption of LAGERS benefits by a political subdivision are available upon request from LAGERS.

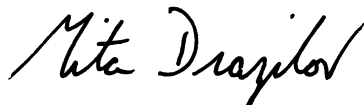
Please note that this entire report must be available as public information for at least 45 calendar days prior to the date final official action is taken by your governing body to join the System. You may wish to make notice of this report in the official minutes of the next meeting of your governing body. This action would not be binding on your subdivision, yet would establish the beginning date of the 45 day waiting period.

In accordance with LAGERS Board policy, the employer contribution rates established by this valuation report are valid for purposes of joining the System for a two year period from the date of this valuation which was October 31, 2016. The valuation was based on data furnished from your records concerning individual employees (see Appendix V).

If you have any questions concerning this report or LAGERS in general, please contact the LAGERS office in Jefferson City.

Mita Drazilov is a member of the American Academy of Actuaries and meets the Qualification Standards of the Academy of Actuaries to render the actuarial opinion herein.

Respectfully submitted,

A handwritten signature in black ink that reads "Mita Drazilov". The signature is fluid and cursive, with the first name "Mita" and last name "Drazilov" clearly distinguishable.

Mita D. Drazilov, ASA, MAAA

## **Alternate Plan Provisions Affecting Employer Contribution Rates**

The law governing LAGERS provides for either a contributory plan or a non-contributory plan, with benefits based on either a 5 year or 3 year Final Average Salary (FAS).

***Contributory Plan.*** Under the contributory plan, each covered member contributes 4% of compensation to LAGERS. If an employee terminates before being eligible for an immediate benefit, the member's contributions, plus any interest credited to the member's individual account, are refunded upon request.

***Non-Contributory Plan.*** Under the non-contributory plan, there is no individual employee contribution to the plan, no individual account maintained for each employee, and no refund paid to employees who terminate before being eligible for a benefit.

The law further provides for nine different benefit programs (benefit formula factors) and allows an employer to elect "rule of 80" eligibility for benefits. Under the rule of 80, employees are eligible for unreduced benefits at the earlier of (i) attainment of their minimum service retirement age or (ii) such time as their years of age plus years of LAGERS credited service equals 80.

In total this allows for 72 different combinations of benefit plans, giving employers considerable latitude in designing the retirement program which they feel best suits their particular situation.

The applicable combinations of these items may be changed from time to time, however, there are limitations on the frequency of changes. A more detailed description of plan provisions may be found in Appendix III of this report.

Ozarks Transportation Organization

Employer Contribution Rates (Contributory Plan - 5 Year FAS)  
(4% member contributions are additional)

Regular Retirement Eligibility

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.10%	2.40%	0.20%	3.70%
L-3	General	1.50	3.50	0.30	5.30
LT-4(65)	General	1.30	3.00	0.20	4.50
LT-5(65)	General	1.70	3.90	0.30	5.90
L-7	General	1.90	4.60	0.30	6.80
LT-8(65)	General	2.00	4.90	0.30	7.20
L-12	General	2.30	5.90	0.40	8.60
LT-14(65)	General	2.40	5.90	0.40	8.70
L-6	General	2.70	7.00	0.50	10.20

\* It was assumed that prior service would be given for vesting purposes only.

Ozarks Transportation Organization

Employer Contribution Rates (Contributory Plan - 3 Year FAS)  
(4% member contributions are additional)

Regular Retirement Eligibility

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.20%	2.60%	0.20%	4.00%
L-3	General	1.60	3.70	0.30	5.60
LT-4(65)	General	1.40	3.10	0.20	4.70
LT-5(65)	General	1.70	4.10	0.30	6.10
L-7	General	2.00	4.90	0.30	7.20
LT-8(65)	General	2.10	5.20	0.30	7.60
L-12	General	2.40	6.20	0.40	9.00
LT-14(65)	General	2.50	6.20	0.40	9.10
L-6	General	2.80	7.30	0.50	10.60

\* It was assumed that prior service would be given for vesting purposes only.



Ozarks Transportation Organization

Employer Contribution Rates (Non-Contributory Plan - 5 Year FAS)  
(No member contributions)

Regular Retirement Eligibility

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.50%	5.80%	0.20%	7.50%
L-3	General	1.80	7.00	0.30	9.10
LT-4(65)	General	1.70	6.30	0.20	8.20
LT-5(65)	General	2.00	7.40	0.30	9.70
L-7	General	2.20	8.20	0.30	10.70
LT-8(65)	General	2.30	8.50	0.30	11.10
L-12	General	2.60	9.50	0.40	12.50
LT-14(65)	General	2.60	9.60	0.40	12.60
L-6	General	2.90	10.70	0.50	14.10

Reduced to  
11.20

\* It was assumed that prior service would be given for vesting purposes only.

Ozarks Transportation Organization

Employer Contribution Rates (Non-Contributory Plan - 3 Year FAS)  
(No member contributions)

Regular Retirement Eligibility

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.50%	6.00%	0.20%	7.70%
L-3	General	1.90	7.20	0.30	9.40
LT-4(65)	General	1.70	6.50	0.20	8.40
LT-5(65)	General	2.00	7.60	0.30	9.90
L-7	General	2.30	8.50	0.30	11.10
LT-8(65)	General	2.40	8.80	0.30	11.50
L-12	General	2.70	9.80	0.40	12.90
LT-14(65)	General	2.70	9.90	0.40	13.00
L-6	General	3.00	11.00	0.50	14.50

\* It was assumed that prior service would be given for vesting purposes only.

Ozarks Transportation Organization

Employer Contribution Rates (Contributory Plan - 5 Year FAS)  
(4% member contributions are additional)

Rule of 80 Retirement Eligibility#

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.30%	3.00%	0.20%	4.50%
L-3	General	1.70	4.20	0.30	6.20
LT-4(65)	General	1.80	4.10	0.20	6.10
LT-5(65)	General	2.10	5.10	0.30	7.50
L-7	General	2.10	5.40	0.30	7.80
LT-8(65)	General	2.40	6.00	0.30	8.70
L-12	General	2.60	6.70	0.40	9.70
LT-14(65)	General	2.70	7.00	0.40	10.10
L-6	General	3.00	8.00	0.50	11.50

# The cost for the Rule of 80 provision is very dependent upon the age at hire of the employees. If hiring practices in the future differ from those of the past, the cost for this provision could increase or decrease. The cost shown is based on the age and service characteristics of the present group.

\* It was assumed that prior service would be given for vesting purposes only.

Ozarks Transportation Organization

Employer Contribution Rates (Contributory Plan - 3 Year FAS)  
(4% member contributions are additional)

Rule of 80 Retirement Eligibility#

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.30%	3.10%	0.20%	4.60%
L-3	General	1.80	4.40	0.30	6.50
LT-4(65)	General	1.90	4.40	0.20	6.50
LT-5(65)	General	2.20	5.30	0.30	7.80
L-7	General	2.20	5.70	0.30	8.20
LT-8(65)	General	2.50	6.30	0.30	9.10
L-12	General	2.70	7.00	0.40	10.10
LT-14(65)	General	2.80	7.40	0.40	10.60
L-6	General	3.10	8.50	0.50	12.10

# The cost for the Rule of 80 provision is very dependent upon the age at hire of the employees. If hiring practices in the future differ from those of the past, the cost for this provision could increase or decrease. The cost shown is based on the age and service characteristics of the present group.

\* It was assumed that prior service would be given for vesting purposes only.



Ozarks Transportation Organization

Employer Contribution Rates (Non-Contributory Plan - 5 Year FAS)  
(No member contributions)

Rule of 80 Retirement Eligibility#

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.60%	6.30%	0.20%	8.10%
L-3	General	2.00	7.60	0.30	9.90
LT-4(65)	General	2.10	7.50	0.20	9.80
LT-5(65)	General	2.40	8.50	0.30	11.20
L-7	General	2.40	9.00	0.30	11.70
LT-8(65)	General	2.70	9.60	0.30	12.60
L-12	General	2.80	10.30	0.40	13.50
LT-14(65)	General	3.00	10.60	0.40	14.00
L-6	General	3.20	11.70	0.50	15.40

# The cost for the Rule of 80 provision is very dependent upon the age at hire of the employees. If hiring practices in the future differ from those of the past, the cost for this provision could increase or decrease. The cost shown is based on the age and service characteristics of the present group.

\* It was assumed that prior service would be given for vesting purposes only.

Ozarks Transportation Organization

Employer Contribution Rates (Non-Contributory Plan - 3 Year FAS)  
(No member contributions)

Rule of 80 Retirement Eligibility#

Benefit Program	Employee Groups	Percents of Active Member Payroll			
		Prior Service Cost *	Current Cost	Disability Cost	Total Employer Contribution Rate
L-1	General	1.70%	6.50%	0.20%	8.40%
L-3	General	2.10	7.90	0.30	10.30
LT-4(65)	General	2.20	7.70	0.20	10.10
LT-5(65)	General	2.50	8.80	0.30	11.60
L-7	General	2.50	9.30	0.30	12.10
LT-8(65)	General	2.80	9.90	0.30	13.00
L-12	General	2.90	10.70	0.40	14.00
LT-14(65)	General	3.10	11.00	0.40	14.50
L-6	General	3.40	12.10	0.50	16.00

# The cost for the Rule of 80 provision is very dependent upon the age at hire of the employees. If hiring practices in the future differ from those of the past, the cost for this provision could increase or decrease. The cost shown is based on the age and service characteristics of the present group.

\* It was assumed that prior service would be given for vesting purposes only.

# Ozarks Transportation Organization

## Employer Contribution Dollars

### Regular Retirement Eligibility

Employer contributions are payable monthly, and each month's actual dollar contribution will be the contribution percent multiplied by the payroll during the month. If payroll during your first year of LAGERS participation equals the annual payroll reported for this valuation, the approximate employer dollar contribution for the year would be as follows:

### Contributory Plan

5 Year FAS	
Benefit Program	General
L-1	\$ 11,903
L-3	17,050
LT-4(65)	14,476
LT-5(65)	18,980
L-7	21,875
LT-8(65)	23,162
L-12	27,666
LT-14(65)	27,988
L-6	32,813

3 Year FAS	
Benefit Program	General
L-1	\$ 12,868
L-3	18,015
LT-4(65)	15,120
LT-5(65)	19,624
L-7	23,162
LT-8(65)	24,449
L-12	28,953
LT-14(65)	29,274
L-6	34,100

### Non-Contributory Plan

5 Year FAS	
Benefit Program	General
L-1	\$ 24,127
L-3	29,274
LT-4(65)	26,379
LT-5(65)	31,205
L-7	34,422
LT-8(65)	35,708
L-12	40,212
LT-14(65)	40,534
L-6	45,359

3 Year FAS	
Benefit Program	General
L-1	\$ 24,771
L-3	30,240
LT-4(65)	27,023
LT-5(65)	31,848
L-7	35,708
LT-8(65)	36,995
L-12	41,499
LT-14(65)	41,821
L-6	46,646

PLEASE NOTE THAT THE ABOVE INFORMATION IS BASED ON THE PERSONNEL AND PAYROLL DATA SUBMITTED FOR THE ACTUARIAL VALUATION. IN BUDGETING AMOUNTS FOR LAGERS CONTRIBUTIONS YOU SHOULD CONSIDER ANY CHANGES WHICH HAVE BEEN MADE SINCE DATA WAS SUBMITTED FOR THE VALUATION AND ANY CHANGES ANTICIPATED TO BE MADE BEFORE THE END OF THE PERIOD FOR WHICH YOU ARE PREPARING THE BUDGET.

## Ozarks Transportation Organization

### Employer Contribution Dollars

#### Rule of 80 Retirement Eligibility

Employer contributions are payable monthly, and each month's actual dollar contribution will be the contribution percent multiplied by the payroll during the month. If payroll during your first year of LAGERS participation equals the annual payroll reported for this valuation, the approximate employer dollar contribution for the year would be as follows:

#### Contributory Plan

5 Year FAS	
Benefit Program	General
L-1	\$ 14,476
L-3	19,945
LT-4(65)	19,624
LT-5(65)	24,127
L-7	25,092
LT-8(65)	27,988
L-12	31,205
LT-14(65)	32,491
L-6	36,995

3 Year FAS	
Benefit Program	General
L-1	\$ 14,798
L-3	20,910
LT-4(65)	20,910
LT-5(65)	25,092
L-7	26,379
LT-8(65)	29,274
L-12	32,491
LT-14(65)	34,100
L-6	38,925

#### Non-Contributory Plan

5 Year FAS	
Benefit Program	General
L-1	\$ 26,057
L-3	31,848
LT-4(65)	31,526
LT-5(65)	36,030
L-7	37,639
LT-8(65)	40,534
L-12	43,429
LT-14(65)	45,038
L-6	49,541

3 Year FAS	
Benefit Program	General
L-1	\$ 27,023
L-3	33,135
LT-4(65)	32,491
LT-5(65)	37,317
L-7	38,925
LT-8(65)	41,821
L-12	45,038
LT-14(65)	46,646
L-6	51,472

PLEASE NOTE THAT THE ABOVE INFORMATION IS BASED ON THE PERSONNEL AND PAYROLL DATA SUBMITTED FOR THE ACTUARIAL VALUATION. IN BUDGETING AMOUNTS FOR LAGERS CONTRIBUTIONS YOU SHOULD CONSIDER ANY CHANGES WHICH HAVE BEEN MADE SINCE DATA WAS SUBMITTED FOR THE VALUATION AND ANY CHANGES ANTICIPATED TO BE MADE BEFORE THE END OF THE PERIOD FOR WHICH YOU ARE PREPARING THE BUDGET.



Ozarks Transportation Organization

Employees and Payroll Included in the Valuation

	General
Number of Employees	5
Annual Payroll	\$ 321,697

Information regarding the age and service characteristics of the employees is contained in Appendix V.

## **APPENDIX I**

### **UNFUNDED ACTUARIAL ACCRUED LIABILITY**

## UNFUNDED ACTUARIAL ACCRUED LIABILITY (UAAL)

If the decision is made to join LAGERS the governing body also must decide how much credit to grant employees for their service before the membership date. The options are to cover 25%, 50%, 75% or 100% of prior service. The granting of prior service credit results in the establishment of an actuarial accrued liability. Because your political subdivision will not have established an asset balance with the System as of the membership date, the value established for prior service is an unfunded actuarial accrued liability.

The policy of the LAGERS Board of Trustees provides that unfunded liabilities are to be paid for by level percent of payroll contributions over a period of 30 years. The contribution rates shown on pages 4 through 11 as the "Prior Service Cost" are designed to pay for the applicable unfunded actuarial accrued liability. This procedure will allow your political subdivision to retire the unfunded actuarial accrued liability in an orderly fashion over a period of years without the need for an immediate large payment upon joining the System.

Should the governing body elect to grant credit for 100% of the employees' prior service, the unfunded actuarial accrued liability as of the date of this valuation would be as follows:

### Ozarks Transportation Organization

#### Regular Retirement Eligibility

<b>Benefit Group</b>	<b>Employee Group</b>	<b>Contributory</b>		<b>Non-Contributory</b>	
		<b>UAAL (5 Year FAS)</b>	<b>UAAL (3 Year FAS)</b>	<b>UAAL (5 Year FAS)</b>	<b>UAAL (3 Year FAS)</b>
L-1	General	\$ 62,835	\$ 65,996	\$ 83,249	\$ 85,937
L-3	General	85,872	89,823	104,043	107,423
LT-4(65)	General	73,547	77,080	93,886	96,954
LT-5(65)	General	93,878	98,118	112,045	115,687
L-7	General	108,836	113,460	124,881	128,900
LT-8(65)	General	114,168	119,020	130,206	134,413
L-12	General	131,561	136,862	145,684	150,396
LT-14(65)	General	134,255	139,617	148,338	153,126
L-6	General	153,884	159,852	166,512	171,848

Ozarks Transportation Organization

UNFUNDED ACTUARIAL ACCRUED LIABILITY (UAAL)

Rule of 80 Retirement Eligibility

Benefit Group	Employee Group	Contributory		Non-Contributory	
		UAAL (5 Year FAS)	UAAL (3 Year FAS)	UAAL (5 Year FAS)	UAAL (3 Year FAS)
L-1	General	\$ 72,573	\$ 76,031	\$ 92,017	\$ 95,085
L-3	General	97,114	101,474	115,006	118,869
LT-4(65)	General	102,347	106,844	121,702	125,844
LT-5(65)	General	119,451	124,598	137,254	141,931
L-7	General	121,663	126,826	138,001	142,661
LT-8(65)	General	136,537	142,257	152,832	158,048
L-12	General	146,002	151,841	161,006	166,464
LT-14(65)	General	153,435	159,558	168,428	174,138
L-6	General	169,949	176,574	183,991	190,202

## **APPENDIX II**

### **SUMMARY OF FINANCIAL ASSUMPTIONS**



## **Summary of Assumptions Used in Actuarial Valuations**

### **Assumptions Adopted by Board of Trustees After Consulting With Actuary**

1. The investment return rate used in making the valuations was 7.25% per year, net of investment expenses, compounded annually. This rate of return is not the assumed real rate of return. The real rate of return is the rate of investment return in excess of the inflation rate. The price inflation rate used in making the valuations was 2.50% and the wage inflation rate used in making the valuations was 3.25%. The investment return rate translates to an assumed real rate of return over price inflation of 4.75% and over wage inflation of 4.00%. Adopted 2011 and 2016.
2. The healthy retiree mortality tables, for post-retirement mortality, used in evaluating allowances to be paid were the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The disabled retiree mortality tables, for post-retirement mortality, used in evaluating allowances to be paid were the RP-2014 disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The pre-retirement mortality tables used were the RP-2014 employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. For both the post-retirement and pre-retirement tables, the base year for males was then established to be 2017. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to the above described tables. Adopted 2016.
3. The probabilities of withdrawal from service, together with individual pay increase assumptions, are shown in Schedule 1. Adopted 2016.
4. The probabilities of retirement with an age and service allowance are shown in Schedule 2. Adopted 2016.
5. Post-retirement cost of living allowances are assumed to be 2.50% per year. Adopted 2016.
6. Total active member payroll is assumed to increase a year, which is the portion of the individual pay increase assumptions attributable to wage inflation. In effect, this assumes no change in the number of active members per employer. Adopted 2016.
7. An individual entry-age actuarial cost method of valuation was used in determining age and service allowance actuarial liabilities and normal cost. Adopted 1986.
8. The data about persons now covered was furnished by the political subdivision. Although examined for general reasonableness, the data was not audited by us.

## Schedule 1.

### Withdrawal From Active Employment Before Age & Service Retirement and Individual Pay Increase Assumptions

Sample Ages	Years of Service	Percent of Active Members Separating Within Next Year				Percent Increase in Individual's Pay During Next Year Excluding Fire
		General Members		Police	Fire	
		Men	Women			
All	0	19.00%	22.00%	18.00%	10.00%	
	1	17.00	20.00	17.00	8.00	
	2	15.00	17.00	16.00	7.00	
	3	13.00	14.00	13.00	6.00	
	4	11.00	13.00	12.00	6.00	
25	5 & Over	7.30	10.80	9.80	5.00	6.6%
30		6.50	8.90	7.80	4.00	5.8
35		5.00	7.40	6.10	2.80	5.3
40		3.70	5.70	4.40	2.20	4.8
45		3.00	4.20	3.20	1.80	4.3
50		2.40	3.30	1.80	1.00	3.9
55		1.80	2.50	1.00	0.50	3.7
60		1.00	1.20	0.00	0.00	3.6
65		0.00	0.00	0.00	0.00	3.3

Percent Increase in Individual's Pay During Next Year	
Sample Ages	Fire
25	7.2%
30	6.1
35	5.2
40	4.5
45	4.2
50	3.9
55	3.7
60	3.3
65	3.3

## Schedule 2.

### Percent of Eligible Active Members Retiring Within Next Year Without Rule of 80 Eligibility

#### Early Retirement

Retirement Ages	General Members		Retirement Ages	Police	Fire
	Men	Women			
55	3.00%	3.00%	50	2.50%	2.50%
56	3.00%	3.00%	51	2.50%	2.50%
57	3.00%	3.00%	52	2.50%	2.50%
58	3.00%	3.00%	53	2.50%	2.50%
59	3.00%	3.00%	54	2.50%	2.50%

#### Normal Retirement

Retirement Ages	General Members		Retirement Ages	Police	Fire
	Men	Women			
60	10%	10%	55	10%	13%
61	10	10	56	10	13
62	25	15	57	10	13
63	20	15	58	10	13
64	20	15	59	10	13
65	25	25	60	10	15
66	25	25	61	10	15
67	20	25	62	25	20
68	20	25	63	20	20
69	20	20	64	20	20
70	100	100	65	100	100

## Schedule 2. (Continued)

### Percent of Eligible Active Members Retiring Within Next Year With Rule of 80 Eligibility

Retirement Ages	General Members		Police	Fire
	Men	Women		
50	15%	15%	25%	25%
51	15	15	25	20
52	15	15	15	20
53	15	15	15	20
54	15	15	15	20
55	15	15	15	20
56	15	15	15	20
57	15	15	15	25
58	15	15	15	25
59	15	15	15	25
60	15	15	15	35
61	15	15	25	35
62	30	15	30	45
63	30	15	30	45
64	30	20	30	45
65	30	25	100	100
66	30	25		
67	30	25		
68	30	25		
69	30	25		
70	100	100		

## **APPENDIX III**

### **SUMMARY OF LAGERS PROVISIONS**



**Missouri Local Government Employees Retirement System**  
**Brief Summary of LAGERS**  
**Benefits and Conditions Evaluated and/or Considered**  
**as of February 29, 2016**  
**(Section references are to RSMo)**

**Voluntary Retirement.** Sections 70.645 & 70.600. A member may retire with an age & service allowance after both (i) completing 5 years of credited service, and (ii) attaining the minimum service retirement age.

