



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JUNE 26, 2024
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting **REVISED** Agenda

Wednesday, June 26, 2024 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Nelson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of April 17, 2024 Meeting Minutes..... Tab 1

(1 minute/Nelson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

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

(5 minutes/Nelson)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report

(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

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

I. Federal Funds Status Update..... Tab 3

(2 minutes/Thomas)

Staff will provide an update on FY 2024 obligation progress.

II. New Business

A. FY 2024-2027 TIP Administrative Modification 6 Tab 4

(2 minutes/Longpine)

Revisions have been made to the FY 2024-2027 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. TAP Project Schedule Extension..... Tab 5

(5 minutes/Thomas)

The Cities of Ozark and Springfield have requested to revise the schedules outlined for reasonable progress of the Garrison Springs Trail project and Grand Street Trail project, respectively.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED REASONABLE PROGRESS SCHEDULES FOR THE GARRISON SPRINGS AND GRAND STREET TRAIL PROJECTS BY THE BOARD OF DIRECTORS

C. Destination 2045 Amendments Four, Five, and Six Tab 6

(10 minutes/Longpine)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF DESTINATION 2045 AMENDMENTS FOUR, FIVE, AND SIX TO THE BOARD OF DIRECTORS

D. Draft FY 2025-2028 Transportation Improvement Program Tab 7

(10 minutes/Longpine)

Staff will present the draft FY 2025-2028 Transportation Improvement Program (TIP).

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BY THE BOARD OF DIRECTORS

E. 2026-2030 Draft STIP Prioritization Criteria..... Tab 8

(5 minutes/Fields)

The Technical Planning Committee is asked to review the criteria used for prioritizing projects ahead of the 2026-2030 STIP project selection process.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO REVIEW THE PRIORITIZATION CRITERIA AND PROPOSE ANY CHANGES FOR CONSIDERATION TO THE BOARD OF DIRECTORS

F. FY 2026-2030 Draft STIP Prioritization Project List..... Tab 9
(10 minutes/Fields)

The Technical Planning Committee is asked to review the list of projects proposed for prioritization ahead of the 2026-2030 STIP project prioritization process.

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

G. Safe Streets and Roads for All Update..... Tab 10
(15 minutes/Longpine)

Staff will provide an update on the Safe Streets and Roads for All Action Planning Grant, including public engagement and proposed goals for zero fatalities and serious injuries.

DISCUSSION REQUESTED – NO ACTION REQUIRED

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information..... Tab 11

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, August 21, 2024 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact David Kanut at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735- 2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the April 17, 2024 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee meeting minutes for April 17, 2024.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
APRIL 17, 2024**

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

The following members were present:

Paula Brookshire (a), City of Springfield	John Matthews, Missouri State University
Steve Childers, City of Springfield	Frank Miller, MoDOT
Matt Crawford, City Utilities	Angela Nelson (a), Greene County (Chair)
Angel Falig (a), City of Republic	Jeremy Parsons, City of Ozark
Martin Gugel, City of Springfield	Jeff Roussell, City of Nixa
Tristan Losh, City of Battlefield	Beth Schaller, MoDOT
Joel Keller (a), Greene County	Ben Vickers (non-voting), Springfield Chamber
Mary Kromrey, Ozark Greenways	Mark Webb, Greene County

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

The following members were not present:

Keith Adams, Springfield Public Schools	Aishwarya Shrestha (non-voting), SMCOG
Mike Ruesch, City of Willard	Jeremy Wegner, BNSF
David Schaumburg, Springfield-Branson Airport	Vacant, FTA
Mark Schenkelberg, FAA	Daniel Weitkamp, FHWA
Tim Schowe, City of Strafford	Todd Wiesehan, Christian County

Others present were: Corey Becker, City of Nixa; King Coltrin, City of Springfield; Kimberly Ader, MoDOT; Cliff Spangler, City of Ozark; Neil Brady, Bartlett & West; Garrett Brickner, Wilson & Company; Andrew Novinger, City of Battlefield; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, and Debbie Parks, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Nelson welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Jeff Roussell made a motion to approve the Technical Planning Committee Meeting Agenda for April 17, 2024. Adam Humphrey seconded the motion. The motion passed.