The minimum service retirement age is age 60 for a general employee and age 55 for a police or fire employee. Optionally, employers may also elect to provide for unreduced benefits for employees whose combination of years of age and years of service equals 80 or more.

**Final Average Salary.** Section 70.600. The average of a member's monthly compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) of credited service producing the highest monthly average, which period is contained within the 120 consecutive months of credited service immediately preceding retirement.

**Age & Service Allowance.** Section 70.655. The allowance, payable monthly for life, equals a specified percent of a member's final average salary multiplied by the number of years of credited service. Each employer elects the percent applicable to its members, from the following programs:

L-1 Benefit Program:	1.00% for life
L-3 Benefit Program:	1.25% for life
L-7 Benefit Program:	1.50% for life
L-12 Benefit Program:	1.75% for life
L-6 Benefit Program:	2.00% for life
LT-4(65) Benefit Program:	1.00% for life, plus 1.00% to age 65
LT-5(65) Benefit Program:	1.25% for life, plus 0.75% to age 65
LT-8(65) Benefit Program:	1.50% for life, plus 0.50% to age 65
LT-14(65) Benefit Program:	1.75% for life, plus 0.25% to age 65

The only LT benefit programs available for adoption after August 1, 1994 are the LT(65) programs.

Benefit programs L-9 and LT-10(65) are unavailable for adoption after August 1, 2005.

Benefit program L-11, available only to groups not covered by social security, provides for 2.5% for life.

Subsequent to joining the System the governing body can elect to change benefit programs for the employees, but not more often than once every 2 years.

**Early Allowance.** Section 70.670. A member may retire with an early allowance after both (i) completing 5 years of credited service, and (ii) attaining age 55 if a general employee or age 50 if a police or fire employee.

The early allowance amount, payable monthly for life, is computed in the same manner as an age & service allowance, based upon the service and earnings record to time of early retirement, but reduced to reflect the fact that the age when payments begin is younger than the minimum service retirement age. The amount of the reduction is 1/2 of 1% (.005) for each month the age at retirement is younger than the minimum service retirement age.

**Deferred Allowance.** Section 70.675. If a member leaves LAGERS-covered employment (i) before attaining the early retirement age, and (ii) after completing 5 years of credited service, the member becomes eligible for a deferred allowance; provided the former member lives to the minimum service retirement age and does not withdraw the accumulated contributions.

The deferred allowance amount, payable monthly for life from the minimum service retirement age, is computed in the same manner as an age & service allowance, based upon the service and earnings record to time of leaving LAGERS coverage.

Deferred allowances are also payable any time after reaching the early retirement age, with the reduction for early retirement noted on the previous page.

**Non-Duty Disability Allowance.** Section 70.680. A member with 5 or more years of credited service who becomes totally and permanently disabled from other than duty-connected causes becomes eligible to receive a non-duty disability allowance computed in the same manner as an age & service allowance, based upon the service & earnings record to time of disability.

**Duty Disability Allowance.** Section 70.680. A member regardless of credited service who becomes totally and permanently disabled from duty-connected causes becomes eligible to receive a duty disability allowance computed in the same manner as an age & service allowance, based upon the earnings record to time of disability but based upon the years of credited service the member would have completed had the member continued in LAGERS-covered employment to age 60.

**Death-in-Service.** Section 70.661. Upon the death of a member who had completed 5 years of credited service, the eligible surviving dependents receive the following benefits:

(a) The surviving spouse receives an allowance equal to the Option A allowance (joint and 75% survivor benefit) computed based upon the deceased members' service & earnings record to time of death.

(b) When no spouse benefit is payable, the dependent children under age 18 (age 23 if they are full time students) each receive an equal share of 60% of an age & service allowance computed based upon the deceased member's service & earnings record to time of death.

(c) If the death is determined to be duty related, the 5 year service requirement is waived and the benefit is based on years of credited service the member would have completed had the member continued in LAGERS-covered employment to age 60.

**Benefit Changes After Retirement.** Section 70.655. For retirements effective after September 28, 1975, there is an annual redetermination of monthly benefit amount, beginning the October first following 12 months of retirement. As of each October first the amount of each eligible benefit is redetermined as follows:

(a) Subject to the maximum in (b), the redetermined amount is the amount other-wise payable multiplied by: 100% plus up to 4%, as determined by the LAGERS Board of Trustees, for each full year of retirement.

(b) The redetermined amount may not exceed the amount otherwise payable multiplied by the ratio of the Consumer Price Index for the immediately preceding month of June to the Consumer Price Index for the month of June immediately preceding retirement.

**Member Contributions.** Sections 70.690 & 70.705. Each member contributes 4% of compensation beginning after completion of sufficient employment for 6 months of credited service.

If a member leaves LAGERS-covered employment before an allowance is payable, the accumulated contributions are refunded to the member. If the member dies, his accumulated contributions are refunded to a designated beneficiary.

The law governing LAGERS also has a provision for the adoption of a non-contributory plan in which the full cost of LAGERS participation is paid by the employer. Adoption of the non-contributory provisions may be done at the time of membership or a later date; however, a change from contributory to non-contributory or vice-versa may not be made more frequently than every 2 years. Under the non-contributory provisions there is no individual account maintained for each employee and no refund of contributions if an employee terminates before being eligible for a benefit.

**Employer Contributions.** Section 70.730. Each employer contributes the remainder amounts necessary to finance the employees' participation in LAGERS. Contributions to LAGERS are determined based upon level-percent-of-payroll principles, so that contribution rates do not have to increase over decades of time.

## **APPENDIX IV**

### **BENEFIT ILLUSTRATIONS**

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(L-1 Benefit Program is Years of Credited Service  
times: 1.00% of FAS <sup>1</sup> )

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>	Estimated Social Security <sup>2</sup>	Estimated Monthly Total	
			\$	% of FAS
35 Years of Service:				
\$1,500	\$ 525	\$ 882	\$1,407	94%
2,000	700	1,028	1,728	86%
2,500	875	1,174	2,049	82%
3,000	1,050	1,320	2,370	79%
3,500	1,225	1,465	2,690	77%
4,000	1,400	1,611	3,011	75%
25 Years of Service:				
\$1,500	\$ 375	\$ 882	\$1,257	84%
2,000	500	1,028	1,528	76%
2,500	625	1,174	1,799	72%
3,000	750	1,320	2,070	69%
3,500	875	1,465	2,340	67%
4,000	1,000	1,611	2,611	65%
15 Years of Service:				
\$1,500	\$225	\$ 882	\$1,107	74%
2,000	300	1,028	1,328	66%
2,500	375	1,174	1,549	62%
3,000	450	1,320	1,770	59%
3,500	525	1,465	1,990	57%
4,000	600	1,611	2,211	55%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.



**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(L-3 Benefit Program is Years of Credited Service  
times: 1.25% of FAS <sup>1</sup> )

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>	Estimated Social Security <sup>2</sup>	Estimated Monthly Total	
			\$	% of FAS
35 Years of Service:				
\$1,500	\$ 656	\$ 882	\$1,538	103%
2,000	875	1,028	1,903	95%
2,500	1,094	1,174	2,268	91%
3,000	1,313	1,320	2,633	88%
3,500	1,531	1,465	2,996	86%
4,000	1,750	1,611	3,361	84%
25 Years of Service:				
\$1,500	\$ 469	\$ 882	\$1,351	90%
2,000	625	1,028	1,653	83%
2,500	781	1,174	1,955	78%
3,000	938	1,320	2,258	75%
3,500	1,094	1,465	2,559	73%
4,000	1,250	1,611	2,861	72%
15 Years of Service:				
\$1,500	\$281	\$ 882	\$1,163	78%
2,000	375	1,028	1,403	70%
2,500	469	1,174	1,643	66%
3,000	563	1,320	1,883	63%
3,500	656	1,465	2,121	61%
4,000	750	1,611	2,361	59%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(L-7 Benefit Program is Years of Credited Service  
times: 1.50% of FAS <sup>1</sup> )

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>	Estimated Social Security <sup>2</sup>	Estimated Monthly Total	
			\$	% of FAS
35 Years of Service:				
\$1,500	\$ 788	\$ 882	\$1,670	111%
2,000	1,050	1,028	2,078	104%
2,500	1,313	1,174	2,487	99%
3,000	1,575	1,320	2,895	97%
3,500	1,838	1,465	3,303	94%
4,000	2,100	1,611	3,711	93%
25 Years of Service:				
\$1,500	\$ 563	\$ 882	\$1,445	96%
2,000	750	1,028	1,778	89%
2,500	938	1,174	2,112	84%
3,000	1,125	1,320	2,445	82%
3,500	1,313	1,465	2,778	79%
4,000	1,500	1,611	3,111	78%
15 Years of Service:				
\$1,500	\$338	\$ 882	\$1,220	81%
2,000	450	1,028	1,478	74%
2,500	563	1,174	1,737	69%
3,000	675	1,320	1,995	67%
3,500	788	1,465	2,253	64%
4,000	900	1,611	2,511	63%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(L-12 Benefit Program is Years of Credited Service  
times: 1.75% of FAS <sup>1</sup> )

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>	Estimated Social Security <sup>2</sup>	Estimated Monthly Total	
			\$	% of FAS
35 Years of Service:				
\$1,500	\$ 919	\$ 882	\$1,801	120%
2,000	1,225	1,028	2,253	113%
2,500	1,531	1,174	2,705	108%
3,000	1,838	1,320	3,158	105%
3,500	2,144	1,465	3,609	103%
4,000	2,450	1,611	4,061	102%
25 Years of Service:				
\$1,500	\$ 656	\$ 882	\$1,538	103%
2,000	875	1,028	1,903	95%
2,500	1,094	1,174	2,268	91%
3,000	1,313	1,320	2,633	88%
3,500	1,531	1,465	2,996	86%
4,000	1,750	1,611	3,361	84%
15 Years of Service:				
\$1,500	\$ 394	\$ 882	\$1,276	85%
2,000	525	1,028	1,553	78%
2,500	656	1,174	1,830	73%
3,000	788	1,320	2,108	70%
3,500	919	1,465	2,384	68%
4,000	1,050	1,611	2,661	67%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(L-6 Benefit Program is Years of Credited Service  
times: 2.00% of FAS <sup>1</sup> )

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>	Estimated Social Security <sup>2</sup>	Estimated Monthly Total	
			\$	% of FAS
35 Years of Service:				
\$1,500	\$1,050	\$ 882	\$1,932	129%
2,000	1,400	1,028	2,428	121%
2,500	1,750	1,174	2,924	117%
3,000	2,100	1,320	3,420	114%
3,500	2,450	1,465	3,915	112%
4,000	2,800	1,611	4,411	110%
25 Years of Service:				
\$1,500	\$ 750	\$ 882	\$1,632	109%
2,000	1,000	1,028	2,028	101%
2,500	1,250	1,174	2,424	97%
3,000	1,500	1,320	2,820	94%
3,500	1,750	1,465	3,215	92%
4,000	2,000	1,611	3,611	90%
15 Years of Service:				
\$1,500	\$ 450	\$ 882	\$1,332	89%
2,000	600	1,028	1,628	81%
2,500	750	1,174	1,924	77%
3,000	900	1,320	2,220	74%
3,500	1,050	1,465	2,515	72%
4,000	1,200	1,611	2,811	70%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(LT-4(65) Benefit Program is Years of Credited Service  
times: 2.00% of FAS<sup>1</sup> to age 65)  
1.00% of FAS<sup>1</sup> at age 65)

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>		Estimated Social Security <sup>2</sup>	Estimated Monthly Total		Percent of FAS	
	To 65	At 65		To 65	At 65	To 65	At 65
35 Years of Service:							
\$1,500	\$1,050	\$ 525	\$ 882	\$1,050	\$1,407	70%	94%
2,000	1,400	700	1,028	1,400	1,728	70%	86%
2,500	1,750	875	1,174	1,750	2,049	70%	82%
3,000	2,100	1,050	1,320	2,100	2,370	70%	79%
3,500	2,450	1,225	1,465	2,450	2,690	70%	77%
4,000	2,800	1,400	1,611	2,800	3,011	70%	75%
25 Years of Service:							
\$1,500	\$ 750	\$ 375	\$ 882	\$ 750	\$1,257	50%	84%
2,000	1,000	500	1,028	1,000	1,528	50%	76%
2,500	1,250	625	1,174	1,250	1,799	50%	72%
3,000	1,500	750	1,320	1,500	2,070	50%	69%
3,500	1,750	875	1,465	1,750	2,340	50%	67%
4,000	2,000	1,000	1,611	2,000	2,611	50%	65%
15 Years of Service:							
\$1,500	\$ 450	\$225	\$ 882	\$ 450	\$1,107	30%	74%
2,000	600	300	1,028	600	1,328	30%	66%
2,500	750	375	1,174	750	1,549	30%	62%
3,000	900	450	1,320	900	1,770	30%	59%
3,500	1,050	525	1,465	1,050	1,990	30%	57%
4,000	1,200	600	1,611	1,200	2,211	30%	55%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.



**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(LT-5(65) Benefit Program is Years of Credited Service  
times: 2.00% of FAS<sup>1</sup> to age 65)  
1.25% of FAS<sup>1</sup> at age 65)

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>		Estimated Social Security <sup>2</sup>	Estimated Monthly Total		Percent of FAS	
	To 65	At 65		To 65	At 65	To 65	At 65
35 Years of Service:							
\$1,500	\$1,050	\$ 656	\$ 882	\$1,050	\$1,538	70%	103%
2,000	1,400	875	1,028	1,400	1,903	70%	95%
2,500	1,750	1,094	1,174	1,750	2,268	70%	91%
3,000	2,100	1,313	1,320	2,100	2,633	70%	88%
3,500	2,450	1,531	1,465	2,450	2,996	70%	86%
4,000	2,800	1,750	1,611	2,800	3,361	70%	84%
25 Years of Service:							
\$1,500	\$ 750	\$ 469	\$ 882	\$ 750	\$1,351	50%	90%
2,000	1,000	625	1,028	1,000	1,653	50%	83%
2,500	1,250	781	1,174	1,250	1,955	50%	78%
3,000	1,500	938	1,320	1,500	2,258	50%	75%
3,500	1,750	1,094	1,465	1,750	2,559	50%	73%
4,000	2,000	1,250	1,611	2,000	2,861	50%	72%
15 Years of Service:							
\$1,500	\$ 450	\$281	\$ 882	\$ 450	\$1,163	30%	78%
2,000	600	375	1,028	600	1,403	30%	70%
2,500	750	469	1,174	750	1,643	30%	66%
3,000	900	563	1,320	900	1,883	30%	63%
3,500	1,050	656	1,465	1,050	2,121	30%	61%
4,000	1,200	750	1,611	1,200	2,361	30%	59%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(LT-8(65) Benefit Program is Years of Credited Service  
times: 2.00% of FAS<sup>1</sup> to age 65)  
1.50% of FAS<sup>1</sup> at age 65)

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>		Estimated Social Security <sup>2</sup>	Estimated Monthly Total		Percent of FAS	
	To 65	At 65		To 65	At 65	To 65	At 65
35 Years of Service:							
\$1,500	\$1,050	\$ 788	\$ 882	\$1,050	\$1,670	70%	111%
2,000	1,400	1,050	1,028	1,400	2,078	70%	104%
2,500	1,750	1,313	1,174	1,750	2,487	70%	99%
3,000	2,100	1,575	1,320	2,100	2,895	70%	97%
3,500	2,450	1,838	1,465	2,450	3,303	70%	94%
4,000	2,800	2,100	1,611	2,800	3,711	70%	93%
25 Years of Service:							
\$1,500	\$ 750	\$ 563	\$ 882	\$ 750	\$1,445	50%	96%
2,000	1,000	750	1,028	1,000	1,778	50%	89%
2,500	1,250	938	1,174	1,250	2,112	50%	84%
3,000	1,500	1,125	1,320	1,500	2,445	50%	82%
3,500	1,750	1,313	1,465	1,750	2,778	50%	79%
4,000	2,000	1,500	1,611	2,000	3,111	50%	78%
15 Years of Service:							
\$1,500	\$ 450	\$338	\$ 882	\$ 450	\$1,220	30%	81%
2,000	600	450	1,028	600	1,478	30%	74%
2,500	750	563	1,174	750	1,737	30%	69%
3,000	900	675	1,320	900	1,995	30%	67%
3,500	1,050	788	1,465	1,050	2,253	30%	64%
4,000	1,200	900	1,611	1,200	2,511	30%	63%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

**Missouri LAGERS**  
**Illustrations of Age and Service Allowance Amounts**  
**For Sample Combinations of Service & Salary**  
(LT-14(65) Benefit Program is Years of Credited Service  
times: 2.00% of FAS<sup>1</sup> to age 65)  
1.75% of FAS<sup>1</sup> at age 65)

Final Average Salary (FAS) <sup>1</sup>	LAGERS BENEFIT <sup>3</sup>		Estimated Social Security <sup>2</sup>	Estimated Monthly Total		Percent of FAS	
	To 65	At 65		To 65	At 65	To 65	At 65
35 Years of Service:							
\$1,500	\$1,050	\$ 919	\$ 882	\$1,050	\$1,801	70%	120%
2,000	1,400	1,225	1,028	1,400	2,253	70%	113%
2,500	1,750	1,531	1,174	1,750	2,705	70%	108%
3,000	2,100	1,838	1,320	2,100	3,158	70%	105%
3,500	2,450	2,144	1,465	2,450	3,609	70%	103%
4,000	2,800	2,450	1,611	2,800	4,061	70%	102%
25 Years of Service:							
\$1,500	\$ 750	\$ 656	\$ 882	\$ 750	\$1,538	50%	103%
2,000	1,000	875	1,028	1,000	1,903	50%	95%
2,500	1,250	1,094	1,174	1,250	2,268	50%	91%
3,000	1,500	1,313	1,320	1,500	2,633	50%	88%
3,500	1,750	1,531	1,465	1,750	2,996	50%	86%
4,000	2,000	1,750	1,611	2,000	3,361	50%	84%
15 Years of Service:							
\$1,500	\$ 450	\$ 394	\$ 882	\$ 450	\$1,276	30%	85%
2,000	600	525	1,028	600	1,553	30%	78%
2,500	750	656	1,174	750	1,830	30%	73%
3,000	900	788	1,320	900	2,108	30%	70%
3,500	1,050	919	1,465	1,050	2,384	30%	68%
4,000	1,200	1,050	1,611	1,200	2,661	30%	67%

<sup>1</sup> "Final Average Salary" means the monthly average of an employee's compensation during the period of 60 consecutive months (or optionally, 36 consecutive months) when they were highest, contained within the last 120 months of Credited Service.

<sup>2</sup> "Estimated Social Security" means, for an employee covered by Social Security, an employee's estimated OASDI retirement benefit and is based upon an estimated "average indexed monthly earnings" for an employee retiring at age 65 in 2016 - it does not include any amounts which might be payable to an eligible spouse or children.

<sup>3</sup> Amounts are shown to nearest \$1, for simplicity; actual amounts are to nearest 1¢.

## **APPENDIX V**

### **AGE AND SERVICE CHARACTERISTICS OF EMPLOYEES**

Ozarks Transportation Organization

October 31, 2016

By Attained Age and Years of Service

Attained Age	Years of Service to Valuation Date							Totals	
	0-4	5-9	10-14	15-19	20-24	25-29	30 Plus	No.	Valuation Payroll
<b>Under 20</b>									
20-24									
25-29	1							1	\$ 47,500
30-34									
35-39			2					2	\$ 175,697
40-44		1						1	\$ 51,000
45-49									
50-54	1							1	\$ 47,500
55-59									
60-64									
65-69									
<b>70 &amp; Over</b>									
<b>Totals</b>	<b>2</b>	<b>1</b>	<b>2</b>					<b>5</b>	<b>\$ 321,697</b>

While not used in the financial computations, the following group averages are computed and shown because of their general interest.

Age: 39.1 years.

Benefit Service: 0.0 years.

Annual Pay: \$64,339.



December 2, 2016 E-mail

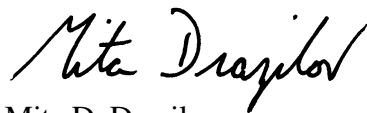
Mr. Keith Hughes, Executive Secretary  
Missouri Local Government  
Employees Retirement System  
P.O. Box 1665  
Jefferson City, Missouri 65102

Dear Keith:

Enclosed is the report of the October 31, 2016 Initial Actuarial  
Valuation of LAGERS benefits for the employees of

Ozarks Transportation Organization

Sincerely,



Mita D. Drazilov

MDD:adh

**TAB 9**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.G.**

**Year-End Financial Statements 2017-2018 Budget Year**

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

**AGENDA DESCRIPTION:**

Included for consideration are the fiscal year-end financial statements for the 2017-2018 Budget Year. This period includes July 1, 2017 through June 30, 2018. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- **Profit and Loss Statement**

The OTO completed the following budgeted projects in the fiscal year:

- FY 2018-2021 Transportation Improvement Program
- 2016 Performance Measures Report
- 2019-2023 Statewide Transportation Improvement Plan Project Prioritization
- Annual Growth Trends Report
- Regional Trail Investment Study and Nixa Addendum
- Scoping Study for I-44 & US 60
- Aerial Photography
- Legislative Breakfast
- Federal Funds Balance Report
- Updated the Public Participation Plan
- Solicited Public Comment
- Distributed Press Releases
- Audit FY 2016-2017 Unqualified Opinion
- Traffic Impact Studies Training and Policy Development
- 7 Board of Directors' Meetings
- 7 Technical Planning Committee Meetings
- 8 Bicycle-Pedestrian Advisory Committee Meetings
- 3 Local Coordinating Board for Transit Meetings
- 4 Traffic Incident Management Subcommittee Meetings
- 2 Transit Signal Priority Committee
- One UPWP Subcommittee
- One Performance Measures Target Setting Committee & Adopted Safety Targets
- OTO Sunshine Law/Records Retention Policy
- Updated [giveusyourinput.org](http://giveusyourinput.org); [ozarkstransportation.org](http://ozarkstransportation.org); Let's Go Smart

- **Budget vs. Actual**

The OTO budgeted expenses in the amount of \$974,394.00 for the budget year. Actual expenses at the end of the fourth quarter are \$884,521.95. This is 90.8% percent of budgeted expenses.

Revenue exceeded expenses in the amount of \$37,170.44.

- *Balance Sheet*  
Current Liabilities include the OTO Purchasing card balance on June 30, 2018 and the OTO Health Care FSA reimbursements for OTO staff members. The FSA elections are for the calendar year and zero out on the December financials.
- *Operating Fund Balance Report*  
Balance Fund Report shows a fiscal year-end fund balance of \$435,240.80. The total falls within the 3-6 month of expenses goal.

#### Section Two – OTO UPWP Financial Statements – Informational Only

- *UPWP Profit and Loss Statement, Budget vs. Actual*  
The UPWP Financial statements are used to report expenditures to MoDOT for grant reimbursement requests. The In-kind and MoDOT direct-cost revenue and expense are shown in the UPWP Financial statements. Expenses that cannot be billed to the grant are excluded from these statements.
- *Unified Planning Work Program Progress Report – Year-End*  
This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

The OTO utilized \$97,659.15 of in-kind match income during the fiscal year. Staff would like to thank all member jurisdictions and MoDOT for helping with the in-kind match documentation.

During this budget year, in-kind match from meeting attendance and MoDOT Staff Direct Cost allowed the OTO to have an effective federal reimbursement rate of 81.94 percent, whereas without the in-kind match, OTO would only be reimbursed at the 80 percent rate.

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board Directors makes one of the following motions:

“Move to accept the OTO Operational and UPWP Year-End Financial Statements for the 2017-2018 Budget Year.”

OR

“Move to return to staff the OTO Operational and UPWP Year-End Financial Statements for the 2017-2018 Budget Year in order to...”

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense



**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
July 2017 through June 2018

	Jul '17 - Jun 18
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
Interest Income	1,717.75
Miscellaneous Revenue	3,057.49
<b>Total Other Types of Income</b>	4,775.24
OTO Revenue	
Consolidated Planning Grant CPG	797,919.16
Local Jurisdiction Match Funds	118,997.99
<b>Total OTO Revenue</b>	916,917.15
<b>Total Income</b>	921,692.39
<b>Gross Profit</b>	921,692.39
<b>Expense</b>	
Bank Fees	11.19
Building	
Building Lease	68,313.05
Office Cleaning	3,090.00
Utilities	2,976.42
<b>Total Building</b>	74,379.47
Commodities	
Office Supplies/Furniture	6,859.88
OTO Media/Advertising	139.95
OTO Promotional Items	1,937.15
Public Input Promotional Items	99.99
Publications	176.22
<b>Total Commodities</b>	9,213.19
Information Technology	
Computer Upgrades/Equip Replace	6,553.76
Data Storage/Backup	3,000.00
GIS Licenses	5,050.00
IT Maintenance Contract	10,806.83
Software	2,897.33
Webhosting	698.40
<b>Total Information Technology</b>	29,006.32
Insurance	
Board of Director Insurance	2,346.00
Errors & Omissions Insurance	2,814.00
Liability Insurance	2,495.00
Workmen's Compensation Ins	1,594.00
<b>Total Insurance</b>	9,249.00
Operating	
Copy Machine Lease	4,556.81
Dues/Memberships	4,507.25
Education/Training/Travel	
Employee Education	4,190.95
Hotel	5,760.64
Meals	964.82
Registration	2,523.00
Training	2,350.10
Transportation	4,421.55
Travel Miscellaneous	26.73
<b>Total Education/Training/Travel</b>	20,237.79
Food/Meeting Expense	4,150.11
Legal/Bid Notices	667.90
Multi-media Public Relations	325.00
Postage/Postal Services	593.24
Printing/Mapping Services	1,291.35

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
July 2017 through June 2018

	<u>Jul '17 - Jun 18</u>
Staff Mileage Reimbursement	3,125.81
Telephone/Internet	4,708.04
VOIP Phone System	<u>1,692.37</u>
<b>Total Operating</b>	<b>45,855.67</b>
<b>Personnel</b>	
Mobile Data Plans	2,040.00
Payroll Services	2,330.50
Salaries	<u>459,739.62</u>
<b>Total Personnel</b>	<b>464,110.12</b>
<b>Services</b>	
Audit	3,800.00
Legislative Education	2,347.40
Professional Services (Legal &	22,740.37
Regional Trail Study	96,909.22
Scoping Study I-44 & US 60	100,000.00
Trans Consult/Model Services	<u>26,900.00</u>
<b>Total Services</b>	<b>252,696.99</b>
<b>Total Expense</b>	<b>884,521.95</b>
<b>Net Ordinary Income</b>	<u>37,170.44</u>
<b>Net Income</b>	<b><u>37,170.44</u></b>

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 2017 through June 2018

Cash Basis

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	1,717.75			
Miscellaneous Revenue	3,057.49			
<b>Total Other Types of Income</b>	4,775.24	0.00	4,775.24	100.0%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	797,919.16	897,323.00	-99,403.84	88.9%
Local Jurisdiction Match Funds	118,997.99	133,792.00	-14,794.01	88.9%
<b>Total OTO Revenue</b>	916,917.15	1,031,115.00	-114,197.85	88.9%
<b>Total Income</b>	921,692.39	1,031,115.00	-109,422.61	89.4%
<b>Gross Profit</b>	921,692.39	1,031,115.00	-109,422.61	89.4%
<b>Expense</b>				
Bank Fees	11.19	240.00	-228.81	4.7%
<b>Building</b>				
Building Lease	68,313.05	70,488.00	-2,174.95	96.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Office Cleaning	3,090.00	3,300.00	-210.00	93.6%
Utilities	2,976.42	4,200.00	-1,223.58	70.9%
<b>Total Building</b>	74,379.47	79,988.00	-5,608.53	93.0%
<b>Commodities</b>				
Office Supplies/Furniture	6,859.88	9,500.00	-2,640.12	72.2%
OTO Media/Advertising	139.95	4,000.00	-3,860.05	3.5%
OTO Promotional Items	1,937.15	1,500.00	437.15	129.1%
Public Input Promotional Items	99.99	2,000.00	-1,900.01	5.0%
Publications	176.22	300.00	-123.78	58.7%
<b>Total Commodities</b>	9,213.19	17,300.00	-8,086.81	53.3%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	6,553.76	9,000.00	-2,446.24	72.8%
Data Storage/Backup	3,000.00	4,500.00	-1,500.00	66.7%
GIS Licenses	5,050.00	5,000.00	50.00	101.0%
IT Maintenance Contract	10,806.83	12,000.00	-1,193.17	90.1%
Software	2,897.33	3,000.00	-102.67	96.6%
Webhosting	698.40	1,500.00	-801.60	46.6%
<b>Total Information Technology</b>	29,006.32	35,000.00	-5,993.68	82.9%
<b>Insurance</b>				
Board of Director Insurance	2,346.00	5,500.00	-3,154.00	42.7%
Errors & Omissions Insurance	2,814.00	4,900.00	-2,086.00	57.4%
Liability Insurance	2,495.00	1,700.00	795.00	146.8%
Workmen's Compensation Ins	1,594.00	1,350.00	244.00	118.1%

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 2017 through June 2018

Cash Basis

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
<b>Total Insurance</b>	9,249.00	13,450.00	-4,201.00	68.8%
<b>Operating</b>				
Copy Machine Lease	4,556.81	4,000.00	556.81	113.9%
Dues/Memberships	4,507.25	6,000.00	-1,492.75	75.1%
Education/Training/Travel				
Employee Education	4,190.95			
Hotel	5,760.64			
Meals	964.82			
Registration	2,523.00			
Training	2,350.10			
Transportation	4,421.55			
Travel Miscellaneous	26.73			
Education/Training/Travel - Other	0.00	25,000.00	-25,000.00	0.0%
<b>Total Education/Training/Travel</b>	20,237.79	25,000.00	-4,762.21	81.0%
Food/Meeting Expense	4,150.11	4,000.00	150.11	103.8%
Legal/Bid Notices	667.90	3,500.00	-2,832.10	19.1%
Multi-media Public Relations	325.00			
Postage/Postal Services	593.24	2,500.00	-1,906.76	23.7%
Printing/Mapping Services	1,291.35	10,000.00	-8,708.65	12.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	3,125.81	4,500.00	-1,374.19	69.5%
Telephone/Internet	4,708.04	5,000.00	-291.96	94.2%
VOIP Phone System	1,692.37	6,500.00	-4,807.63	26.0%
<b>Total Operating</b>	45,855.67	72,500.00	-26,644.33	63.2%
<b>Personnel</b>				
Mobile Data Plans	2,040.00	2,700.00	-660.00	75.6%
Payroll Services	2,330.50	2,700.00	-369.50	86.3%
Salaries	459,739.62	460,336.00	-596.38	99.9%
<b>Total Personnel</b>	464,110.12	465,736.00	-1,625.88	99.7%
<b>Services</b>				
Audit	3,800.00	4,600.00	-800.00	82.6%
Legislative Education	2,347.40	7,000.00	-4,652.60	33.5%
Professional Services (Legal &	22,740.37	24,000.00	-1,259.63	94.8%
Regional Trail Study	96,909.22	108,980.00	-12,070.78	88.9%
Scoping Study I-44 & US 60	100,000.00	100,000.00	0.00	100.0%
TIP Tool Maintenance	0.00	9,600.00	-9,600.00	0.0%
Trans Consult/Model Services	26,900.00	36,000.00	-9,100.00	74.7%
<b>Total Services</b>	252,696.99	290,180.00	-37,483.01	87.1%
<b>Total Expense</b>	884,521.95	974,394.00	-89,872.05	90.8%
<b>Net Ordinary Income</b>	37,170.44	56,721.00	-19,550.56	65.5%

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
 July 2017 through June 2018

Cash Basis

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Net Income	37,170.44	56,721.00	-19,550.56	65.5%



**Ozarks Transportation Organization**  
**Balance Sheet**  
As of June 30, 2018

	<u>Jun 30, 18</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	291,667.14
Southern Bank--Money Market	81,154.22
Southern Bank-Sm Bus Checking	62,419.44
Total Checking/Savings	<u>435,240.80</u>
Total Current Assets	<u>435,240.80</u>
<b>TOTAL ASSETS</b>	<b><u>435,240.80</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	2,603.89
Total Credit Cards	<u>2,603.89</u>
Other Current Liabilities	
Employee Overage/Shortage	-0.04
Health FSA - Employee 003	-123.72
Health FSA - Employee 004	-650.00
Health FSA - Employee 015	-180.37
Health FSA - Employee 019	-442.02
Total Other Current Liabilities	<u>-1,396.15</u>
Total Current Liabilities	<u>1,207.74</u>
Total Liabilities	1,207.74
Equity	
Unrestricted Net Assets	396,835.89
Net Income	37,197.17
Total Equity	<u>434,033.06</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>435,240.80</u></b>

Ozarks Transportation Organization  
Operating Fund Balance Report  
FY 2018

US Bank Statement Balance

Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2017	\$465,260.53	\$184,375.11	\$134,050.63	\$515,585.01
8/31/2017	\$515,585.01	\$68,458.25	\$67,415.72	\$516,627.54
9/30/2017	\$516,627.54	\$138,950.60	\$48,431.09	\$607,147.05
10/31/2017	\$607,147.05	\$173.06	\$50,962.26	\$556,357.85
11/30/2017	\$556,357.85		\$98,143.28	\$458,214.57
12/31/2017	\$458,214.57	\$94,827.01	\$51,533.20	\$501,508.38
1/31/2018	\$501,508.38	\$79,985.14	\$350,933.12	\$230,560.40
2/28/2018	\$230,560.40	\$1,069.40	\$209,866.25	\$21,763.55
3/31/2018	\$21,763.55		\$4,793.89	\$16,969.66
4/30/2018	\$16,969.66	\$0.00	\$16,969.66	\$0.00
5/31/2018	Account Closed			\$0.00
Southern Bank, Checking				
1/31/2018	\$0.00	\$136,755.34	\$86,741.92	\$50,013.42
2/28/2018	\$50,013.42	\$261,851.72	\$257,692.18	\$54,172.96
3/31/2018	\$54,172.96	\$113,111.21	\$119,013.17	\$48,271.00
4/30/2018	\$48,271.00	\$47,285.84	\$56,331.60	\$39,225.24
5/31/2018	\$39,225.24	\$55,456.45	\$72,071.09	\$22,610.60
6/30/2018	\$22,610.60	\$271,675.62	\$93,240.90	\$201,045.32
Southern Bank, ICS Funds				
1/31/2018	\$0.00	\$70,002.65	\$16,577.72	\$53,424.93
2/28/2018	\$53,424.93	\$185,034.84	\$17,229.23	\$221,230.54
3/31/2018	\$221,230.54	\$70,095.87	\$0.00	\$291,326.41
4/30/2018	\$291,326.41	\$116.85	\$30,000.00	\$261,443.26
5/31/2018	\$261,443.26	\$111.04		\$261,554.30
6/30/2018	\$261,554.30	\$30,112.84		\$291,667.14
Southern Bank, Money Market				
1/31/2018	\$0.00	\$240,129.80	\$40,000.00	\$200,129.80
2/28/2018	\$200,129.80	\$193.44	\$0.00	\$200,323.24
3/31/2018	\$200,323.24	\$214.37		\$200,537.61
4/30/2018	\$200,537.61	\$207.68		\$200,745.29
5/31/2018	\$200,745.29	\$11,213.24	\$11,000.00	\$200,958.53
6/30/2018	\$200,958.53	\$195.69	\$120,000.00	\$81,154.22

Checkbook Ledger Balance

Southern Bank & US Bank Balances 6/30/2018	\$573,866.68
Total Outstanding Withdrawals Southern Bank	\$138,625.88
Total available Balance 6/30/2018	\$435,240.80

**FY 2018 UPWP Budget**  
**3 months of expenses**  
**6 months of expenses**

**\$1,121,654.00**  
**\$280,413.50**  
**\$560,827.00**

# OTO UPWP Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
July 2017 through June 2018

	Jul '17 - Jun 18
<b>Ordinary Income/Expense</b>	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	97,659.15
Interest Income	1,717.75
Miscellaneous Revenue	2,102.82
<b>Total Other Types of Income</b>	<b>101,479.72</b>
OTO Revenue	
Consolidated Planning Grant CPG	797,919.16
Local Jurisdiction Match Funds	118,997.99
<b>Total OTO Revenue</b>	<b>916,917.15</b>
<b>Total Income</b>	<b>1,018,396.87</b>
<b>Gross Profit</b>	<b>1,018,396.87</b>
Expense	
Building	
Building Lease	68,313.05
Office Cleaning	3,090.00
Utilities	2,976.42
<b>Total Building</b>	<b>74,379.47</b>
Commodities	
Office Supplies/Furniture	6,853.04
Publications	176.22
<b>Total Commodities</b>	<b>7,029.26</b>
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	77,602.12
Member Attendance at Meetings	20,057.03
<b>Total In-Kind Match Expense</b>	<b>97,659.15</b>
Information Technology	
Computer Upgrades/Equip Replace	5,080.40
Data Storage/Backup	3,000.00
GIS Licenses	5,050.00
IT Maintenance Contract	10,806.83
Software	2,897.33
Webhosting	698.40
<b>Total Information Technology</b>	<b>27,532.96</b>
Insurance	
Board of Director Insurance	2,346.00
Errors & Omissions Insurance	2,814.00
Liability Insurance	2,495.00
Workmen's Compensation Ins	1,594.00
<b>Total Insurance</b>	<b>9,249.00</b>
Operating	
Copy Machine Lease	4,556.81
Dues/Memberships	4,507.25
Education/Training/Travel	
Employee Education	4,063.83
Hotel	5,760.64
Meals	1,002.07
Registration	2,523.00
Training	2,350.10
Transportation	3,529.82
Travel Miscellaneous	26.73
<b>Total Education/Training/Travel</b>	<b>19,256.19</b>
Food/Meeting Expense	4,150.11
Legal/Bid Notices	667.90
Postage/Postal Services	479.12

# Ozarks Transportation Organization

## UPWP Profit & Loss

July 2017 through June 2018

	Jul '17 - Jun 18
Printing/Mapping Services	1,085.85
Staff Mileage Reimbursement	3,125.81
Telephone/Internet	4,708.04
VOIP Phone System	1,692.37
Total Operating	44,229.45
Personnel	
Mobile Data Plans	2,040.00
Payroll Services	2,330.50
Salaries	459,739.62
Total Personnel	464,110.12
Services	
Audit	3,800.00
Professional Services (Legal &	22,030.37
Regional Trail Study	96,909.22
Scoping Study I-44 & US 60	100,000.00
Trans Consult/Model Services	26,900.00
Total Services	249,639.59
Total Expense	973,829.00
Net Ordinary Income	44,567.87
Net Income	44,567.87



**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	97,659.15	160,000.00	-62,340.85	61.0%
Interest Income	1,717.75			
Miscellaneous Revenue	2,102.82			
<b>Total Other Types of Income</b>	<b>101,479.72</b>	<b>160,000.00</b>	<b>-58,520.28</b>	<b>63.4%</b>
OTO Revenue				
Consolidated Planning Grant CPG	797,919.16	897,323.00	-99,403.84	88.9%
Local Jurisdiction Match Funds	118,997.99	64,331.00	54,666.99	185.0%
<b>Total OTO Revenue</b>	<b>916,917.15</b>	<b>961,654.00</b>	<b>-44,736.85</b>	<b>95.3%</b>
<b>Total Income</b>	<b>1,018,396.87</b>	<b>1,121,654.00</b>	<b>-103,257.13</b>	<b>90.8%</b>
<b>Gross Profit</b>	<b>1,018,396.87</b>	<b>1,121,654.00</b>	<b>-103,257.13</b>	<b>90.8%</b>
Expense				
Building				
Building Lease	68,313.05	70,488.00	-2,174.95	96.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Office Cleaning	3,090.00	3,300.00	-210.00	93.6%
Utilities	2,976.42	4,200.00	-1,223.58	70.9%
<b>Total Building</b>	<b>74,379.47</b>	<b>79,988.00</b>	<b>-5,608.53</b>	<b>93.0%</b>
Commodities				
Office Supplies/Furniture	6,853.04	9,500.00	-2,646.96	72.1%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	176.22	300.00	-123.78	58.7%
<b>Total Commodities</b>	<b>7,029.26</b>	<b>11,800.00</b>	<b>-4,770.74</b>	<b>59.6%</b>
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	77,602.12	150,000.00	-72,397.88	51.7%
Member Attendance at Meetings	20,057.03	10,000.00	10,057.03	200.6%
<b>Total In-Kind Match Expense</b>	<b>97,659.15</b>	<b>160,000.00</b>	<b>-62,340.85</b>	<b>61.0%</b>
Information Technology				
Computer Upgrades/Equip Replace	5,080.40	9,000.00	-3,919.60	56.4%
Data Storage/Backup	3,000.00	4,500.00	-1,500.00	66.7%
GIS Licenses	5,050.00	5,000.00	50.00	101.0%
IT Maintenance Contract	10,806.83	12,000.00	-1,193.17	90.1%
Software	2,897.33	3,000.00	-102.67	96.6%
Webhosting	698.40	1,500.00	-801.60	46.6%
<b>Total Information Technology</b>	<b>27,532.96</b>	<b>35,000.00</b>	<b>-7,467.04</b>	<b>78.7%</b>
Insurance				
Board of Director Insurance	2,346.00	5,500.00	-3,154.00	42.7%
Errors & Omissions Insurance	2,814.00	4,900.00	-2,086.00	57.4%
Liability Insurance	2,495.00	1,700.00	795.00	146.8%
Workmen's Compensation Ins	1,594.00	1,350.00	244.00	118.1%
<b>Total Insurance</b>	<b>9,249.00</b>	<b>13,450.00</b>	<b>-4,201.00</b>	<b>68.8%</b>
Operating				
Copy Machine Lease	4,556.81	4,000.00	556.81	113.9%
Dues/Memberships	4,507.25	6,000.00	-1,492.75	75.1%
Education/Training/Travel				
Employee Education	4,063.83			
Hotel	5,760.64			
Meals	1,002.07			
Registration	2,523.00			
Training	2,350.10			
Transportation	3,529.82			
Travel Miscellaneous	26.73			

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Education/Training/Travel - Other	0.00	25,000.00	-25,000.00	0.0%
Total Education/Training/Travel	19,256.19	25,000.00	-5,743.81	77.0%
Food/Meeting Expense	4,150.11	4,000.00	150.11	103.8%
Legal/Bid Notices	667.90	3,500.00	-2,832.10	19.1%
Postage/Postal Services	479.12	2,500.00	-2,020.88	19.2%
Printing/Mapping Services	1,085.85	10,000.00	-8,914.15	10.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	3,125.81	4,500.00	-1,374.19	69.5%
Telephone/Internet	4,708.04	5,000.00	-291.96	94.2%
VOIP Phone System	1,692.37	6,500.00	-4,807.63	26.0%
Total Operating	44,229.45	72,500.00	-28,270.55	61.0%
Personnel				
Mobile Data Plans	2,040.00	2,700.00	-660.00	75.6%
Payroll Services	2,330.50	2,700.00	-369.50	86.3%
Salaries				
Dental Premium	5,694.72	5,260.00	434.72	108.3%
Health & Dental Insurance				
Employee Family Contribution	-10,637.00	-8,192.00	-2,445.00	129.8%
Total Health & Dental Insurance	-10,637.00	-8,192.00	-2,445.00	129.8%
Health Insurance	41,880.09	31,305.00	10,575.09	133.8%
Payroll Tax Expense	27,364.45	27,268.00	96.45	100.4%
Salaries	356,300.64	357,692.00	-1,391.36	99.6%
SEP-IRA Contribution	39,136.72	47,003.00	-7,866.28	83.3%
Total Salaries	459,739.62	460,336.00	-596.38	99.9%
Total Personnel	464,110.12	465,736.00	-1,625.88	99.7%
Services				
Audit	3,800.00	4,600.00	-800.00	82.6%
Professional Services (Legal &	22,030.37	24,000.00	-1,969.63	91.8%
Regional Trail Study	96,909.22	108,980.00	-12,070.78	88.9%
Scoping Study I-44 & US 60	100,000.00	100,000.00	0.00	100.0%
TIP Tool Maintenance	0.00	9,600.00	-9,600.00	0.0%
Trans Consult/Model Services	26,900.00	36,000.00	-9,100.00	74.7%
Total Services	249,639.59	283,180.00	-33,540.41	88.2%
Total Expense	973,829.00	1,121,654.00	-147,825.00	86.8%
Net Ordinary Income	44,567.87	0.00	44,567.87	100.0%
Net Income	44,567.87	0.00	44,567.87	100.0%

**Ozarks Transportation Organization  
Unified Planning Work Program Year-End Completion Report  
Period July 1, 2017 to June 30, 2018**

**Task 1 OTO General Administration 100% Complete**

**1.1 Financial Management**

OTO prepared and presented the FY 2017 quarterly and year-end financial reports. Staff prepared and submitted the monthly CPG reimbursement requests. Biweekly payrolls were prepared and processed. Open insurance enrollment was held for all eligible employees. Staff maintained the monthly budget and accounting functions. The FY 2019 Operational Budget was prepared and submitted to the Board for approval. Sam.gov registration was renewed with a notarized letter for authorized entity contact. Staff calculated the annual dues and mailed invoices to the local jurisdictions in May 2018. New interest-bearing accounts were opened.