C. Approval of February 21, 2024 Meeting Minutes

Mary Kromrey made a motion to approve the minutes from the February 21, 2024 Technical Planning Committee Meetings. Martin Gugel seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Nelson advised there were public comments included in the packet and that there was an additional packet of comments for review that were received after the agenda was sent out at each seat. Chair Nelson asked for comments or questions.

E. Executive Director's Report

Sara Fields shared staff have been working with jurisdictions to get projects moving. OTO has also been working with MoDOT to provide training. The first training was on Right-of-Way. There will be a follow-up appraisal training, virtually, on May 16th from 8:00 – 11:30. There will also be an Environmental Review training May 30th.

There are two outstanding grants that have been applied for. One is a RAISE grant for the MM Corridor in Republic. The award should be announced in June. The second one is a RAISE grant for the City of Springfield's "Ungap the Trail Map." MM will be cycled into the next grant cycle for MEGA INFRA Rural. Staff continue to look for grant opportunities and sending out a monthly grant newsletter.

The OTO's Travel Demand Model is being updated. The update is anticipated to be complete by June. Once this has been completed the FF study will be revisited.

The Board of Directors approved the Statewide Transportation Improvement Plan priorities list. Projects selected for the STIP won't be known until released for comment at the MHTC meeting in May.

Governor Parson appointed Ann Marie Baker, a representative from Southwest Missouri to the Missouri Highways and Transportation Commission.

Missouri's House funding proposal of \$727.5 million for I-44 projects in Springfield, Rolla, and Joplin will go forward to the Senate for approval.

If the projects on the agenda are recommended for approval by the Board of Directors and the Board of Directors approves them, it would leave approximately \$3.5 million for Transportation Alternative Program projects (TAP) that will be available in the July/August call for projects.

F. Legislative Report

There were no Legislative Reports.

G. MoDOT Report

Frank Miller reported staff have been working on the Unfunded Needs List. A draft STIP should be out in May.

Beth Schaller shared MoDOT will have a public meeting on the widening of US 65 in Ozark. The meeting will be May 7th from 4:30 pm – 6:00 pm at the OTC campus in Ozark.

MoDOT staff will be working on a value engineering study on the I-44 Corridor.

SMCOG is starting to schedule their Needs meetings in May and June.

H. Committee Reports and Grant Opportunities

David Knaut stated there was one Local Coordinating Board for Transit meeting where they reviewed, scored, and made recommendations to the Board of Directors for FTA 5310 funding for 6 vehicles. The Board of Directors approved the funding. They are included in a TIP Administrative Modification in the agenda today.

There were two meetings of the Bicycle and Pedestrian Advisory Committee. There was a call for projects in March, which is included in this agenda, for MoDOT/OTO Sidewalk Cost Share Program and trail and sidewalk engineering.

Debbie Parks shared the grants update. A newsletter will be sent out the first week of every month. This will include local project administration updates, open planning positions within the jurisdictions and partner agencies, and any upcoming events or training. The grants website is kept up to date with grant opportunities. The revised NOFO for the Safe Streets and Road for All was just released. The CRISI Grant applications are due May 28th.

If any jurisdictions or agencies are applying for a grant and would like a support letter from OTO, please reach out to a staff member. The discretionary grant applications usually require a certification for inclusion into the TIP.

II. New Business

A. FY 2025 Unified Planning Work Program

Debbie Parks reviewed the FY 2025 Unified Planning Work Program which included plans and programs the MPO will undertake during the fiscal year.

Frank Miller made a motion to recommend the Board of Directors approve the FY 2025 Unified Planning Work Program. Adam Humphrey seconded the motion. The motion passed.

B. MoDOT/OTO Sidewalk Cost Share Program Recommendation

Dave Knaut shared the Bicycle and Pedestrian Advisory Committee recommended the City of Springfield Sunshine Project receive \$626,000 in TAP/CRP funds.

Steve Childers made a motion to recommend the Board of Directors approve TAP/CRP funding for Springfield in the amount of \$626,000 for a cost share with MoDOT along Sunshine. Martin Gugel seconded the motion. The motion passed.