**1.2 Financial Audit**

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Financial Statement Audit of the FY 2017 Financial Statements. The Board of Directors reviewed and approved the Financial Statement Audit as presented by the Auditor in December. There were no findings or action items for the OTO as a result of the Audit.

**1.3 Unified Planning Work Program (UPWP)**

Staff prepared the FY 2017 UPWP Year-End Completion Report and submitted to MoDOT for review. The Board of Directors approved Amendment Number One to the FY 2018 UPWP in October 2017, Amendment Number Two in February 2018. The Unified Planning Work Program progress reports were prepared and submitted to MoDOT for review for the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> quarters. Developed draft FY 2019 Unified Planning Work Program and prepared for Board Approval.

**1.4 Travel and Training *(See previous quarterly reports for all training completed in FY 2018)***

Staff attended the following training during the 4<sup>th</sup> Quarter:

Transportation and General Planning

Statewide Planning Partners Meeting  
NACDD Walkability Action Institute  
Traffic Impact Studies Training and Policy Development  
Missouri Grant & Foundation Symposium  
STL Freightweek  
Ozark Mountain Section of Missouri Chapter of American Planning Association  
Missouri Trails Advisory Board Meeting  
TSMO Webinar  
BUILD Grant Webinars  
Freight Week STL/Inland Marine Expo  
Air Cargo Trip Generation Webinar

GIS

MidAmerican GIS Consortium- Omaha, NE  
ESRI Massive Online Training – Cartography (6-week course)  
RITIS Map Tools Webinar

#### Other

Monthly OCITE meetings  
Quarterly GFOA-MO meeting  
Bi-monthly SAHRA meetings  
Delivering Financial Wellness: Moving from Idea to Action Webinar  
GFOA National Conference  
MOST 539 Savings Plan Benefit  
SHRM – 5 Benefits Trends You Need to Know webinar  
FHWA Uniform Guidance Webinar  
SAHRA Annual Conference  
International Institute of Municipal Clerks National Conference  
DBE Training - FTA  
SHRM- 5 Benefits Trends You Need to Know Before Your Summer Vacation  
McCaskill Statewide Grant Workshop- STL

### **1.5 General Administration and Contract Management**

Continued to track and monitor contracts and contract payments. An audit of current contracts was completed with a timeline for expiration. Conducted annual inventory. Conducted bids for banking, purchasing card and HVAC services. New vendors were selected by the Executive Committee in January for banking and purchasing cards.

Distributed updated Sunshine Law Policy. The Board of Directors approved a records retention policy. Routine office duties including: responding to requests for information, posting, agendas/notices, preparing and mailing items as required. Researched surplus inventory policy changes. Procured a compensation analysis.

### **1.6 Electronic Support for OTO Operations**

Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org) and [www.giveusyourinput.org](http://www.giveusyourinput.org) websites and maintained the Twitter and Facebook accounts with online updates. The staff also acquired the maintenance of [www.ototrailstudy.com](http://www.ototrailstudy.com). Staff coordinated with IT company to address security concerns and other IT support for staff regarding the setup of new computers and for staffing changeovers. An updated switch and firewall with battery backup were installed in the Server Room. Implemented VOIP phone system transition. Implemented use of Trello project management software. Staff coordinated with IT company to address warranty repairs to a conference room monitor and install a new computer for a staff member on our rotation schedule.

Researched computer models for future needs, reviewed Adobe license needs, helped coordinate and provide information to IT Service vendor during Office 365 migration. Provided website updates as needed. Coordinated hosting transfers for Let's Go Smart and OTO Trail Study websites. Migrated email to Office 365 platform.

## **Task 2 OTO Committee Support 100% Complete**

### **2.1 OTO Committee Support**

Seven Board of Directors and six Technical Planning Committee meetings were conducted including one e-meeting. Five Executive Committee meetings were held. Agendas, minutes, and press releases were prepared for all meetings.

The following items were approved:

- Title VI/ADA Plan Update
- Limited English Proficiency Plan Update
- Performance Measure Report
- FY 2017 Year-End Financial Statements and FY 2017 Year-End UPWP Completion Report
- 5 Year IT Managed Services Contract
- FY 2018-2021 Transportation Improvement Program
- Amendment Number One to the FY 2018-2021 Transportation Improvement Program
- Amendment Number Two to the FY 2018-2021 Transportation Improvement Program
- Annual Listing of Obligated Projects
- FY 2017 Independent Financial Statement Audit
- FY 2018 1<sup>st</sup> Quarter Financial Statements
- Amendment Number One to the FY 2018 Unified Planning Work Program
- Board of Directors 2018 Slate of Officers
- 2019-2023 STIP Priorities
- 2018 State of MO Legislative Priorities
- MoDOT Scenario Project List
- 2018 Safety Performance Targets
- Bylaw Amendment to Clarify CU Role on BOD
- Federal Legislative Priorities
- Technical Committee Chair/Vice-Chair
- Amendment Number Three to the FY 2018-2021 TIP
- Amendment to the Program Management Plan
- OTO Regional Bicycle and Pedestrian Trail Investment Study Review
- FY 2018-2021 TIP Administrative Modification Number Two
- OTO Sunshine Law/Records Retention Policy
- Financial Statements for 2<sup>nd</sup> Quarter 2017-2018 Budget Year

The following items were reviewed:

- 2016 Performance Measures Report
- 2016 Performance Measures Infographic
- Regional Bicycle and Pedestrian Trail Investment Study
- Amendment Number One to the FY 2018 UPWP
- Planning Process and Financial Capacity Certification
- 2018 State of Missouri Legislative Priorities
- 2019-2023 STIP Priorities
- 2016 State of Transportation Report
- Performance Measure Subcommittee
- Administrative Modification Number Three to FY 2017-2020 Transportation Improvement Program (TIP)
- Amendment One to the FY 2018-2021 TIP
- 2016 State of Transportation Report
- Federal Transportation Planning Certification Review
- Administrative Modification One to FY 2018-2021 TIP
- Federal Funds Balance Report



- Amendment Number Three and Four to the FY 2018-2021 TIP
- Amendment to the Program Management Plan
- OTO Regional Bicycle and Pedestrian Trail Investment Study Review
- UPWP Subcommittee and Project Proposals
- Administrative Modification Numbers Three and Four to the FY 2018-2021 TIP
- Transportation Performance Management Planning Agreement
- FY 2019 Unified Planning Work Program
- OTO Growth Trends Report
- Public Participation Plan Annual Evaluation
- TIP Subcommittee Appointed
- Amendment Number Eight to the Long-Range Transportation Plan

Eight BPAC meetings were held. The Committee discussed Public Engagement, Corridor Prioritization, PEL Documentation, Greene & Christian County Destination Plan, Bike/Ped Annual Report, Safety Performance Measure Targets, Bike/Ped Trail Investment Study, Nixa Addendum to Bike/Ped Trail Investment Study, Regional Bicycle Destination Plan, Bike/Ped Design Standards, Walkability Action Institute Outcomes and an Action Plan was drafted.

Three Local Coordinating Board for Transit Meetings were held. The Board was updated on the vehicles purchased, the Program Management Plan, 5310 Applications and an Ozark Area Transit Providers Brochure. A Call for Projects TRIP Program and Transit Planning 4 All Grant Proposal was discussed.

Four Traffic Incident Management Committee meetings were held. Training in Missouri was discussed as well as the Annual Traffic Incident Management Self-Assessment, Regional Needs Assessment. Operational guidelines were reviewed and an After-Action Survey was established. Regional TIM Exercise was held in November and a debriefing occurred in February.

One UPWP Subcommittee was held. The Committee discussed the proposed UPWP projects and budget outline provided by the OTO staff, made suggestions for changes or additions and recommended to the Technical Planning Committee for approval.

One meeting of the Performance Measures Target Setting Committee was held. The Committee discussed Safety Target Requirements, Target Setting Process, and Reviewed the Data.

Two meetings of the Transit Signal Priority Committee were held. The Committee discussed: Impacts of US 65 Rebuild, Bus Turnouts on City Streets, Intersection of Olive and Campbell, Kansas and Grand Update, Campbell Sidewalk, and ATMS Software.

MoDOT Coordination Meetings for discussion of MoDOT/OTO projects and issues. Staff participated on the 2018 Planning Partners Steering Committee.

Staff continued to participate with the Missouri Coalition for Safer Roadways SW District to evaluate projects.

A ONEDOT Listening Session was held in March 2018 at the OTO and led by FHWA and FTA representatives. The topics discussed included Roles and Responsibilities, Leader Expectations, an Overview of Planning Partnership Agreements, and an open discussion of Q&A.

## **2.2 Community Committee Participation**

Staff participated in and attended: MPTA Board Meeting, Republic Roundabout Meeting, Republic Comprehensive Plan Update Meeting, Railroad Safety Meeting, the Springfield Area Chamber Transportation Committee, Springfield Rideshare Vendor Selection Committee, Let's Go Smart Committee, Abilities First Grand Meeting, the Ozarks Clean Air Alliance, Ozark Greenways Technical Committee, Southwest Missouri Council of Governments Board and TAC meetings, SW Regional ADA Coordinators Group, Community Partnership of the Ozarks Transportation Collaborative, Traffic Advisory Board, Transit Fixed Route Advisory Committee, and TAB Operations Committee, MoDOT Planning Partners Meeting Collaboration, 21<sup>st</sup> Century Task Force, Chamber meetings in Springfield, Ozark, Nixa and Republic and the Missouri Trails Advisory Board. The Staff attended the First Responders Appreciation ceremonies held by the Springfield Area Chamber and made a presentation at the OACAC Voice Event in July. Staff participated in the Willard Bike Chain event in June. Participated in Recreation Trails Program Application Scoring and Community Prioritization Meetings.

## **2.3 OTO Policy and Administrative Documents**

Staff worked on the OTO Procurement Manual Revisions to comply with current federal purchasing law. Amended the bylaws to better communicate the role of City Utilities membership on the Board of Directors. A review of the updated Uniform Guidance determined the Employee Handbook in compliance and no current revisions were needed.

## **2.4 Public Involvement**

Staff members attended Chamber of Commerce meetings in Ozark, Republic, Nixa, and Springfield. Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database.

Implemented the Public Participation Plan by sending out meeting notices and press releases. Gathered public comment per the Public Participation Plan for the Long-Range Transportation Plan draft and the FY 2018-2021 Transportation Improvement Program draft. Asked for public input for the development of the FY 2019-2022 Transportation Improvement Program on [giveusyourinput.org](https://giveusyourinput.org) and social media.

Issued press releases and public comment solicitation for the FY 2019-2022 TIP, Limited English Proficient Plan, Title VI ADA Program, UPWP Amendment One and Two, FY 2018-2021 TIP Amendment One, Two and Three, Four and Five, FY 2019-2022 TIP, 2018 Regional Priority Projects, Annual Listing of Obligated Projects, Regional Trail Bicycle and Pedestrian Investment Study, 2018 Program Management Plan, FY 2019 Unified Planning Work Program, Regional Trail Investment Study Addendum, CU Survey and for meetings hosted by the OTO throughout the year.

Placed legal ads for the FY 2018-2021 TIP and the Nixa Trail Study Addendum Public Meetings. Purchased a display ad in the Springfield News-Leader for the draft LRTP & FY 2018-2021 TIP public comment notice. Updated master contact database to prepare for input solicitation on the FY 2019-2022 TIP.

Developed and approved update for Public Participation Plan, including the creation and distribution of a survey, analysis of survey results, and review of regulations and text. Evaluated Public Participation Plan for 2017.

## **2.5 Member Attendance at OTO Meetings**

Meeting attendance was documented for In-Kind Match reporting. A total of 482 committee member hours were reported.

## **Task 3 General Planning and Plan Implementation 93% Complete**

### **3.1 OTO Long-Range Transportation Plan (LRTP), *Transportation Plan 2040***

Staff developed a major thoroughfare plan application to assist with amendments. Implementation continued, with adding Christian County to the Bicycle Destination Plan, The Trail Investment Study, and the refinement of the OTO Project Prioritization Process. Staff began reviewing LRTP and released guidance from USDOT to determine necessary updates to maintain compliance of the LRTP in the event of amendments before the next update. Developed text to be added with next amendment for performance-based planning requirements. One LRTP Amendment was processed during the year.

### **3.2 Performance Measures**

Staff completed Crash Statistics Analysis & Map Projects. Started process for Safety Targets. Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Finalized the 2016 Performance Measures and Infographic and presented to the Technical Planning Committee. 2016 State of Transportation Report was finalized and reviewed by the Technical Planning Committee.

Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Attended a Predictive Crash Analysis meeting and Safety Target Setting meeting. Conducted a review of Performance Measure and FAST Act guidance from FTA/FHWA. Safety performance measures were developed with one meeting of the Performance Measure Subcommittee. The OTO Board approved supporting safety targets at the December meeting.

Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Reviewed Performance Measure and FAST Act guidance from FTA/FHWA. Coordinated with CU and MoDOT to develop the Performance Measures Planning Agreement. Reviewed and commented on MoDOT Safety, Bridge and Pavement Targets, participated on webinars and office hours calls for PM2 and PM3 targets.

Data collection continued for the annual Performance Measures report, which has been expanded to a State of Transportation Report. 2017 State of Transportation Report in progress including using sidewalk data from aerial photography.

### **3.3 Congestion Management Process Implementation**

Staff collaborated on the development of code for creating geospatial data from Acyclica data. Meeting of the Transit/Operations Committee on 10/26. Discussed bus turnouts, sharing of data using Traffic Management Center's new ATMS software, and other topics of interest. Collected travel speed information on CMP network in October 2017. Coordinated with MoDOT to plan deployment of Acyclica sensors during the 4<sup>th</sup> quarter.

### **3.4 Federal Functional Classification Maintenance and Updates**

Prepared for a Functional Classifications call for changes to be issued in October. The 2017 Call for Changes to the Federal Functional Classification was made with no applications for changes being received.

### **3.5 Bicycle and Pedestrian Plan Implementation**

BPAC submitted and reviewed draft information for the July 1, 2016 – June 30, 2017 Bike/Ped Implementation Reports. Staff was involved with several bicycle/pedestrian activities in the region, including the opening of the Trail of Honor greenway, discussion with Ozark regarding ADA and their sidewalks around the square, discussion with Ozark Greenways and progress on the Fulbright Spring, and work with the Let's Go Smart on bicycle safety activities and the Let's Go Smart website. Survey was completed. Provided content and updates of Let's Go Smart website. Nixa Parks and Trails discussion was held. Work continued developing graphics for Bike/Ped Design Standards.

BPAC finished work on the Trail Investment Study with Alta's presentation to the Board in February, which was followed by the beginning of the Nixa Addendum. The Let's Go Smart website was developed. Trail guidelines were requested and received through the work of the Trail Investment Study. Feedback was provided to MoDOT for Glenstone Rebuild project. Trail maps were prepared for Ozark Greenways better defining gaps in the trail system.

Staff assisted Springfield and Greene County Health Department with OzarksCommute.com for Walk This Way Walking Challenge and People for Bikes City Ranking Input and Results Review.

### **3.6 Bicycle Destination Plan**

The Greene County Destination Plan was initially reviewed and updated to develop a regional plan. The OTO Bicycle Pedestrian Advisory Committee strategized how to identify destinations in Christian County. A presentation was made to Ozark Partner in Progress on the Trail Study and Christian County Destination Plan. Staff continued progress on completion of the Christian County Destination Plan.

### **3.7 Freight Planning**

Staff worked with OTO partners on developing a statewide allocation for Critical Urban Freight Corridor (CUFC) mileage and attended the MAFC/Ohio Freight Conference. Participated in statewide effort to develop formula for CUFC allocation across MPOs based on board approved priorities. Staff prepared and submitted the FHWA Freight Program Assessment to FHWA for review. Attended Freight conference in St. Louis.

### **3.8 Traffic Incident Management Planning**

The committee discussed the annual FHWA TIM Self- Assessment and the status of the TIM Action Plan and Operational Guidelines. The Committee conducted an online After-Action Survey and assessed Regional Needs. The TIM committee held a Regional Exercise in November.

Distributed cones, vest and signs for Roadway Safety to Ebenezer FPD, Battlefield FPD, Logan-Rogersville FPD, Republic FD, Strafford FPD through a Coalition Safety Grant by coordinating efforts to secure funding for regional TIM needs.

### **3.9 Air Quality Planning**

Staff continued to work with Ozarks Clean Air Alliance, to review the OCAA Clean Air Action Plan and monitor the OTO attainment status. Attended VW Mitigation Trust online informational meeting. Staff provided an article on Clean Air to Ozarks Living. Participated in OCAA strategic planning, tracked air quality activities from around region, monitored air quality for both Ozone and PM2.5, presented on OCAA to the Environmental Advisory Board, attended both local and online VW settlement meetings.

### **3.10 Hazard Environmental Assessment**

Staff researched examples, including a review of the East-West Gateway Council of Governments environmental database. Environmental justice information was updated and will be incorporated into the assessment project as it is completed. Staff compiled a variety of environmental data layers into an ArcGIS Pro project that can be overlaid by TIP and LRTP projects for EJ planning. Other Hazards and Environmental Considerations can be overlaid for project development information.

### **3.11 Demographics and Future Projections**

Staff collected permit information in preparation for semi-annual growth trends report. Continued to collect and input area building permit data for the 2017 Growth Trends Report. The report was finalized and presented to the Technical Planning Committee.

### **3.12 Geographic Information Systems (GIS)**

Maintained GIS data including: crash data, volumes and new capacity information. Collected building permit information for upcoming growth trends report. Conducted analysis and scoring for 2019-2023 STIP Prioritization and prepared maps. Created maps for Missouri Highways and Transportation Commission presentation. Assisted City of Republic in data for TIGER grand demographic info and BCA analysis. Researched access for development proposals and prepared Heat Map to determine high crash locations with severity analysis.

### **3.13 Mapping and Graphics Support for OTO Operations**

Maps were produced as needed for various projects and analysis. Published MapIt comments.

### **3.14 Support for Jurisdictions' Plans**

Provided maps and data to member jurisdictions for use in plans. Partnered with Springfield and Springfield/Greene County Health Department to submit Walkability Action Institute Grant. Partnered with City of Republic to submit a grant application for TIGER. Staff reviewed traffic studies and commented. Met with developers to look at impact to roads.

Staff wrote several letters of support for members submitting grants. Organized and hosted BUILD and RTP webinars for members.

### **3.15 Studies of Parking, Land Use, and Traffic Circulation**

Completed travel time analysis for prioritization purposes.

Participated on MoDOT scoping team for US 160 between Springfield and Nixa. Met several times with members of development community to discuss upcoming projects in region and reviewed site plans and design standards in relation to access.



### **3.16 Transportation Consultant/Modeling Services**

Prepared scope of services for predictive crash rate analysis. Partnered with MoDOT on the completion of a freeway study.

### **3.17 Civil Rights Compliance**

Staff prepared and submitted new Title VI/ADA and LEPP plans to the Board of Directors. These were adopted by the BOD in August. No complaints were received. Bi-Annual DBE reports was submitted. No Annual Goal was required.

### **3.18 Regional Trail Bicycle and Pedestrian Investment Study**

Two BPAC meetings were held to discuss the final draft of the trail study. Alta presented the final document at the October meeting and the BPAC voted to recommend acceptance of the study in November. Staff worked with Alta to ensure receipt of final deliverables.

Nixa Trail addendum to the study was approved by the Board due to land donation received by the City of Nixa at the end of 2017. Venues were scheduled for the public meetings that are a part of the process. Completion is expected by June 15, 2018. The project was completed June 30, 2018 and will be presented to the Technical Planning Committee in July 2018.

### **3.19 Aerial Photography**

Aerial photography project was completed and will be paid as per the UPWP Amendment Two during FY 2019.

## **Task 4 Project Selection and Programming 97% Complete**

### **4.1 FY 2018-2021 Transportation Improvement Program (TIP)**

Several amendments and administrative modification were processed and approved during the fiscal year. Public comment was solicited and received for the FY 2018-2021 TIP. Responses were prepared for the TIP Public Comment. FY 2018-2021 Transportation Improvement Program was finalized and approved at the August Board of Directors meeting. The FY 2018-2021 TIP was submitted for approval and the approved TIP was published.

### **4.2 FY 2019-2022 Transportation Improvement Program (TIP)**

Public Involvement Letters were prepared for the FY 2019-2022 Transportation Improvement Program. Public Input available on the [giveusyourinput.org](http://giveusyourinput.org) website.

Developed O&M Flyer and Survey for members per Fed. Certification Review and researched what other MPOs do, Developed Priority Flyer for Public Input outlining process and resulting priorities, updated TIP Wiki Website with all background information for jurisdictions to use in TIP Project submittals, TIP Project Entries for MoDOT, Text development, discussed TIP with communities during prioritization meetings. Work begun on the draft document with a complete draft to be prepared for the July Technical Committee.

### **4.3 Project Programming**

Held TIP/STIP Prioritization Subcommittee meeting and prioritized projects for the development of the MoDOT FY 2019-2023 STIP. Priorities were approved by the Board in October. Analysis included crash, travel times, volume to capacity ratio, economic development, multimodal and environmental justice.

A scenario was developed in the event additional funding were available. This scenario was at the December Board of Directors meeting.

#### **4.4 Federal Funds Tracking**

Updated the Surface Transportation Block Grant Program and Transportation Alternative Program balances. Used FMIS training to develop reports to assist in funds tracking. Ensured final TAP project obligated by FY deadline keeping with reasonable progress policy. Prepared the Federal Funds Balance Report. Monitored Funding Balances for use in Funds Balance Reports, TIP and reasonable progress tracking.

Prepared and solicited public input on the Annual Listing of Obligated Projects. Published ALOP by December 30 deadline.

#### **4.5 Online TIP Tool Maintenance**

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. The annual contract was paid in full for the Online TIP Tool. A discussion of TIP Tools was held with Rhode Island. A TIP RFP was reviewed for Southwest Missouri MPO (SEMPO). Worked with DTS to further refine funding pools and ALOP integration with TIP Tool.

#### **Task 5 OTO Transit Planning 100% Complete**

Staffed the Community Partnership of the Ozarks Transportation Task Force developing recommendations to help under resourced with transportation needs. Staff supported the CU Triennial Review.

#### **5.1 Operational Planning**

Attended the fixed route advisory committee. Maintained a list of transit operators. Transit brochure is available.

Staff training on title VI/ADA. Updated the Title VI maps.

#### **5.3 Transit Coordination Plan Implementation**

The LCBT continues to work on implementing the Transit Coordination Plan. Maintained a list of transit operators. A revised transit provider brochure was published. Staff attended the Transit Advisory Committee meeting at City Utilities.

#### **5.4 Program Management Plan Review**

The Local Coordinating Board of Transit approved the scoring criteria in November. Public comment was sought in January and the Technical Planning Committee approved. The Plan was approved by the Board at the February meeting and submitted to FTA. Presentations were made from TRIP and Abilities First.

#### **5.5 Data Collection and Analysis**

A CU Transit Origin/Destination study was conducted using Local Origin Destination Employment Statistics and Local Employment and Household Dynamics for a 13-year time frame.

#### **5.6 Community Support**

VOICE Community Presentation. Created new RideShare Brochure for community distribution and awareness. Coordinated training of new Rideshare Program with Ozark Greenways and Springfield-

Greene County Health Department staff. Staffed the Community Partnership's Transportation Task Force developing recommendations to help under resourced with transportation needs. This is a result of the Springfield Impacting Poverty project.

### **5.7 ADA/Title VI Appeal Process**

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. None were received. Developed update for the Title VI/ADA Plan and the Limited English Proficiency Plan. A survey was sent to organizations that work with LEP groups.

## **Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 100% Complete**

### **6.1 Operational Planning**

#### **FY 2018 Grants:**

CU's FY 2018 Section 5307 grant – During 4<sup>th</sup> Quarter 2018, Congress released the Annual FY 2018 Federal Apportionment funding for all FTA funded grants. CU executed our FTA Section 5307 grant on June 11, 2018. As of June 30<sup>th</sup>, CU's short-range transit planning was 75% complete, since CU's fiscal year begins October 1 to September 30. CU was also able to ask for 100% of our operating assistance grant request, 100% of our preventive maintenance expenses, and a portion of our 1% security requirement.

CU's FY 2018 Section 5339 grant – CU has submitted our grant application to FTA for the purchase of two, 35-foot fixed route buses and we are awaiting FTA and DOL approval. This grant will be combined with MODOT's Section 5339 funding transferred to CU.

CU's FY 2018 Section 5310 grant - CU will wait until FY 2019 to combine our FY 2018 – 2020 Section 5310 grant funding for the W. Division ADA Sidewalk Project in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project.

CU's FY 2017 Section 5339 grant application for the purchase of bus security cameras – CU received delivery of the security cameras at the end of February 2018. Installation of the bus security cameras on all 34 buses will take approximately 6 months to complete by CU's Fleet Maintenance staff.

CU's FY 2017 Section 5310 grant application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. The installation of the new bus shelters and new bus stop sign stickers will be completed in 2018.

CU's FY 2017 Section 5339(b) grant for the purchase of eleven, 35-foot fixed route buses – CU received delivery of all eleven, 35-foot buses from Gillig in March 2018. All eleven, 35-foot buses were put in service as of June 16, 2018.

### **6.2 ADA Accessibility**

CU had grant funding remaining from the ADA Sidewalk project on S. Campbell allowing CU to complete ADA Sidewalk accessibility work on S. Kansas Expressway from Chesterfield Blvd. to Walnut Lawn. This will complete FTA Grant MO-16-X047 and a portion of MO-16-X053 for ADA accessibility by May 2018.

FTA Grant MO-2017-012 for installation of the remaining 16 bus shelters will begin in May and should be completed by 2018.

The remaining funding for bus bench pads/sidewalks on FTA Grant MO-16-X053 is projected to be used to extend several bus turnouts that require extra length to accommodate two, 35-foot buses. Surveying of the turnout sites has not yet occurred as of June 30, 2018.

### **6.3 Transit Fixed Route and Regional Service Analysis Implementation**

Route adjustment on Route 3 took effect on May 14, 2018 to improve on-time performance issues with the route. All fixed routes are consistently evaluated to make improvements as needed.

### **6.4 Service Planning**

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

### **6.5 Financial Planning**

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually.

CU has also participated in several OTO committees this past quarter.

### **6.6 Competitive Contract Planning**

CU Transit will study opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service in the future.

### **6.7 Safety, Security and Drug and Alcohol Control Planning**

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

### **6.8 Transit Coordination Plan Implementation**

CU has implemented the Transit Coordination Plan, since we receive Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides the media outreach.

### **6.9 Program Management Plan**

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for our Section 5310 grant program.

### **6.10 Data Collection and Analysis**

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU collected and provided MODOT asset related data for CU's inclusion in the MODOT State-wide TAM Plan.

## **Task 7 Special Studies and Projects 100% Complete**

### **7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems**

Worked with the Springfield/MoDOT Traffic Management Center to support programming for ITS in the region. Drafted support letter for ITS Grant. Corresponded with City of Springfield on the expansion of the Acyclica network to include future Kansas Extension. Coordinated discussions between City of Springfield Traffic Operations and CU Transit on opportunities for sharing real-time data using the TMC's new ATMS software. Staff recommended inclusion of ITS projects in annual STIP prioritization process

## **7.2 Grant Applications to support Livability/Sustainable Planning**

OTO partnered with City of Springfield and Springfield-Greene County Health Department to prepare and submit a NACDD Walkability Action Institute scholarship. Received notice of NACDD Walking Action Institute Scholarship for MPO/Springfield to send Team to Institute in April. The grant was submitted in December.

## **7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan**

Capacity Analysis was completed by consultant for several roadways within the OTO area in preparation for the STIP Prioritization. Reviewed traffic study for possible interchange location. Met with MoDOT and consultant to refine freeway study analysis.

## **7.4 Scoping Study for I-44 & US 60**

Staff collected data from Jefferson City central office including a database of accidents with contributing circumstances from 2011-2016. The Scoping Study was performed by HDR and was completed by the June 30 deadline. Presentation to the TPC will occur in July and the Board in August.

## **Task 8 Transportation Demand Management 100% Complete**

### **8.1 Coordinate Employer Outreach Activities**

Ozarks Commute site reviewed to determine best practices from 2017 challenges. The annual Transportation Demand Management report was completed.

### **8.2 Collect and Analyze Data to Determine Potential Demand**

Collected data from Acyclica Go traffic sensors to compare travel speeds to assist with Congestion Management Plan. Collected National Performance Measures Data Set and MoDOT Intersection GIS file for Freight Study for accidents involving I-244 corridor involving commercial vehicles.

## **Task 9 MoDOT Transportation Studies & Data Collection 100% Complete**

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 1820.0 MoDOT staff hours were completed.

**TAB 10**



**REVISED**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.H.**

**Transportation Alternatives Program (TAP) Guidelines and Application  
*Funding for Pedestrian and Bicycle Infrastructure and Safety Programs***

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

**AGENDA DESCRIPTION:**

The TAP Subcommittee has proposed a series of minor changes to the *Funding for Pedestrian and Bicycle Infrastructure and Safety Programs* application and guidebook. These include changes to the funding distributions and to selection criteria. Several organizational changes were made as well. These changes do not constitute a major shift from past calls-for-projects.

The committee recognized that trail projects and sidewalk projects are both of great importance to communities in the OTO area. Two key changes were made based on this recognition. First, the committee decided to make a minimum of \$750,000 available to sidewalk projects. With the growing interest in trails, the committee wanted to ensure sidewalk projects received funding. Second, the committee recognized the higher cost associated with larger trail projects and increased the maximum project size to \$400,000. The committee felt these changes would ensure larger trail projects and smaller sidewalk connections all received funding. These changes are outlined in the table below.

<b>Changes in Funding Characteristics, 2014 and 2018 Call-for-Projects</b>		
	<b>2014*</b>	<b>2018</b>
Available Funding	\$1,137,318 (\$1.79 million)	\$2,564,918
Years of Funding Available	2 (3.5)	3 + Omnibus Appropriations
Minimum Project	\$40,000	\$40,000
Maximum Project	\$250,000	\$400,000
Minimum Sidewalk Funding	N/A	\$750,000
Minimum Trail Funding	N/A	\$1,000,000
* Actual funding appropriations were less than expected, so additional funding years were made available. Also, MAP-21 allocated more TAP funds than the FAST Act		

The committee also evaluated individual scoring criteria during the application update process. A majority of scoring criteria were left unchanged, as shown in the table below. The criteria with the most changes pertains to public involvement and regional significance. For this criterion, a project would receive more points for if it is included in a regionally-focused bike/ped plan than it would if it was just in a community's bike/ped plan. The committee chose to alter which plans, or sections of plans, were eligible for each point level. The committee also chose to increase the point value for this criterion from three points to five.

<b>Scoring Criteria, 2014 vs. 2018</b>	
<b>2014</b>	<b>2018</b>
Project has more than one local, federal, state, or non-profit partner contributing to the match dollars ( <b>1 point for each additional partner providing at least 1% of the project cost</b> )	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars ( <b>1 point for each additional partner providing at least 1% of the project cost</b> )
Right-of-Way for the project has already been acquired in its entirety ( <b>Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts</b> )	Right-of-Way for the project has already been acquired in its entirety ( <b>Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts</b> )
Project enhances the connection between OTO communities ( <b>Yes = 2pts, No = 0pts</b> )	Project enhances the connection between OTO jurisdictions ( <b>Yes = 2pts, No = 0pts</b> )
Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern ( <b>Yes = 1pt, No = 0pts</b> )	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern ( <b>Yes = 1pt, No = 0pts</b> )
Project is comprised of more than 80% new sidewalk OR is on a link multi-modal corridor, as identified in the OTO bike/ped plan ( <b>Yes = 2pts, No = 0pts</b> )	Project is comprised of more than 80% new sidewalk or trails ( <b>Yes = 2pts, No = 0pts</b> )
Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities ( <b>1-3 points</b> )	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities ( <b>1-3 points</b> )
Project promotes redevelopment/revitalization ( <b>Yes = 2pts, No = 0pts</b> )	Project promotes redevelopment/revitalization ( <b>Yes = 2pts, No = 0pts</b> )
Project is an OTO Bike/Ped Priority Project of Regional Significance ( <b>OTO PORS List = 3 pts, OTO LRTP Project Priority = 2pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Project Priority for full points), Not in a Plan = 0pts</b> )	Project is a regionally significant and priority Bike/Ped project, as demonstrated by inclusion in a public planning document ( <b>OTO Regional Bicycle and Pedestrian Trail Investment Study = 5 pts, OTO LRTP Bicycle &amp; Pedestrian Facilities Map = 3pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Bicycle &amp; Pedestrian Facilities Map), Not in a Plan = 0pts</b> )
Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for profit institutions) ( <b>3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles</b> )	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) ( <b>3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles</b> )

Staff also made several organizational changes to the guidebook. Guidebook content was reordered to improve organization and provide for a more logical layout. An executive summary was added and some information was arranged into an FAQ page. These organizational changes did not impact the guidebook's content.

#### **TAP COMMITTEE RECOMMENDATION:**

At its August 1, 2018 meeting, the Transportation Alternatives Program Committee recommended the changes outlined above. The TAP Committee will meet again on August 13, 2018 to finalize these recommended changes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move to approve the *TAP Guidelines and Application*.”

OR

“Move to approve the *TAP Guidelines and Application* with the following changes...”

# **Funding for Pedestrian and Bicycle Infrastructure and Safety Programs**

**FY 2017, FY 2018, FY 2019, and FY 2020 STBG- Set Aside  
FY 2018 Omnibus Appropriations**

## **Guidelines and Application**



**Ozarks Transportation Organization**  
2208 W. Chesterfield Blvd., Suite 101  
Springfield, MO 65807  
(417) 865-3047  
Fax (417) 862-6013



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

## Quick Facts

### Available Funding

STBG-SA (FY17-20)	\$1,411,412
FY 2018 Omnibus Appropriations	\$1,153,506
<b>TOTAL</b>	<b>\$2,564,918</b>

### Eligibility Requirements

**Projects:** Construction, planning, and design of facilities for pedestrian and bicyclists including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

**Project Sponsors:** Local governments; Regional transportation authorities; Transit agencies; Natural resource or public land agencies; School districts, local education agencies, or schools; Tribal governments; Non-Profits in charge of local transportation safety programs; Any other local or regional governmental entity that the state determines to be eligible

### Timeline

The table below represents the latest possible timeline for project completion. Projects may proceed more quickly.

Applications Due	October 26, 2018
Award Notification post TIP Amendment	January 2019
Programming Data Form <sup>1</sup>	February 2019
Engineering Services Contract Approval <sup>2</sup>	May 2019
Preliminary & Right-of-Way Plans Submittal	September 2019
Plans, Specifications, & Estimate (PS&E) Submittal	December 2019
Plans, Specifications, & Estimate (PS&E) Approval	February 2020
Construction Contract Award	April 2020
Final Project Closeout	Variable

### Project Selection

Selection criteria are drawn from the Vision, Goals, Policies, and *Bicycle and Pedestrian Facilities Map* outlined in *Transportation Plan 2040*, the region's long range transportation plan and cooperatively determined through the TAP Subcommittee.

### Additional Information Available Through:

Andy Thomason  
Ozarks Transportation Organization  
2208 W Chesterfield Blvd., Suite 101  
Springfield, MO 65807  
(417) 865-3047 x 107  
[athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org)

Chad Zickefoose  
MoDOT Southwest District  
PO Box 868  
3025 E. Kearney  
Springfield, MO 65801  
(417) 895-7638  
[Chad.Zickefoose@modot.mo.gov](mailto:Chad.Zickefoose@modot.mo.gov)

NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 4).

**Application Deadline: 4 pm (CDT), October 26, 2018**



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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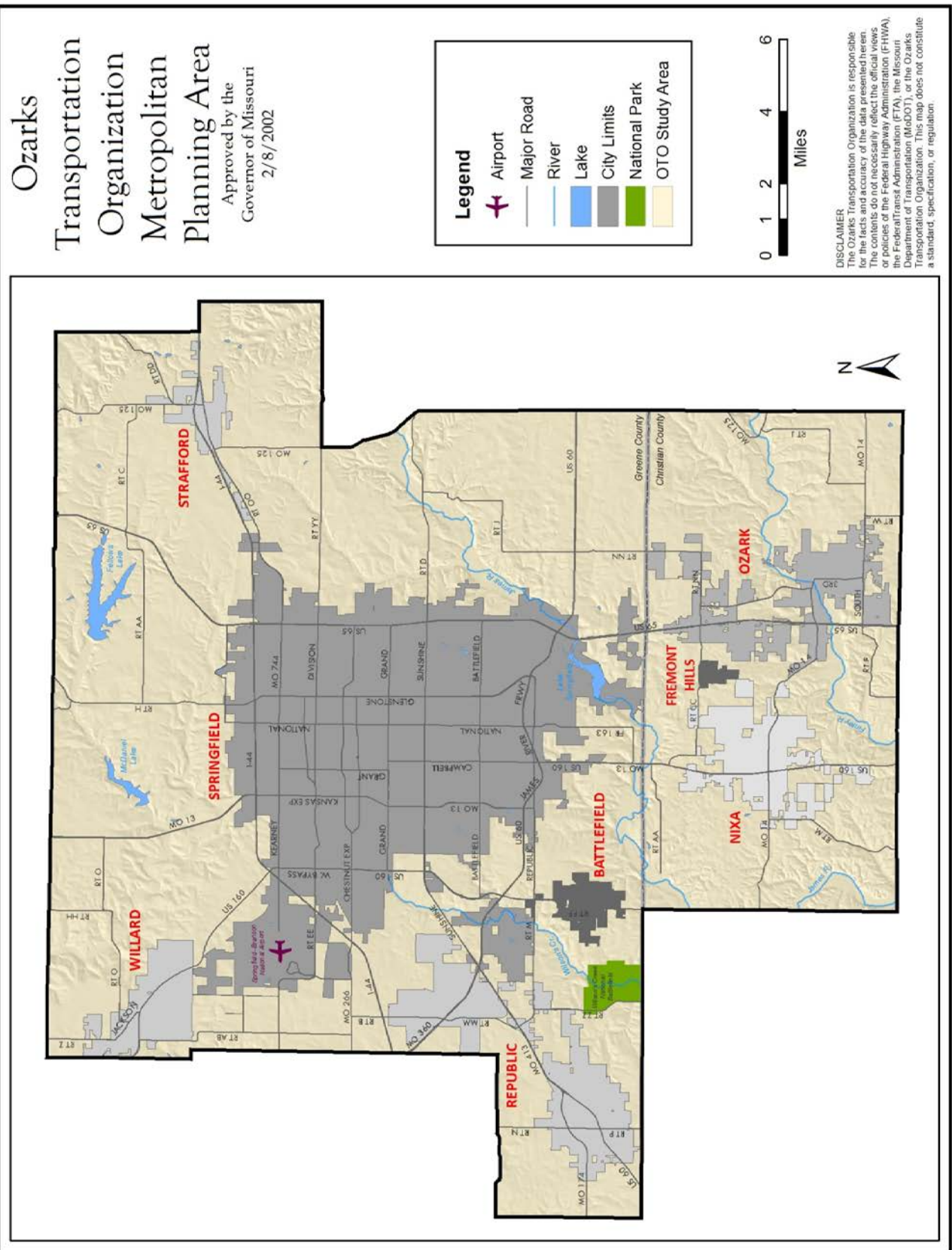
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**Application follows at the end of the Guidelines Section.**





# OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION





## OZARKS TRANSPORTATION ORGANIZATION

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### **Available Funding**

Funding from two sources are being made available during this call-for-projects.

#### **STBG- Set Aside**

The *Surface Transportation Block Grant- Set Aside (STBG-SA)*, formerly known as the *Transportation Alternatives Program (TAP)*, funds small transportation projects that expand travel choices, strengthen the local economy, improve the quality of life, and protect the environment. These types of projects have been funded by the federal government through a variety of grant programs over the years.