C. Trail and Sidewalk Engineering Funding Recommendation

David Knaut reviewed the 10 applications that were submitted and recommended by the Bicycle and Pedestrian Advisory Committee for trail and sidewalk engineering using TAP/CRP funding. The ten applications were:

1. Jordan Creek Greenway Trail – Mt. Vernon Street to College Street
2. South Creek Greenway Trail – Posenke Gap
3. Ward Branch Greenway Trail – National Avenue to Fremont Avenue
4. Wilson's Creek Greenway Trail – Ewing Park West to Rutledge-Wilson Park
5. Fassnacht Creek Greenway Trail – Skate Park to Fort

6. Jackson Street Connection/Chadwick Flyer Phase I
7. Kali Springs Trail Connector
8. Blue Stem – Phase I of North Ozark Greenway Trail
9. Finley River Trail – Western Expansion
10. Fassnight Creek Greenway – Glenstone to Enterprise

Jeremy Parsons made a motion to recommend the Board of Directors approve TAP/CRP funding for the ten submitted sidewalk and trail engineering projects. Jeff Roussell seconded the motion. The motion passed.

D. FY 2024-2027 TIP Amendment Four

Natasha Longpine stated there were multiple items included as part of Amendment Number Four to the FY 2024-2027 TIP Amendment.

1. *New* Jordan Creek Trail – Mount Vernon to College (EN2414)
2. *New* South Creek Greenway – Posenke (EN2415)
3. *New* Ward Branch Greenway – National to Fremont (EN2416)
4. *New* Wilson’s Creek Trail – Ewing to Rutledge-Wilson (EN2417)
5. *New* Fassnight Trail from Skate Park to Fort (EN2418)
6. *New* Chadwick Jackson Street Connector (EN2419)
7. *New* Kali Springs Trail Connector (EN2420)
8. *New* Blue Stem Phase I North Ozark Greenway (EN2421)
9. *New* Finley River Trail Western Extension (EN2422)
10. *New* Fassnight Greenway – Glenstone to Enterprise (EN2423)
11. *Revised* Downtown N. Main Street – City of Nixa (NX2301)
12. *Revised* Project Development for Route CC Capital Improvements (OK2301)
13. *New* Grant Avenue Viaduct (SP2502)
14. *New* Martin Luther King Jr. Bridge (Benton Avenue) (SP2503)

Matt Crawford made a motion to recommend the Board of Directors approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program. Mary Kromrey seconded the motion. The motion passed.

E. FY 2024-2027 TIP Administrative Modification 5

Natasha Longpine highlighted the changes included as part of Administrative Modification 5 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. Shuyler Creek Trail (EN2010)
2. Mount Vernon and Miller Sidewalks (EN2412)
3. MO 14 Roadway Improvements 6th Avenue to 14th Avenue (OK2201)
4. RT MM Road Relocation, Railroad Grade Separation, and Corridor Scoping (RP1704)
5. MO 125 Intersection Improvements in Strafford (ST2201)
6. 5310 Traditional Projects Reserve 2021-2023 (MO1729)

This was informational only. No action was required.

F. Unfunded Needs List

Sara Fields reviewed the additions to the MoDOT Unfunded Needs List, including Multimodal Unfunded Needs, recommended by the STIP Subcommittee, a subcommittee of the Technical Planning Committee.

Mary Kromrey made a motion to recommend the presented list of unfunded needs to the Board of Directors for consideration by MoDOT. Jeremy Parsons seconded the motion. The motion passed.

G. March 31, 2024 Federal Funds Balance Report and Status Update

Natasha Longpine gave a status update regarding the Federal Funds Balance Report. The OTO area must obligate \$12.3 million by September 30, 2024 or MoDOT will take funding to use on MoDOT roads.

This was informational only. No action was required. Staff are asking jurisdictions to review the report for any inaccuracies or changes in project status.

H. Safe Streets and Roads for All Update

Natasha Longpine shared staff are working with an engineering consultant to finalize the at-risk roadway features. The consultants are using Strava Metro, a community based version of Strava. The consultant is looking at where there is a lot of pedestrian and bicycle activity in relation to crashes. OTO staff have requested from each jurisdiction policies related to safety. Staff will be working on a high-injury network map and how that looks for each community. The next step will be the project development list.

This was informational only. No action was required.