The FAST Act, *Fixing America's Surface Transportation Act* signed on December 4, 2015, altered aspects of the TAP program and renamed it STBG-SA. The FAST ACT did not significantly change the types of eligible projects. Project eligibility for is still defined in 23 U.S. Code §101(a)(2) or 213. Additionally, all projects must be funded by a competitive process. The FAST Act also allows an urbanized area with more than 200,000 people to use up to 50% of TAP funds for any STBG-eligible purpose, as long as it is competitively funded. Additionally, the FAST act eliminated the "Flexibility of Excess Reserved Funding" provision, which allowed excess TAP funds to be spent on any TAP-eligible project. Finally, the FAST Act added non-profits as eligible recipients.

#### **FY 2018 Omnibus Appropriations**

In addition to appropriating funding outlined in the FAST Act, the FY 2018 Omnibus Appropriations Package included \$1.15 million in general fund dollars for highway funding in the OTO area. These funds were distributed to states by formula and are eligible for STP-BG eligible construction projects. The OTO Board of Directors voted on June 21, 2018 to put these funds towards pedestrian and bicycle infrastructure and safety programs.

#### **Funding Amounts**

The OTO has made funding available through FY 2020. Over \$2.5 million in federal funding is offered during this call for projects. The table below outlines funding available by fiscal year.

FY 2017 STBG-SA (Remaining)	\$134,101
FY 2018 STBG-SA (Actual)	\$417,367
FY 2019 STBG-SA (Estimated)	\$425,714
FY 2020 STBG-SA (Estimated)	\$434,229
FY 2018 Omnibus Appropriations	\$1,153,506
<b>TOTAL</b>	<b>\$2,564,918</b>

All projected funding levels are subject to federal law and appropriations.

#### **Reserved Funding**

Some funding has been reserved for sidewalk projects and some funding has been reserved for trail projects. A minimum of \$750,000 will go towards sidewalk projects and \$1,000,000 will go towards trail projects. The remaining \$814,918 will be awarded to either project type based on application scoring.



## OSARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### **Eligibility Requirements**

The Ozarks Transportation Organization has chosen to fund only a subset of STBG-SA eligible project types. OTO also has established minimum and maximum project award restrictions. Additionally, a project must be sponsored by an eligible government, agency, or non-profit. Finally, a project sponsor must contribute at least 20% of total project costs.

### **Eligible Projects**

The following subset of FAST Act approved STBG-SA activities have been selected by OTO as eligible projects for this call-for-projects. These activities are directly related to the region's surface transportation system.

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (FAST Act §1109):
  - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).<sup>1</sup>
  - B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
2. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
  - A. Infrastructure-related projects.

These funds cannot be used for:

- State or MPO administrative purposes
- Promotional activities
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations.

### **Project Award Size Restrictions**

The Ozarks Transportation Organization has established a minimum and maximum award size for infrastructure projects. The minimum award will be no less than \$40,000 and the maximum award will be \$400,000.

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<sup>1</sup> **Note:** Recreational trails inside of parks, schools, etc. are not considered eligible unless a direct transportation connection is clearly stated.



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Eligible Project Sponsors

Eligible Project Sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Non-Profits in charge of local transportation safety programs
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or state agency) that the state determines to be eligible

Project sponsors must adopt a resolution support the proposed project and its implementation should it be funded.

### Match Requirements

Project Sponsors must provide a local match of 20% to total project costs in order for a project to be eligible for TAP funding. In most cases, this match must be a cash match. In-kind contributions in the form of work completed by local forces in not eligible.



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Timelines

Projects funded through this call-for-projects must comply with application procedures and with programming, design, and construction procedures. Below, these two procedures are outlined.

### Application Process

August 1 & 13, 2018	Updated Application and Guidebook reviewed and approved by TAP Subcommittee
August 16, 2018	Application and Guidebook approved by OTO Board of Directors
September 4, 2018	Application Posted
October 26, 2018	Application Deadline
November 1, 2018	TAP Selection Committee to select projects
November 14, 2018	TPC meeting to recommend TIP amendments for selected projects
December 19, 2018	Board of Directors meeting to approve TIP amendments for selected projects
January 2019	Programmed in TIP following TIP Amendment Approval by FHWA

### Programming, Design, Construction Process

*The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.*

Phase	Maximum Time Frame	Projected Schedule	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	January 2019	No
2. Programming Data Form <sup>1</sup>	1 Months	February 2019	No
3. Engineering Services Contract Approval <sup>2</sup>	4 Months	May 2019	Yes
4. Preliminary & Right-of-Way Plans Submittal	8 Months	September 2019	No
5. Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	December 2019	No
6. Plans, Specifications, & Estimate (PS&E) Approval	14 Months	February 2020	Yes
7. Construction Contract Award	16 Months	April 2020	Obligation Can be Modified
8. Final Project Closeout <sup>3</sup>	Variable	Variable	Obligation Can be Modified (as needed)

<sup>1</sup>The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

<sup>2</sup>The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

<sup>3</sup>The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.

### **Reasonable Progress Requirements**

This policy is to ensure the OTO is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 8. OTO has adopted a reasonable progress policy specific to TAP projects, which can be found here - <http://www.ozarkstransportation.org/Documents/ReasonableProgressTAP.pdf>. The schedule listed on page 8 may be stricter than that found in the OTO Reasonable Progress Policy due to the special nature of the additional Omnibus funds.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep the OTO and MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.

In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.





## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### **Project Selection**

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization TAP Subcommittee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

### **Selection Committee**

The Enhancement Selection Committee shall be comprised of representatives from the following organizations/agencies:

- City of Battlefield Technical Committee Representative
- Citizen Representative from the OTO Bicycle and Pedestrian Advisory Committee
- Christian County Technical Committee Representative
- City Utilities Bicycle and Pedestrian Advisory Committee Representative
- Greene County Bicycle and Pedestrian Advisory Committee Representative
- Missouri State University Technical Committee Representative
- MoDOT Bicycle and Pedestrian Advisory Committee Representative
- City of Nixa Technical Committee Representative
- Ozark Greenways Bicycle and Pedestrian Advisory Committee Representative
- City of Ozark Technical Committee Representative
- City of Republic Technical Committee Representative
- City of Springfield Technical Committee Representative
- Representative from Springfield Public School District
- City of Strafford Technical Committee Representative
- City of Willard Technical Committee Representative

### **Evaluation Criteria**

The evaluation criteria used in rating pedestrian and bicycle infrastructure and safety program funding applications drawn from several sources. Two important sources include *Transportation Plan 2040* and the *Regional Bicycle and Pedestrian Trail Investment Study*. These sources are outlined below.

#### **Transportation Plan 2040**

Evaluation criteria drawn from *Transportation Plan 2040*, the region's long-range transportation plan, are based on the plans goals, priorities and *Bicycle and Pedestrian Facilities Map*. The goals and priorities are outlined in the table on the next page.

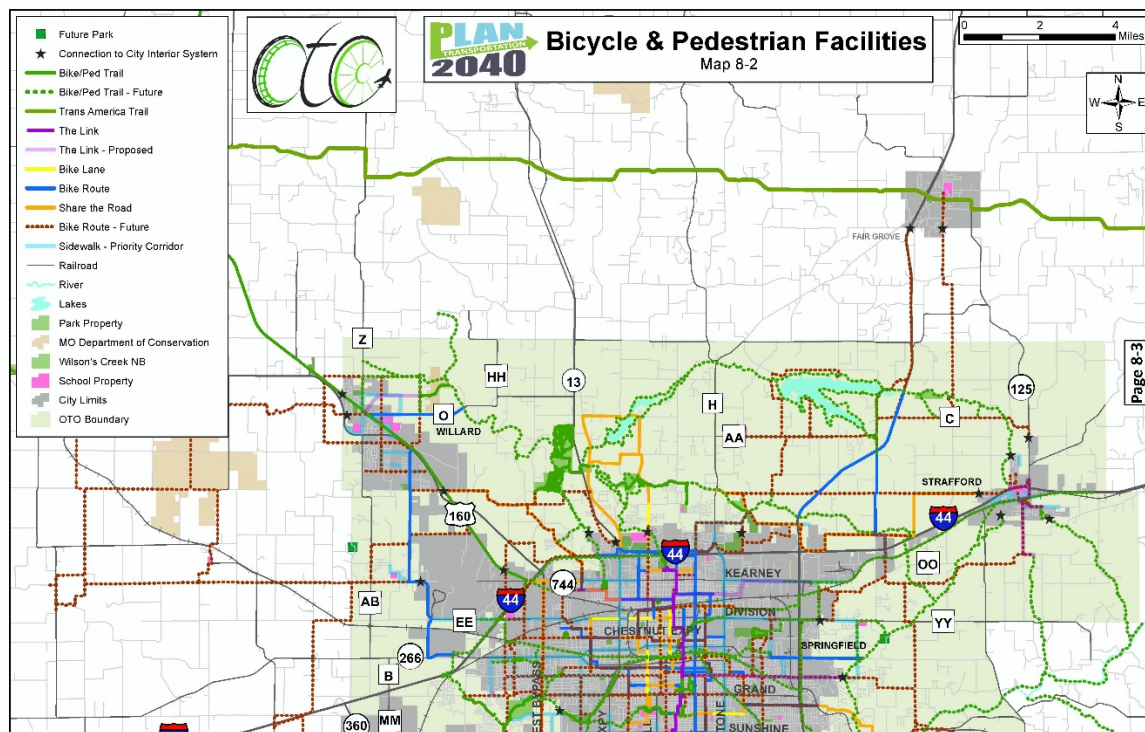


# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Transportation Plan 2040: Bicycle and Pedestrian Policy and Project Priorities	
Vision	
An excellent transportation system supporting the success of the OTO region.	
Goals (Applicable to TAP Program. Numbered as shown in Transportation Plan 2040)	Policy Priorities
<ol style="list-style-type: none"> <li>2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements</li> <li>3. Increase the safety and security of the transportation system for all users</li> <li>4. Increase accessibility and mobility for all transportation modes</li> <li>5. Improve connections within and between all modes of transportation</li> <li>7. Preserve the existing transportation system and monitor system performance</li> <li>12. Protect and enhance the environment when planning for transportation improvements</li> </ol>	<p><u>Top 5 Policy Priorities</u></p> <ol style="list-style-type: none"> <li>1. Sidewalks on school walking routes</li> <li>2. Sidewalks on streets with commercial land use, especially high-volume bus routes</li> <li>3. Emphasize projects that extend from communities and enhance the regional system</li> <li>4. Complete bike/ped projects with appropriate roadway projects</li> <li>5. Develop implementation plan for bike/ped plan, including details such as easements</li> </ol>

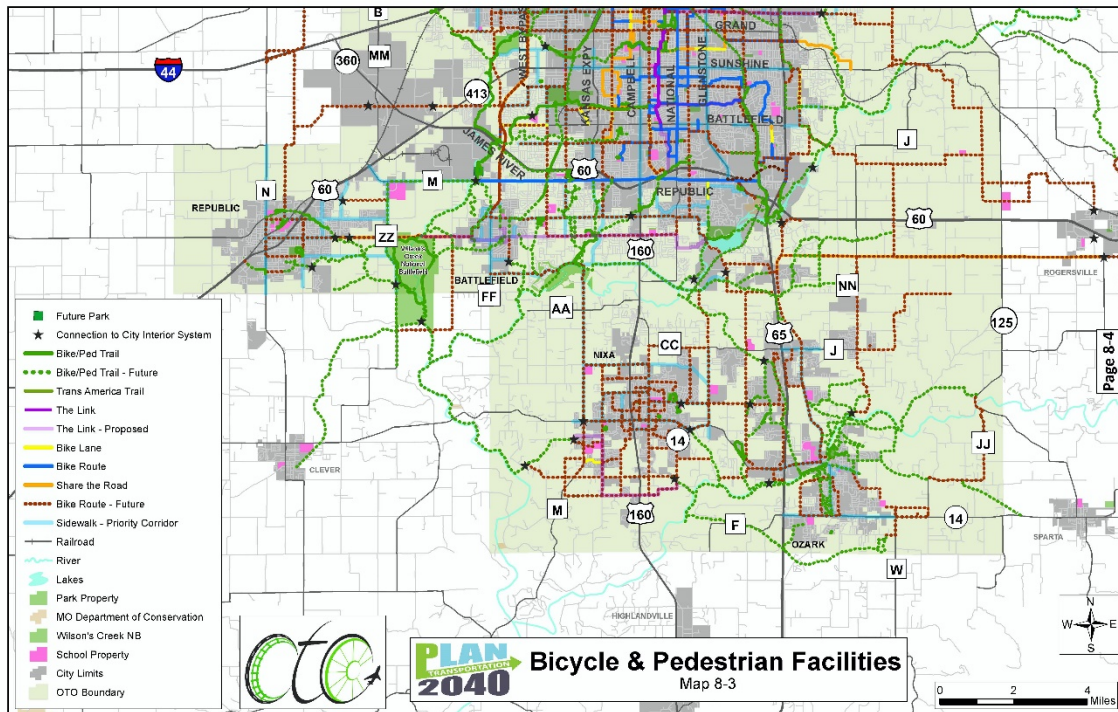
The LRTP's *Bicycle and Pedestrian Facilities* maps contain a wide range of trails, bike lanes, bike routes, and other facilities that have been discussed over the last 15 or 20 years.





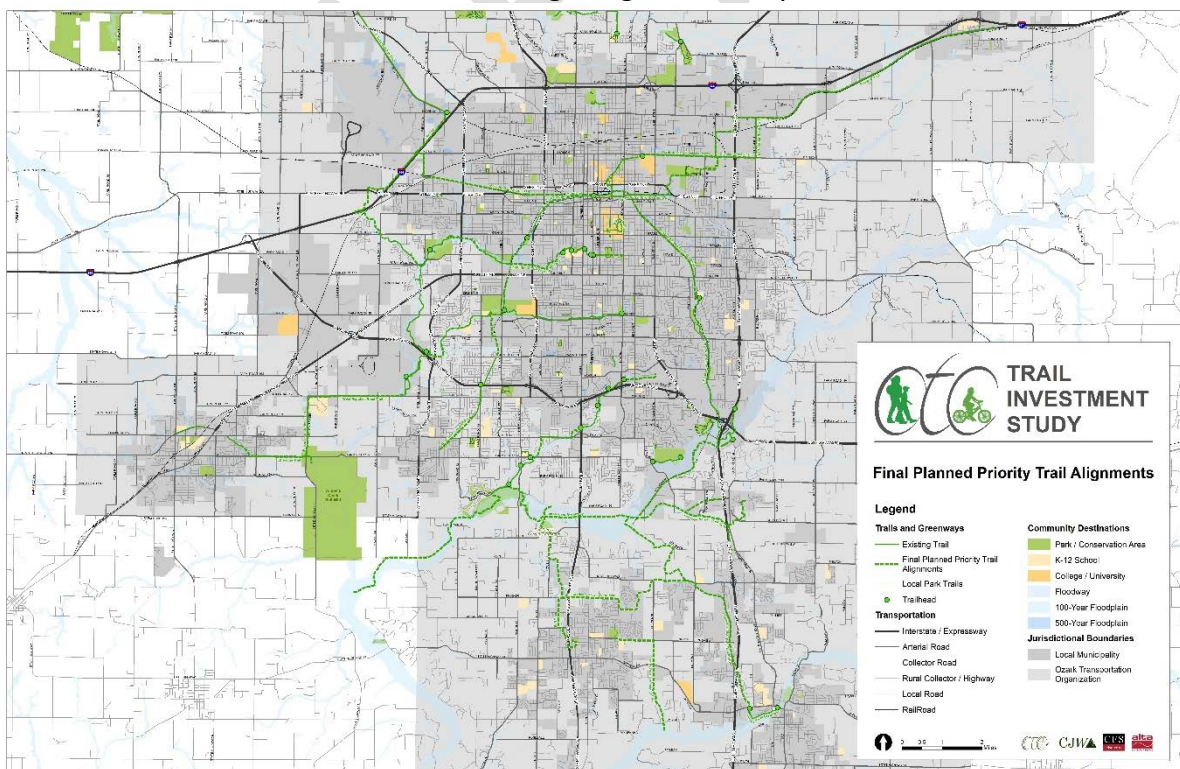


# OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION



## Regional Bicycle and Pedestrian Trail Investment Study

The Regional Investment Study evaluates proposed alignments for trails that connect OTO's cities and counties. These trails are vital to creating a regional trail system.



*The specific criteria that are used to evaluate projects may be found in the Score Sheet at the end of this document.*



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### **Important Notes on Project Selection**

In the event that projects receive exactly the same rating, the project will be awarded to the jurisdiction that has not had a project awarded in the most recent funding cycle.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all of the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent of the Ozarks Transportation Organization to fund bicycle and pedestrian improvements may not be funded.

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## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### **FAQs**

- **How will I receive the grant monies I am awarded?**  
This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- **What if my project is larger than the maximum project size?**  
A very large or expensive project may be split into phases. Each phase must be applied for and approved individually. Each phase is subject to the annual allocation available to the Ozarks Transportation Organization.
- **What if my project goes over budget?**  
The funds allocated to a project are fixed. The project sponsor is responsible for and must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- **Will my project have to go out for bid?**  
The majority of projects will go through a competitive bid process for construction. In some cases, volunteer may do construction.
- **Are there specific rules I have to follow if I am awarded funding for my project?**  
All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at:  
<http://www.modot.org/business/lpa/index.htm>
- **What happens after I find out my project is approved for funding?**  
Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at  
[http://epg.modot.org/index.php?title=136.14\\_Helpful\\_Information\\_and\\_Links#136.14.3.1\\_Commonly\\_Used\\_Forms](http://epg.modot.org/index.php?title=136.14_Helpful_Information_and_Links#136.14.3.1_Commonly_Used_Forms)
- **When can I start construction on my project?**  
No work may begin on the project until MoDOT and FHWA/FTA approves the project and a notice to proceed is issued. Costs incurred before a notice to proceed are not eligible for reimbursement.
- **Will I have to complete my project within a certain timeframe?**  
All projects must comply with OTO's and MoDOT's Reasonable Progress Policies (see page 9). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- **Will I have to maintain my project after it is built?**  
All projects are required to have a project maintenance plan for a minimum of 25 years.



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### **Application Instructions**

In completing the responses to each Section, please refer to how the project addresses the relevant Evaluation Criteria listed on the Funding Score Sheet found on Page 17 of this application or page 9 of the Guidebook.

#### **Section A Project Sponsor**

It is important to accurately list the project sponsor's contact information so that they may be contacted with questions relating to the project proposal. Please include a resolution of support from the project sponsor.

Eligible Project Sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Non-Profits in charge of local transportation safety programs
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or state agency) that the state determines to be eligible

#### **Section B Project Partners**

Please list all of the project partners contributing funding to this project including local, state, federal, and non-profit agencies. One additional point (up to 3) will be granted for each partner contributing at least 1 percent of the project cost (including in-kind of supplies, materials, or expertise, subject to MoDOT approval). For ROW value to be counted toward partnership points, it must have been acquired through the Federally approved process in the past 5 years.

#### **Section C Basic Information**

Please list the information requested and answer all questions completely. Please note right-of-way must be able to be acquired by September 2020. The full 2 points will be awarded to projects with the right-of-way already acquired. If the project sponsor has a written letter of intent to provide right-of-way, one point will be awarded. If there is no formal evidence of right-of-way acquisition, then no points will be awarded. Formal evidence of right-of-way acquisition includes copies of recorded deed, lease, or easement documents.

#### **Section D Project Location**

A general description of the project location is needed as well as photos and a project map, which shows the project's location in reference to specific roads, water features, and public buildings. Describe if and how this project connects two or more OTO jurisdictions. An example would be Farm Road 182 between Battlefield and Republic.





## OZARKS TRANSPORTATION ORGANIZATION

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### **Section E Project Description**

A project description should be attached to the project application with any supporting maps and photos. The project description should also include a detailed implementation schedule. Please include a landscaping drawing which shows the type and placement of street trees/other landscaping.

1. All projects are required to comply with the Americans with Disabilities Act. Projects that rebuild at least 80 percent existing sidewalk, trail, and ramps to address an ADA concern will receive 1 point. Include in the project description how the project meets at least one of the OTO Eligible Activities.
2. Projects comprised of more than 80 percent new sidewalk or trail.

### **Section F Connectivity**

*Connection to other modes of transportation or Connectivity with other transportation facilities.* Please describe how the project connects to other transportation modes or transportation facilities. For example, a sidewalk might connect with a transit stop, a trail might connect with a commuter lot, or a trail project might connect two existing trails.

### **Section G Community**

*Promotion of Redevelopment or Revitalization.* If applicable, please describe how the project will promote redevelopment or revitalization. A project will earn points if it will foster further development or revitalization around it.

### **Section H Public Outreach**

Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. Also describe how the project fits into the OTO Regional Bicycle and Pedestrian Trail Investment Study, the OTO Long Range Transportation Plan Bicycle and Pedestrian Facilities map, and/or a locally adopted Bike/Ped plan. Projects submitted without a public involvement component may be disqualified.

### **Section I Distance from School**

Please fill out as requested.

### **Section J Cost Estimates**

In the cost estimate section of the application, several categories have been set up in which to enter information pertaining to the project. Most project costs will fall into these categories. Try to break down the project costs into the specific cost categories. For example, "\$80,000 for landscaping" without stating how much is for materials, labor, or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match), or a third party donation (as non-federal match).



## OZARKS TRANSPORTATION ORGANIZATION

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Attach one additional sheet that details the costs. On this sheet, also explain the total cost and percentage of project total for each project element, i.e. landscaping, sidewalk, stormwater, paving, lighting.

Remember the transportation alternatives program funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account, or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must sign in the space provided at the bottom of the page.

### Section K Signature

All applications must be signed to be considered.