I. Public Participation Plan Annual Evaluation

David Knaut presented the annual Public Participation Plan Evaluation.

This was informational only. No action was required.

J. Title VI/ADA Program Update/Limited English Proficiency Plan

David Knaut presented the Title VI/ADA Program update and reviewed the Limited English Proficiency Plan to the Committee.

Matt Crawford made a motion to recommend the Board of Directors approve the Title VI/ADA Program Update, as well as the LEP Plan. Mary Kromrey seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

Mary Kromrey shared the Ozark Greenways will be hosting Bike, Walk, and Wheel Week May 13-19. More information is available on their website.

Matt Crawford stated City Utilities Transit will be hosting an Open House/Public Meeting for potential route and fare changes that will go into effect on October 1st. It will be May 1st at the Transit Center from 7:00 am – 6:00 pm.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

Mary Kromrey made a motion to adjourn the meeting. Jeff Roussell seconded the motion. The motion passed. The meeting was adjourned at approximately 2:40 p.m.

Angela Nelson
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between April 17 and June 18, 2024.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: West Bypass at James River Freeway

City/County of concern: Springfield/Greene County

Date received: 04/21/2024

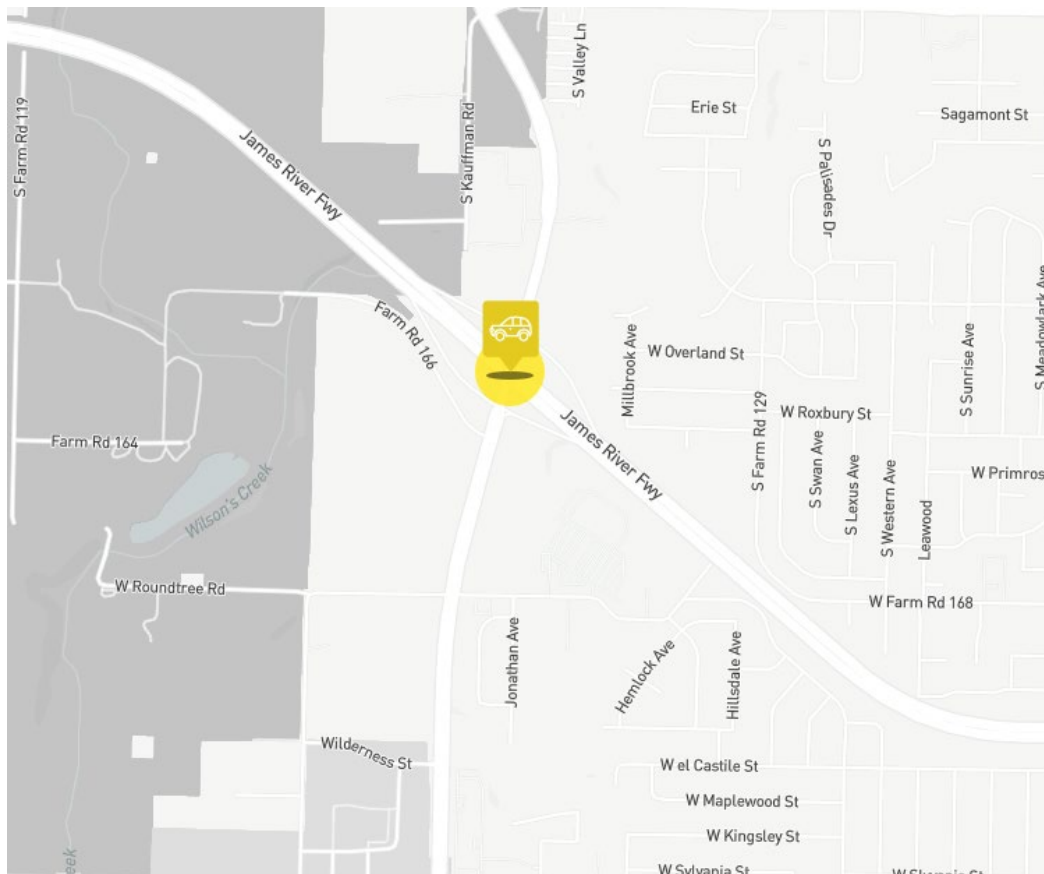
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #: N/A

Comment: The striping on the West Bypass overpass over James River Freeway is awful. They never redid it after they did the bridge maintenance/surface treatment. Particular bad for the center turn lanes. It's tough to see even during the day and good weather. And it's been like this for over a year now. Can MODOT just restripe it?????

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Sunshine and Haseltine Road

City/County of concern: Springfield/Greene County

Date received: 04/21/2024

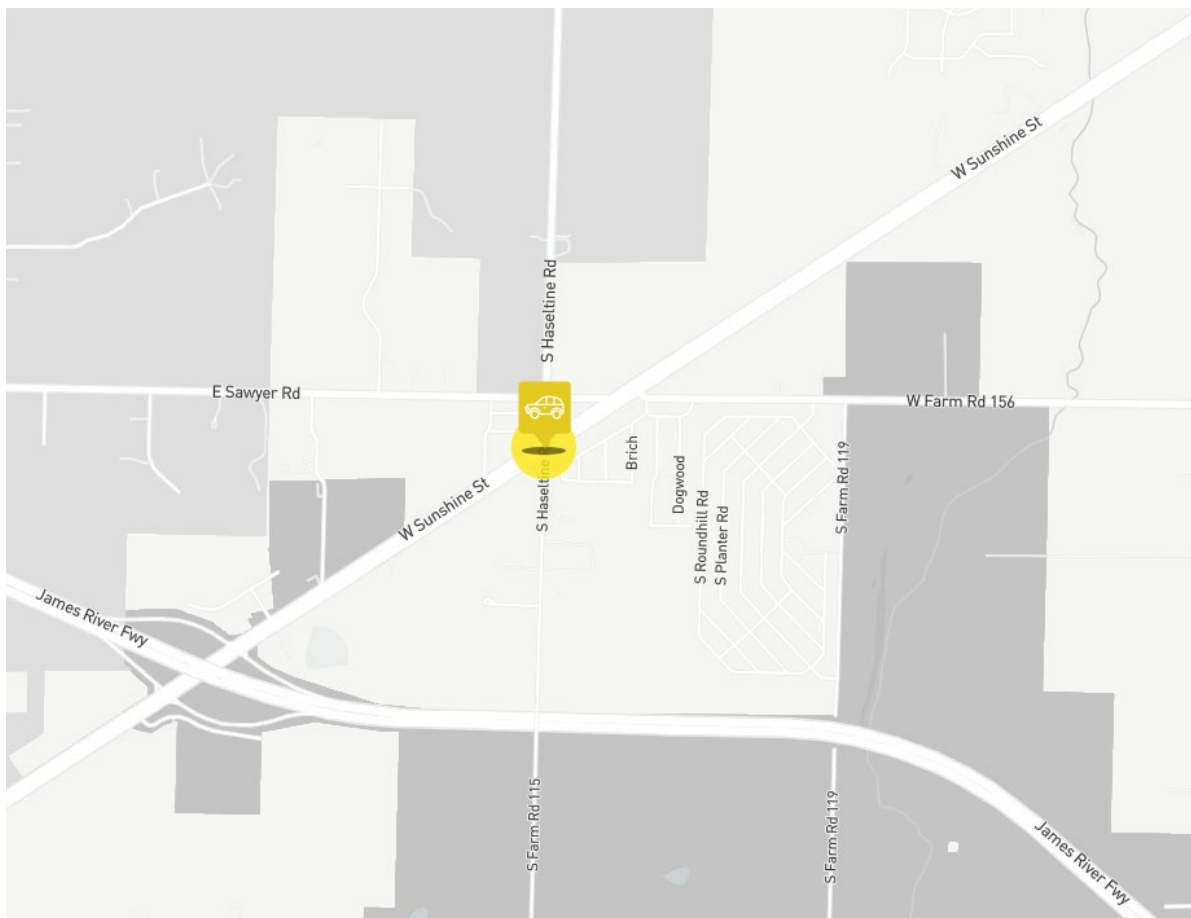
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #: N/A

Comment: There really needs to be a streetlight to make it more visible at night where the north side of Hastletine/115 intersects with Sunshine. It's really tough making the left turn from WB Sunshine to NB 115 at night, you can't even see where the road is it's so dark.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Farm Road 129 from Sunshine to University