### Important Submittal Instructions

Please submit one digital copy of the application, with all required maps, photos, and other supporting documentation, to Andy Thomason by 4 pm (CDT), October 28, 2016

Please use the **Application Checklist** on page 16 to help ensure your application is complete.

Please submit application via:

Email	On Disk
<a href="mailto:AThomason@OzarksTransportation.org">AThomason@OzarksTransportation.org</a>	Andy Thomason Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807

If you have questions or difficulty submitting your project, please contact Andy Thomason at 417-865-3047 x107.

**Application Deadline: 4 pm (CDT), October 26, 2018**



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Checklist		
Included	Application Component	For More Information
General Project Requirements		
<input type="checkbox"/>	Does the proposed project meet at least one category of eligible activities, as chosen by OTO?	Eligible Projects, page 6
<input type="checkbox"/>	Does the project have a direct relationship to the Surface Transportation System?	Eligible Projects, page 6
<input type="checkbox"/>	Is the project sponsor contributing at least 20% of total project costs?	Match Requirements, page 7
<input type="checkbox"/>	Is the project sponsor an eligible sponsor?	Eligible Project Sponsors, page 7
<input type="checkbox"/>	Does the proposed project involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance?	Eligible Projects, page 7
<input type="checkbox"/>	Is the proposed project compatible with the Ozarks Transportation Organization's Long Range Transportation Plan?	Evaluation Criteria, page 10
<input type="checkbox"/>	Does the project meet OTO TAP minimum and maximum award size restrictions?	Project Award Size Restrictions, page 6
<input type="checkbox"/>	Does the project strengthen the local economy?	Available Funding, page 5
Specific Application Requirements		
<input type="checkbox"/>	Does the application include photos and maps of the project site?	Section D: Project Location, page 15 Section E: Project Description, page 16
<input type="checkbox"/>	Does the application include a project implementation schedule?	Section E: Project Description, page 16
<input type="checkbox"/>	Does the application include a landscaping drawing showing type and location of street trees/other landscaping?	Section E: Project Description, page 16
<input type="checkbox"/>	Does the application include an adopted local resolution of support is required from the sponsoring agency?	Section A: Project Sponsor, page 15
<input type="checkbox"/>	Is the application signed?	Section K: Signature, page 17
<input type="checkbox"/>	Does the application include documentation of Right-of-Way acquisition (deed, lease, easement)?	Section C: Basic Information page 15
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section J: Cost Estimates, page 16

## ***Funding for Pedestrian and Bicycle Infrastructure and Safety Programs Application***

## Applications Due by 4pm on October 26, 2018

*Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.*

Project Name: \_\_\_\_\_

Application Date: \_\_\_\_\_

## A. PROJECT SPONSOR INFORMATION (page 15)

**Type of Project Sponsor:** \_\_\_\_\_

**First Sponsor Name:**

Contact Person: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Email: \_\_\_\_\_

**Second Sponsor Name:**

Contact Person: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Email: \_\_\_\_\_

### B. PROJECT PARTNERS (3 points, page 15)

List all local federal, state, or non-profit partners that are contributing money to this project.

Partner 1: \$\_\_\_\_\_ %

Partner 2: \$ \_\_\_\_\_ %

Partner 3: \$ \_\_\_\_\_ %

Partner 4: \$ \_\_\_\_\_ %



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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### C. BASIC PROJECT INFORMATION (2 points, page 15)

**Total Federal Funds Requested:** \$ \_\_\_\_\_

Will the project be open to the public for at least 25 years? Yes \_\_\_\_\_ No \_\_\_\_\_

Will a fee be charged for public access? If yes, how much?

If yes, explain how the fees charged will be used.

Yes \_\_\_\_\_ No \_\_\_\_\_

What governmental entity will be responsible for the short- and long-term project maintenance?

Identify all maintenance participation and the source of funds supporting long-term maintenance.

Has the right-of-way for the project been acquired in its entirety?

*(Please attach copies of deeds for acquired right-of-way.)*

*(Proof of ownership is required for points.)*

Yes \_\_\_\_\_ No \_\_\_\_\_

If no, does the applicant have an option on the property executable by December 2019? *(Please attach)*

Yes \_\_\_\_\_ No \_\_\_\_\_

If no, does the applicant have a written letter of intent to provide the right-of-way? *(Please attach)*

Yes \_\_\_\_\_ No \_\_\_\_\_

If right-of-way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire?  
*(Please attached resolution of support for condemnation authority)*

Yes \_\_\_\_\_ No \_\_\_\_\_

Have utilities been cleared or considered for the project?  
*(Please attach supporting documentation)*

Yes \_\_\_\_\_ No \_\_\_\_\_

**Attach supporting documentation to this application.**

---

### D. PROJECT LOCATION INFORMATION (2 points, page 15)

1. Where is the project located? Please indicate if the project will connect OTO jurisdictions.  
*(Attach a map no larger than 8 1/2 inches by 11 inches.)*



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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### E. PROJECT DESCRIPTION (E.1 = 1 point, E.2 = 2 points, page 16)

Please provide a concise overview of the project. Include how the project meets at least one of the OTO Eligible Activities and the major components such as project width, length, and material types.

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1. Does the project rebuild existing sidewalk (*80% of Project*) and ramps to address an ADA Concern? Yes\_\_\_\_\_ No\_\_\_\_\_
2. Is the project comprised of 80% new sidewalk or trail? Yes\_\_\_\_\_ No\_\_\_\_\_

You must include a project plan showing the details of the projects. The plan should include the length and width of the project, the landscaping details/drawing, lighting details, etc. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

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### F. CONNECTIVITY (3 points, page 16)

Describe how the project connects to other transportation modes or transportation facilities.

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### G. COMMUNITY (2 points, page 16)

Describe how the project will promote redevelopment or revitalization.

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## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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### H. PUBLIC OUTREACH (3 points, page 16)

Describe how the public has been involved and how the project sponsor has demonstrated public outreach and input. Describe how the project fits into the OTO Regional Bicycle and Pedestrian Trail Investment Study, the OTO Long Range Transportation Plan Bicycle and Pedestrian Facilities map, and/or a locally adopted Bike/Ped plan.

---

### I. DISTANCE FROM SCHOOL (3 points, page 16)

If the project is within 1½ miles of a school (measured by radius), please fill out the following information.

Nearest School \_\_\_\_\_

Type of School (public, private, etc) \_\_\_\_\_

Project distance from school \_\_\_\_\_

---

### J. COST ESTIMATES (page 16)

List the cost of the applicant's project components in the table provided on the following page. Not all budget categories may apply to all projects. TAP funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials, or labor.

The minimum federal share request is \$40,000 and the maximum is \$400,000.

(Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid.)



# **OZARKS TRANSPORTATION ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH			OTHER FUNDING	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation	Source		
1. Right-of-Way Acquisition	\$	\$	\$		\$	\$
2. Design/Preliminary Engineering (Application through Bid Opening)	\$	\$	\$		\$	\$
3. Utility Relocation	\$	\$	\$		\$	\$
4. Materials	\$	\$	\$		\$	\$
5. Labor/Construction	\$	\$	\$		\$	\$
6. Construction Engineering (Only after Bid Opening)	\$	\$	\$		\$	\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$	\$	\$		\$	\$
8. Value of any land already acquired	\$	\$	\$		\$	\$
<b>TOTALS</b>	\$	\$	\$		\$	\$

## **Cost Estimate Prepared by:**

\_\_\_\_\_  
Name

\_\_\_\_\_  
Agency/Firm

\_\_\_\_\_  
Date

Attach an additional sheet detailing the costs described above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks).

Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.

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## OZARKS TRANSPORTATION ORGANIZATION

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This project is phased:

Yes \_\_\_\_\_ No \_\_\_\_\_

This project represents Phase

# \_\_\_\_\_ of \_\_\_\_\_

Other phases include:

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---

**Complete for the phase represented on this application only.**

TOTAL FEDERAL SHARE: \$ \_\_\_\_\_ %

TOTAL LOCAL SHARE: \$ \_\_\_\_\_ %

TOTAL PROJECT COST: \$ \_\_\_\_\_ 100 %

SOURCE(S) LOCAL FUNDS:

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**SECTION K (page 17)**

***We, the Undersigned:***

- *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- *Understand that the Funding for Pedestrian and Bicycle Infrastructure and Safety Programs Program is not a grant program, and that funds are administered by MoDOT.*
- *Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- *Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in TAP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- *By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

---

**Name**

---

**Title**

---

**Date**



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Checklist		
Included	Application Component	For More Information
General Project Requirements		
<input type="checkbox"/>	Does the proposed project meet at least one category of eligible activities, as chosen by OTO?	Eligible Projects, page 6
<input type="checkbox"/>	Does the project have a direct relationship to the Surface Transportation System?	Eligible Projects, page 6
<input type="checkbox"/>	Is the project sponsor contributing at least 20% of total project costs?	Match Requirements, page 7
<input type="checkbox"/>	Will the project be open to the public in perpetuity?	<i>*Need Reference*</i>
<input type="checkbox"/>	Is the project sponsor an eligible sponsor?	Eligible Project Sponsors, page 7
<input type="checkbox"/>	Does the proposed project involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance?	Eligible Projects, page 7
<input type="checkbox"/>	Is the proposed project compatible with the Ozarks Transportation Organization's Long Range Transportation Plan?	Evaluation Criteria, page 10
<input type="checkbox"/>	Does the project meet OTO TAP minimum and maximum award size restrictions?	Project Award Size Restrictions, page 6
<input type="checkbox"/>	Does the project strengthen the local economy?	Available Funding, page 5
Specific Application Requirements		
<input type="checkbox"/>	Does the application include photos and maps of the project site?	Section D: Project Location, page 15 Section E: Project Description, page 16
<input type="checkbox"/>	Does the application include a project implementation schedule?	Section E: Project Description, page 16
<input type="checkbox"/>	Does the application include a landscaping drawing showing type and location of street trees/other landscaping?	Section E: Project Description, page 16
<input type="checkbox"/>	Does the application include an adopted local resolution of support is required from the sponsoring agency?	Section A: Project Sponsor, page 15
<input type="checkbox"/>	Is the application signed?	Section K: Signature, page 17
<input type="checkbox"/>	Does the application include documentation of Right-of-Way acquisition (deed, lease, easement)?	Section C: Basic Information page 15
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section J: Cost Estimates, page 16



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

## Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
B	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars <b>(1 point for each additional partner providing at least 1% of the project cost)</b>	3	
C	Right-of-Way for the project has already been acquired in its entirety <b>(Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)</b>	2	
D	Project enhances the connection between OTO jurisdictions <b>(Yes = 2pts, No = 0pts)</b>	2	
E.1	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern <b>(Yes = 1pt, No = 0pts)</b>	1	
E.2	Project is comprised of more than 80% new sidewalk or trail <b>(Yes = 2pts, No = 0pts)</b>	2	
F	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities <b>(1-3 points)</b>	3	
G	Project promotes redevelopment/revitalization <b>(Yes = 2pts, No = 0pts)</b>	2	
H	Project is a regionally significant and priority Bike/Ped project, as demonstrated by inclusion in a public planning document <b>(OTO Regional Bicycle and Pedestrian Trail Investment Study = 5 pts, OTO LRTP Bicycle &amp; Pedestrian Facilities Map = 3pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Bicycle &amp; Pedestrian Facilities Map), Not in a Plan = 0pts)</b>	5	
I	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) <b>(3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)</b>	3	
<b>TOTAL</b>		<b>21</b>	





OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
B	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars <b>(1 point for each additional partner providing at least 1% of the project cost)</b>	3	
C	Right-of-Way for the project has already been acquired in its entirety <b>(Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)</b>	2	
D	Project enhances the connection between OTO jurisdictions <b>(Yes = 2pts, No = 0pts)</b>	2	
E.1	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern <b>(Yes = 1pt, No = 0pts)</b>	1	
E.2	Project is comprised of more than 80% new sidewalk or trail <b>(Yes = 2pts, No = 0pts)</b>	2	
F	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities <b>(1-3 points)</b>	3	
G	Project promotes redevelopment/revitalization <b>(Yes = 2pts, No = 0pts)</b>	2	
H	Project is a regionally significant and priority Bike/Ped project, as demonstrated by inclusion in a public planning document <b>(OTO Regional Bicycle and Pedestrian Trail Investment Study = 5 pts, OTO LRTP Bicycle &amp; Pedestrian Facilities Map = 3pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Bicycle &amp; Pedestrian Facilities Map), Not in a Plan = 0pts)</b>	5	
I	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) <b>(3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)</b>	3	
<b>TOTAL</b>		21	

**TAB 11**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.I.**

**OTO/MoDOT Freeway Study**

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

**AGENDA DESCRIPTION:**

OTO and MODOT jointly commissioned a freeway study to better understand the issues and solutions relating to congestion and safety along I-44 and US60/360. This study analyzed I-44 from MM to 125, James River Freeway (60/360) from I-44 to US 65 and US 60 from US 65 to Farm Road 213.

This study may be found at:

[http://www.ozarkstransportation.org/Documents/MoDOT\\_Freeway\\_MOU\\_Report\\_09Jul2018.pdf](http://www.ozarkstransportation.org/Documents/MoDOT_Freeway_MOU_Report_09Jul2018.pdf)

FREEVAL was used to determine a capacity specific to these roadways and counts were taken to develop a capacity.

A benefit cost ratio was used to prioritize projects. The benefit cost ratio specifically accounted for safety, travel time, and operational benefits. A net benefits approach was also used. Both approaches penalize high cost projects.

**Key Recommendations:**

- Auxiliary lanes are needed on I-44 which requires several complete bridge replacements driving the costs to approximately \$25 million
- Additional lanes/separated lanes are needed on James River Freeway between National and US 65 (This has been programmed in the TIP/STIP)
- An interchange at US 60 and 125 is among the top priorities (This has been programmed in the TIP/STIP)
- Numerous ramp and interchange improvements are recommended
- US 60 east of Springfield should be converted to a freeway

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on July 18, 2018, the Technical Planning Committee recommended that the Board of Directors accept the Freeway Study.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move that OTO accepts the Freeway Study.”

OR

“Move that OTO accepts the Freeway Study with the following changes...”

Freeway Study: Project Prioritization

Segment	Description	Cost	Rank by Benefit/Cost Ratio	Rank by Net Benefit Est.
I-44, at Route 125	Signalize the westbound off-ramp terminal, extend the eastbound acceleration and deceleration ramps and westbound acceleration ramp, and close the eastbound off and on-ramps at the old weigh station east of Route 125.	\$1,049,000	1	3
I-44, at Highway 160 (West Bypass)	Add a 2nd left-turn lane at the westbound offramp traffic signal and extend the eastbound deceleration and westbound acceleration lanes.	\$588,000	2	5
US-60, at National	Add a 3rd left-turn lane at the eastbound offramp, add a third right-turn lane at the westbound off-ramp, and provide a mainline option exit lane to the eastbound off-ramp.	\$1,088,000	3	4
US-60, at US-65	Extend the westbound-to-southbound deceleration ramp and the southbound-to-eastbound acceleration ramp.	\$750,000	4	6
US-60, at Route 125	Convert at-grade signalized intersection to a grade separated interchange with double "peanut" roundabouts.	\$11,883,000	5	1
US-60, National to US-65	Provide an eastbound braided ramp roadway for direct access to the US 65 ramp and provide a Diverging Diamond Interchange (DDI) at Glenstone to reconfigure access to US 60. Project should be coordinated with City’s future Republic Road extension plans.	\$14,591,000	6	2
I-44, at MM/B	Construct roundabouts at both ramp terminals (tie-in frontage road on the north-side) and extend all acceleration and deceleration ramps.	\$3,697,000	7	8
US-60, Highland Springs to J / NN	Close at-grade intersections and construct new outer roads and new freeway roadways, and signalize the westbound off-ramp at the Highway J / NN interchange.	\$10,558,000	8	12
I-44, at Mulroy	Construct roundabouts at both ramp terminals (tie-in frontage road on the south-side) and extend all acceleration and deceleration ramps.	\$2,895,000	9	11
US-60, J / NN to East of FR 213	US 60 from Hwy J / NN to just east of Farm Road 213 – Close at-grade intersections and construct new outer roads and new freeway roadways.	\$12,697,000	10	13
US-60, at FR 189	Convert at-grade intersection to a grade separated interchange. Close at-grade intersections, and construct new outer roads and new freeway segments from Highland Springs Boulevard to Highway J / NN interchange. Signalize the westbound off-ramp at the Highway J / NN interchange.	\$20,558,000	11	15
I-44, Route 13 (KS Expwy) to US-65	Provide auxiliary lanes between interchanges and provide an added 2nd right-turn lane for the westbound off-ramp at Route 13, including minor shoulder improvements at the Glenstone interchange.	\$25,775,800	12	16
I-44, at Chestnut Expwy	Extend and provide positive separation for westbound acceleration lane.	\$356,000	13	7
I-44, at US-65	Construct a southbound-to-eastbound flyover ramp and eliminate the existing southbound-to-eastbound cloverleaf ramp.	\$13,102,000	14	14
I-44, West of Route 744 (Kearney)	Extend and provide positive separation for westbound acceleration lane.	\$919,000	15	9
US-60/360, at MM	Signalize and add left-turn lanes at both ramp terminals.	\$814,000	16	10

\* This list excludes 2 projects designed to eliminate minor at-grade intersections along US 60 E, from Fm. Rd. 213 to Fm. Rd. 247. Not considered high priorities. Interchange at US 60 at MO 125 is the key solution.

| → B/C > 1  
| → B/C > 0.8

**TAB 12**

**BOARD OF DIRECTORS AGENDA 8/16/2018; ITEM II.J.**

**Resolution of Support for Proposition D**

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

**AGENDA DESCRIPTION:**

The Missouri Legislature approved House Bill 1460 on May 18, 2018. The Secretary of State has placed this measure on the November ballot as Proposition D. Proposition D would fund Missouri state law enforcement by increasing the motor fuel tax by two and one-half cents per gallon annually for four years beginning July 1, 2019; exempt Special Olympic, Paralympic, and Olympic prizes from state taxes; and establish the Emergency State Freight Bottleneck Fund. If passed, this measure will generate at least \$288 million annually to the State Road Fund to provide for the funding of Missouri state law enforcement and \$123 million annually to local governments for road construction and maintenance.

This measure allows the voters of Missouri to approve an increase in the motor fuel tax to provide a dedicated funding stream to the Missouri State Highway Patrol. Currently, funding for the Missouri State Highway Patrol must be appropriated annually by the legislature from the State Road Fund.

The provisions include:

- A 2.5 cent increase over four years resulting in an eventual ten cent increase
- The funding would free up current revenue going to the Missouri Highway Patrol for roadway projects.

Please see [SaferMo.com](http://SaferMo.com) for more information.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors make the following motion:

“Move to approve the attached resolution to support Proposition D.”

OR

“Move to approve the attached resolution to support Proposition D with the following changes...”





## **A RESOLUTION OF SUPPORT FOR PROPOSITION D TO MISSOURI LAW**

**WHEREAS**, the Missouri Legislature has agreed to place an increase in the motor fuel tax before the voters with the purpose of providing a dedicated revenue source for the Missouri State Highway Patrol; and

**WHEREAS**, this additional revenue will allow for the motor fuel tax currently funding the Missouri State Highway Patrol to fund roadway improvements in the state of Missouri; and

**WHEREAS**, the question to appear before voters is an increase in the motor fuel tax of two and one-half cents annually for four years resulting in a ten-cent increase by 2022; and

**WHEREAS**, current state transportation funding is inadequate and additional revenue is needed to maintain the system, make safety improvements, and construct improvements that will promote job growth; and

**WHEREAS**, MoDOT has sought to include OTO in the planning of transportation projects and has been a valuable partner in the development of the transportation system and OTO has developed a listing of priorities for MoDOT to consider in the event additional funding is available; and

**WHEREAS**, MoDOT has proven capable and trustworthy in the delivery of projects in the Statewide Transportation Improvement Program using state and federal fuel tax revenue and user fees, Amendment 3 funding, and funding from the American Recovery and Reinvestment Act of 2009;

**NOW, THEREFORE BE IT RESOLVED** that the Ozarks Transportation Organization, (Springfield, Missouri Area MPO) supports Proposition D.

**AFFIRMED** this Sixteenth day of August 2018 by the Board of Directors of the Ozarks Transportation Organization (Springfield, MO Area MPO).

**ATTEST:**

---

Mr. Dan Smith  
OTO Chair

---

Mr. Travis Cossey  
OTO Secretary

# WHAT IS PROPOSITION D?

## **BALLOT**

Shall Missouri law be amended to fund Missouri state law enforcement by increasing the motor fuel tax by two and one half cents per gallon annually for four years beginning July 1, 2019, exempt Special Olympic, Paralympic, and Olympic prizes from state taxes, and to establish the Emergency State Freight Bottleneck Fund?

If passed, this measure will generate at least \$288 million annually to the State Road Fund to provide for the funding of Missouri state law enforcement and \$123 million annually to local governments for road construction and maintenance.

- **Gas Tax:** Proposition D will annually raise the gas tax by 2.5¢ for four years, beginning July 1, 2019. These funds will be dedicated to funding the Missouri Highway Patrol. Current gas tax revenues used to fund the Patrol will become available for road and bridge projects.
- **Olympic Prizes:** Prizes and awards won by athletes at the Olympics, Paralympics, or Special Olympics are currently subjected to income taxes. Proposition D would exempt these prizes from taxes.
- **Emergency State Freight Bottleneck Fund:** Proposition D creates a general revenue fund with the state treasurer for large road and bridge projects that address bottlenecks, safety issues, and are contained in the 2014 state freight plan. No monies are appropriated to this fund.