City/County of concern: Springfield/Greene County

Date received: 04/21/2024

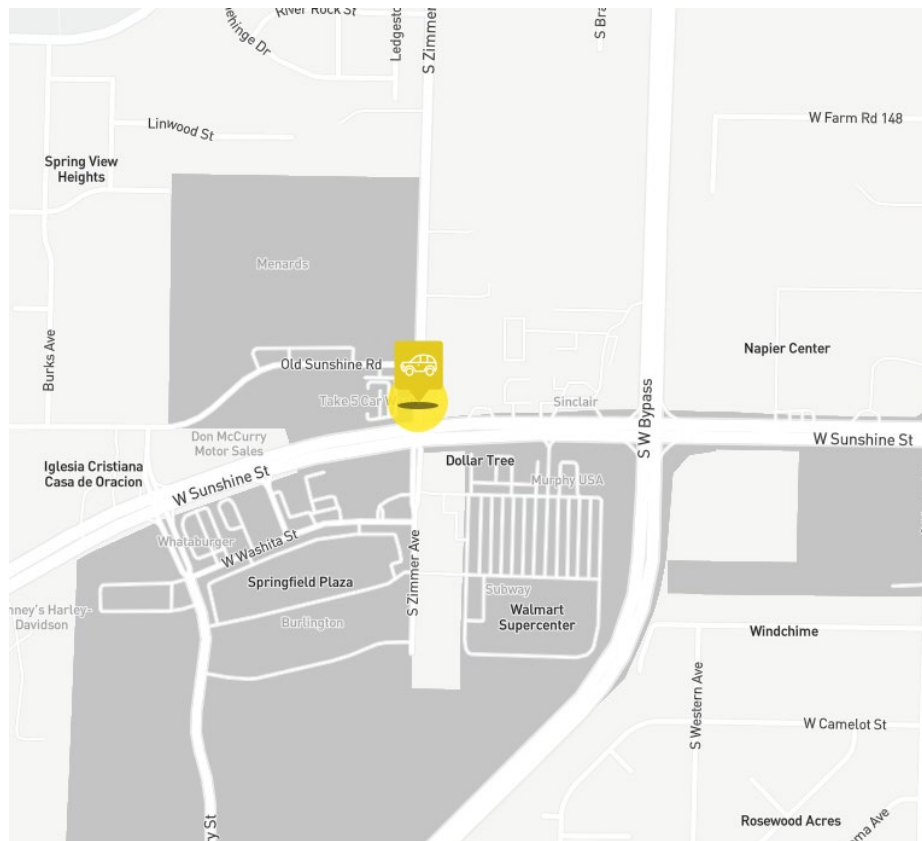
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #: N/A

Comment: The stretch of FR 129 from the intersection with Sunshine north to the intersection with University needs to be restriped. It doesn't help that the NB thru lane on FR 129 doesn't line up even remotely close going from south to north across the intersection. Some org (county?) tried to do some striping in spring, but they did a very poor job. Also, the timing of the green light going north on 129 thru the intersection is very short compared to other comparable intersections.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Wilson's Creek Boulevard Trail

City/County of concern: Republic/Greene County

Date received: 04/20/2024

Received through: Comment Email

Contact Name: Steve [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello, my name is Steve [REDACTED], and I am a writer working with the Greene County Commonwealth, a weekly publication that circulates in Republic, Willard and Ash Grove. My editor has asked me to write an article about the Wilson's Creek Boulevard Trail, and below are some questions I was hoping you could help me with:

1. Why is the OTO building the Wilson's Creek Boulevard Trail?
2. When did construction on the trail begin, and when is it expected to be completed?
3. For how many miles will the trail extend? What are its beginning and ending points?
4. Do you have a graphic of what the trail will look like when completed?
5. How will the trail be able to be used when completed? What vehicles will be allowed on it (i.e bikes, roller skates, etc.)?
6. How much will the trail cost when completed?
7. Who is the general contractor on the trail's construction?
8. Is there anything else you would like to mention?

Thank you very much,

Steve [REDACTED]

OTO Response:

Thank you for reaching out.