# WHO IS THE OTO?

MPO stands for “Metropolitan Planning Organization.” The Ozarks Transportation Organization (OTO) MPO is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO’s study area. The study area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

Staff from local governments and area transportation agencies serve on OTO’s Technical Planning Committee (TPC) which provides technical review, comments, and recommendations on draft MPO plans, programs, studies, and issues.



**OZARKS TRANSPORTATION ORGANIZATION**  
2208 W. Chesterfield Blvd., Suite 101  
Springfield, MO 65807

This publication 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.

# HOW WILL PROPOSITION D AFFECT MY COMMUNITY?

ON GENERAL ELECTION BALLOT, NOVEMBER 6, 2018





# IMPACT OF PROP. D

FUNDING ABOVE CURRENT LEVELS				
Tax Increase Relative to Current Levels	2.5¢	5¢	7.5¢	10¢
Jurisdiction	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023 & Beyond
Battlefield	\$21,882	\$43,963	\$65,945	\$87,926
Nixa	\$74,800	\$149,600	\$224,399	\$299,199
Ozark	\$70,073	\$140,146	\$210,219	\$280,292
Republic	\$58,005	\$116,010	\$174,015	\$232,020
Springfield	\$627,190	\$1,254,380	\$1,881,569	\$2,508,759
Strafford	\$9,272	\$18,545	\$27,817	\$37,089
Willard	\$20,794	\$41,588	\$62,382	\$83,176
Greene County	\$385,528	\$771,056	\$1,156,584	\$1,542,112
Christian County	\$159,319	\$318,638	\$477,957	\$637,276
MoDOT	\$72,151,230	\$144,302,460	\$216,453,690	\$288,604,920
MoDOT (OTO Area)*	\$3,751,864	\$7,503,728	\$11,255,592	\$15,007,456

\*Subject to MHTC appropriations

## WHAT CAN THE GAS TAX FUND?

### COUNTIES

The funds apportioned and distributed to each county shall be dedicated, used and expended by the county solely for the construction, reconstruction, maintenance and repairs of roads, bridges and highways. . . — Missouri Constitution, Article IV, Section 30(a)1.(1)

### CITIES

Fifteen percent of the remaining net proceeds shall be apportioned and distributed to the various incorporated cities, towns and villages within the state solely for construction, reconstruction, maintenance, repair, policing, signing, lighting and cleaning roads and streets and for the payment of principal and interest on indebtedness on account of road and street purposes, and the use thereof being subject to such other provisions and restrictions as provided by law. — Missouri Constitution, Article IV, Section 30(a)1.(2)

### CONSTITUTIONAL RESTRICTIONS ON STATE ROAD FUND MONIES

In November of 2004, Missouri voters passed a constitutional amendment that prohibited funds, including gas tax revenue, deposited in the state road fund from being diverted for 'nonhighway purposes'. This prohibits MoDOT from spending state gas tax funds on sidewalks and trails not located along a state highway, or on transit projects.

## HOW IS THE MISSOURI GAS TAX DISTRIBUTED?

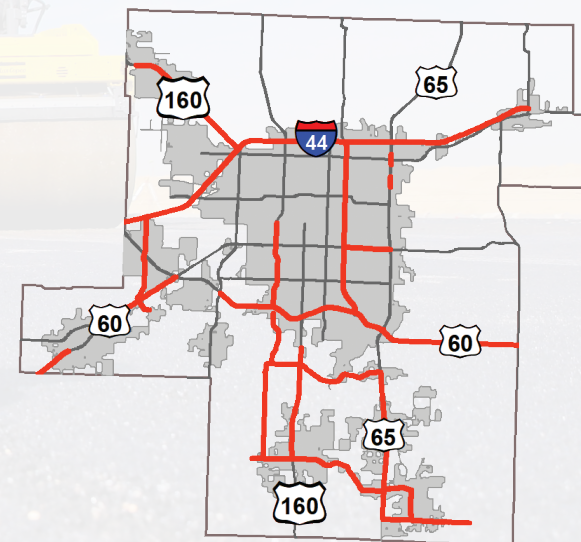
Gas Taxes, Motor Vehicle Sales and Use Taxes, and Motor Vehicle Registration Fees fund transportation improvements. Fifteen percent of these funds are divided amongst Missouri's cities, and 15% are divided amongst Missouri's counties through the County Aide Road Trust (CART). The remaining 70% goes to the State Road Fund, for use by the Missouri Transportation and Highway Commission and MoDOT.

## WHAT ARE THE PRIORITIES IN THE OTO AREA

The OTO maintains a listing of priority projects for MoDOT funding. This listing includes important regional projects. With additional funding, many of these projects could be completed.

- **I-44** additional lanes
- **US 60** upgrade to freeway east of US 65
- **US 60** add capacity west of US 65
- **US 65** add lanes through Ozark
- **MO 14** additional lanes
- **US 60** improvements from Republic to Springfield
- **US 160** improvements between Nixa and Springfield

## OTO Area Priorities



— Priorities

**Road  
Work**

**TAB 13**

## News

# Gov. Parson: Mayors Focused on Transportation and Infrastructure

**By:**

Missourinet ()

Updated: Jul 24, 2018 05:34 AM CDT



JEFFERSON CITY, Mo. -- Odessa's mayor supports the ten-cent gasoline tax increase that will appear on your November statewide ballot, noting that his growing western Missouri community needs a new I-70 interchange.

This is the Missouri House voting board, as Governor Mike Parson addressed a joint session of the Legislature on June 11, 2018 (file photo courtesy of Tim Bommel at House Communications)

Missouri Governor Mike Parson tells Missourinet he's hearing a lot of support for the gas tax increase, from mayors like Odessa's Adam Couch.

"I think everybody knows that infrastructure is going to be a priority," Parson says. "It's going to be a priority of this administration and I think right now it's just a priority for the state of Missouri. And I think there's a huge opportunity to be able to do some projects much like what he's (Mayor Couch) talking about, maybe."

Odessa's population is now about 5,300, and its median household income has jumped to \$48,932, according to the Odessa Chamber of Commerce website.

Odessa's median household income was about \$34,000 in 2000.

Odessa Mayor Couch says transportation is one of the biggest issues facing his town.

If Missourians approve the gasoline tax increase, it would be phased in over four years at 2.5 cents annually.

Missouri's fuel tax hasn't been increased since 1996.

Governor Parson says he'll continue to reach out to rural and urban mayors across the state to hear their concerns

concerns.

Parson met last week at the Statehouse in Jefferson City with five mayors from the Kansas City region, including Couch.

“But really we want those second layer of mayors that we want to be able to reach out to in those smaller communities to make sure their voices are being heard and see how the things are that we might be able to help them to do their jobs,” says Parson.

Independence Mayor Eileen Weir, Sugar Creek Mayor Mike Larson, Lee’s Summit Mayor Bill Baird, Oak Grove Mayor Jeremy Martin and Mayor Couch all participated in the meeting.

All of those cities are located on or near I-70.

Governor Parson says infrastructure and workforce development are two of the biggest priorities for mayors.

(Brian Hauswirth, Missouri.net)

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News

# Jefferson City rolls out new bicycle-sharing program

**By:**

Zachary Farwell (<https://www.abc17news.com/meet-the-team/zachary-farwell/49185127>)

✉ (<mailto:zachary.farwell@kmiz.com>)

**Posted:** July 23, 2018 04:50 PM CDT

**Updated:** July 23, 2018 04:50 PM CDT



Courtesy: Jefferson City Parks and Recreation

JEFFERSON CITY, Mo. - The Jefferson City Parks and Recreation Department launched a new bicycle-sharing system this week.

According to community relations manager Amy Schroeder, the company the city is partnering with, Spin, dropped off about 75 orange bicycles on Monday morning and crews began distributing them across the city.

The city plans to place the bicycles at several starting locations. Anyone can use the bicycles by downloading the Spin app to their smartphone.



**JC Parks**

20 hours ago

Knock knock.

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Orange.

Orange who?

Orange you so excited that Spin bike share arrived today?! ... [See More](#)



299

59


256

The bicycles are dockless and don't require their users to return them to a designated station.

Schroeder said the city can monitor the bicycles to better understand how people are using them and to determine high-traffic areas.

The bicycles are equipped with several anti-theft devices, including a GPS tracking system, anti-theft screws and locking features that only unlock when a person uses the Spin app.

It costs \$1 to use a bicycle for 30 minutes. Spin also offers low-income and student pricing options to users with proper documentation.



Jefferson City has a contract in place to operate the bicycle-sharing system for at least one year. ABC 17 News is told that the city's contract with Spin has options for a second year and a permanent option.

Schroeder said the future of the Spin program could include the addition of more bicycles, e-assist bicycles and battery-powered scooters.

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[http://ccheadliner.com/community\\_links/nixa/nixa-residents-help-decide-future-biking-hiking-trails/article\\_7abe6398-6369-11e8-a942-239db45e7a62.html](http://ccheadliner.com/community_links/nixa/nixa-residents-help-decide-future-biking-hiking-trails/article_7abe6398-6369-11e8-a942-239db45e7a62.html)

## Nixa residents help decide future biking, hiking trails

By Sydni Moore May 30, 2018



The Ozarks Transportation Organization hosted an open house at Nixa's X Center May 24 for residents to review findings of a trail study.

Sydni Moore/Headliner News



Imagine a trail system that stretched across Nixa into neighboring Ozark.

The Ozarks Transportation Organization hosted an open house at Nixa's X Center May 24 for residents to review findings of a trail study by Portland, Oregon-based Alta Planning and Design. The event followed a first open house held in April.

Attendees at the May event were able to view suggestions and recommendations made the first time around, and receive an update from officials.



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The Nixa Trails Study, according to OTO, provides an ambitious blueprint for trail and greenway development that links the city of Nixa to the regional trail system. It provides an addition to the organization's 2017 Bicycle & Pedestrian Trail Investment Study, which examined 75 miles of regionally significant trail alignments to better position OTO and local municipalities, in order to implement key trail connections throughout the Springfield Metropolitan Area.

A poster board on display at the open house listed the main goals of the Nixa Trails Study. The list included supporting diverse and sustainable transportation choices and economic development, as well as strengthening collaboration among local government agencies and preparing environmental documentation for future trail development. A similar study was done last year to look at refining trails to connect Springfield, Willard, Strafford and Ozark.

A map, also at the open house, showed trail alignment planning across Nixa. Trail lines stretched on both ends of Nixa, northwest toward Wilson's Creek National Battlefield and to the southeast across Highway 65, connecting to Ozark's Finley River Trail.



Maps and Driving Directions



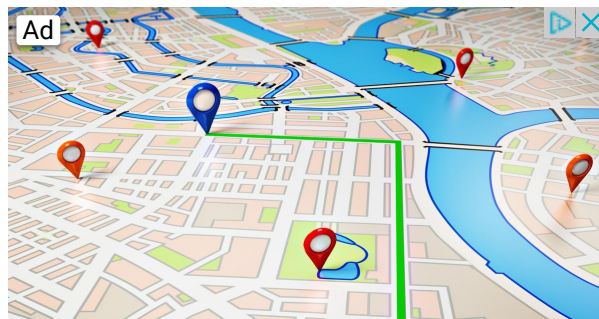
Quick Maps and Directions

[SEE MORE](#)

“This is still a draft,” OTO Principal Planner Natasha Longpine told the Headliner News. “We’re going to take all the input from tonight and see what people have to say about the alignments.”

Longpine said OTO staff sometimes misses barriers for trails or missed opportunities for better pathways.

“We’ll take all of that feedback and I think we’re projecting June to finalize everything,” she said.



Start Map Download

[www.onlinemapfinder.com](http://www.onlinemapfinder.com)[VISIT SITE](#)

At that point, Longpine said it’s up to community how soon — or where — ground will first break.

“We don’t really have a plan in place at the moment for what to finance first,” she said. “The OTO receives, for the region, some transportation alternatives program funding, but it’s up to the communities to apply for it and provide the match.”

It simply depends on how soon someone makes it a priority to fill out an application, she said.



“It’s a long-term map,” Alta Principal Engineer Paul Wojciechowski confirmed. “It’s going to take a while.”

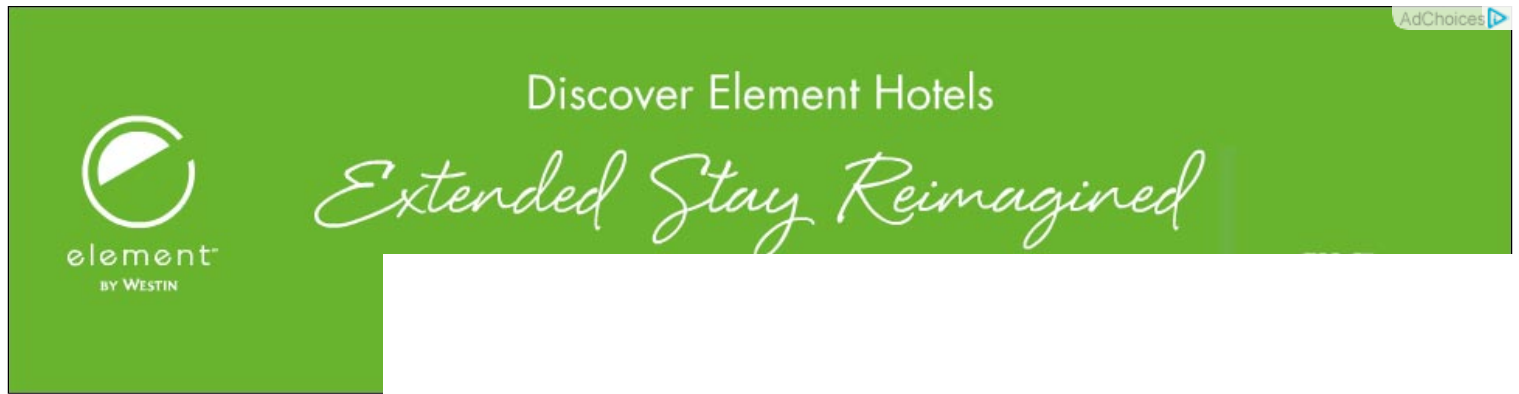
In addition, Longpine noted it’s possible for many smaller proposed trails to become a reality through development.

Several Nixa residents in attendance were asked to place stickers on a posterboard outlining possible supporting programs and policies for Nixa trails. Ideas included group bicycle rides, adult bicycle safety and maintenance workshops, and a bicycle parking program for businesses. Toward the middle of the event, most stickers were placed beside ideas for a safe school routes program and youth bicycle safety education.

The next steps include presenting the Nixa Trails Study to OTO’s Technical Planning Committee, OTO Graphic Information System Analyst David Faucett said.

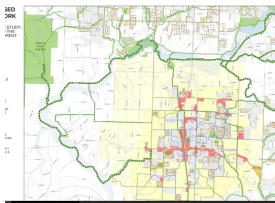
“They’ll make a recommendation to our board of directors, and then the board will approve the work that’s been done to include it into the bigger trail study,” he said. “Once we have (funds) vetted out, we can take those and apply them to the projects that have already been identified by Alta as preferred alignments.”

For more information regarding the Nixa Trails Study, OTO staff members encourages residents to visit their website, [OzarksTransportation.org](http://OzarksTransportation.org).



## Do you wish Nixa had more greenway trails? Come to this meeting Thursday

**Jackie Rehwald, JREHWALD@NEWS-LEADER.COM** Published 5:39 p.m. CT May 21, 2018



(Photo: Ozarks Transportation Organization)

Attention Nixa residents who like to walk, run, bike or just be outdoors: Local officials are hosting a meeting to discuss proposed trails that would connect Nixa to Springfield, to Ozark and to other trails west of Nixa.

The Nixa Area Trails Study community workshop will be 4:30-6:30 p.m. Thursday at the X Center, 701 N. Taylor Way. It will be an open-house style meeting.

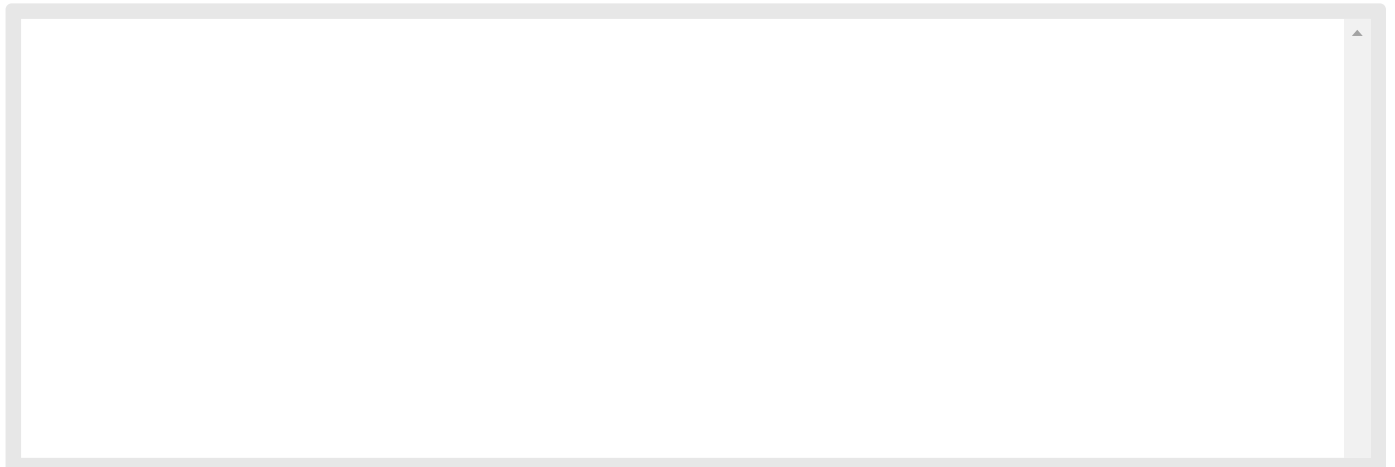
Andy Thomason, with the Ozarks Transportation Organization, said there was a study done last year that looked at refining some of the trails that will connect Springfield, Willard, Strafford and Ozark.

**MORE:** [Former Riverside Inn land on track to become river-access park](#)

([/story/news/local/ozarks/2018/03/05/former-riverside-inn-land-track-become-river-access-park/388429002/](#))

"We knew at the time we would come back at a later date and look at the trails in a little more detail," he said. "Nixa is ready to take a deeper dive on trails, so we've brought our consultants back on board to do this addendum to our original study."

ADVERTISEMENT



He said at a previous meeting in Nixa, the transportation organization talked with residents about what they wanted and where the trails might be located. At this upcoming meeting, residents will have a chance to view maps of proposed trails.

"This will be an opportunity for the Nixa residents to look at possible alignments," Thomason said, "to comment about: Can they be tweaked? Are they fine? Are we missing some great connection that we just don't know about?"

If you are unable to attend the meeting, you can review and comment on the map at [www.giveusyourinput.org](http://www.giveusyourinput.org) (<http://giveusyourinput.org/>) or review the attached map and send comments to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org).

**MORE:** [Will Kansas Expressway extension project damage cave near greenway trail? \(/story/news/local/ozarks/2018/04/12/kansas-expressway-extension-project-damage-cave-near-greenway-trail/510591002/\)](https://www.ksl.com/story/news/local/ozarks/2018/04/12/kansas-expressway-extension-project-damage-cave-near-greenway-trail/510591002/)

"The OTO is excited to hear from the Nixa community on the locations of several potential bike and pedestrian trail corridors," a press release said. "Our consultant, Alta Planning and Design, has used the community input they received to identify several trails that could connect Nixa to Springfield, Ozark, and the rest of the region. They include connections along US 160, Tracker Rd., Union Chapel Rd, and along the unnamed creek flowing from the X Center.

"We encourage everyone to come out, take a look, and share their thoughts. Funding for these trails has not been identified, but having corridors identified is an important first step."

Read or Share this story: <https://sgfnw.co/2s2uWnl>

# People in Nixa weighing in on future trail development



By Lexi Spivak, KY3/KSPR News | Posted: Wed 5:50 AM, Apr 25, 2018 | Updated: Wed 6:08 AM, Apr 25, 2018

 View Map

**NIXA, Mo. (KY3/KSPR)** - The Ozarks Transportation Organization (OTO) and Nixa Parks and Recreation are offering a one-week comment period to collect input from residents about future bike and pedestrian trails.

Andy Thomason, a planner with the Ozarks Transportation Organization, said this was part of a larger regional study done earlier. Thomason also said they knew going into the initial study Nixa lacked trail connections to the rest of the Ozarks. "The trail conversation in that part of Christian County just hadn't been as robust over the past 20 years," he said. "We knew that was a problem and we knew that we would come back at some later date and try to identify some new connections."

That later date is here. Right now, residents can share what they hope to see with OTO and Nixa Parks and Recreation. Thomason said they are looking to see what types of trails residents want, where they want them, and what amenities they are looking for at trail heads. Thomason said those public comments are key for their consultant to come back with a plan that would achieve what the residents in Nixa hope to accomplish. Thomason also specified the main priority is to connect the community with other trails outside of Nixa, the focus is not so much on trails within city lines.

Citizens can go to the X Center in Nixa located at 701 North Taylor Way to review a project map and propose trail corridors or identify important community destinations. Comments can also be made at [giveusyourinput.org](http://giveusyourinput.org). They ask all comments be submitted by Friday, April 27.

The community will have an opportunity to review trail corridors proposed by the project consultant in late May 2018. The study will be completed in June 2018. Once the study is complete, the ideas can be put into action by



Nixa Parks and Recreation if desired.

Direct any questions about the study to Andy Thomason at [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org).

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