- 1. The OTO has a goal of connecting the region through trails and to build 45 additional miles of trail by 2045. The Coronavirus Response and Relief Supplemental Appropriations Act provided funds to the region that needed to be used quickly and trails were a perfect fit. The OTO Board chose to fund three trail projects with the funds, one was the Wilson's Creek Boulevard Trail. Ozark Greenways agreed to provide local match funding to the project. The Wilson's Creek Boulevard Trail is along Route ZZ, a facility owned by MoDOT and the roundabout at the entrance the Wilson's Creek National Battlefield on ZZ was already planned and funded. MoDOT agreed to oversee the trail construction along with roundabout project. Mr. Brad Gripka is serving as the project manager for MoDOT, and we are thrilled for his help. The City of Republic has agreed to maintain the trail once completed.**
- 2. Construction began in November 2023, and we are hopeful will be completed by the end of June.**
- 3. The trail will begin at the entrance to the Wilson's Creek National Battlefield and continue to the intersection of Route M and will be about 1.5 miles in length.**
- 4. We do not have a graphic, but it will be 10 feet wide and made of concrete. I could have a map made if you're interested.**
- 5. The trail is available for walking, running, and bicycling. We only prohibit motorized vehicles.**
- 6. The trail will cost approximately \$1.4 million.**
- 7. Radmacher Brothers is the general contractor.**
- 8. The Wilson's Creek Boulevard Trail is an extraordinary story of collaboration. The Ozarks Transportation Organization, Ozark Greenways, City of Republic, Wilson's Creek National Battlefield, Republic School District, and MODOT have all played a part in the success. All of the partners agreed to provide funding and donate property or services to make this trail a reality. Eventually, we hope to connect The City of Republic to Springfield via the Wilson's Creek Greenway trail. The Region's vision is to connect historical sites, schools, parks, neighborhoods, and businesses.**

Let us know if you have any more questions.



PUBLIC COMMENT



Area of concern: Daytime Population Due to Commuters

City/County of concern: N/A

Date received: 04/16/2024

Received through: Comment Email

Contact Name: Raylene [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Would you happen to have information about how Springfield's population increases during the day due to commuters? As a commercial property appraisal company, we include facts about the region and Springfield in our reports, and the daytime population of Springfield is one of those facts we've had in the past. Sadly, we're now having a hard time finding a source that includes the dwelling or regular population of Springfield, the daytime population due to commuters, AND the year/time frame those population numbers come from. SpringfieldRegion.com has a daytime population statement but does not cite the year/date for the numbers quoted., and I'm pretty sure it's old because the current population estimate from the US Census Bureau is clearly higher. Will greatly appreciate any help you can provide regarding this topic!

Thank you, Raylene [REDACTED]

UPDATED OTO Response:

Our GIS Analyst stated that the 2023 total daytime population for Springfield was 257,561 per ESRI Business Analyst Demographics. I hope this information helps.

Have a wonderful week!



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 05/09/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
4 days ago · 🌐

Bicylists,
These pavement cuts are induction loops. They inform the traffic signal that a car is waiting. Chances are, your bike has enough metal on it to be detected too! Place your bike in the center of the loop and you may trigger a green light...



SGF Yields
May 5, 2023 · 🌐

May is Bike Month!

Did you know that bikes can often trigger a green traffic signal?

Where neighborhood streets meet busier streets, there are often saw cuts in the pavement. These "detection loops" let the traffic signal know that a car is waiting for a green light. There are many different types of devices that detect cross traffic, and this particular one detects metal of a stopped car which triggers the green light. Often a bicyclist can be detected as well, if his or her bike has enough metal in it.

Try it out by placing the front wheel right on the center of the loops!

Facebook Comments

Carolyn McGhee
The more we get the less we'll have to use pedestrian signals...where they even exist. Got to be careful when using map software to plan routes, they don't seem to know anything about speed limits or traffic levels and may end up getting you stuck somewhere that has no way to get across.

4d Like Reply Send message Hide



PUBLIC COMMENT



Area of concern: Daytime Population Due to Commuters - 2022

City/County of concern: N/A

Date received: 05/06/2024

Received through: Comment Email

Contact Name: Raylene [REDACTED]

Contact Email/Ph #: nationalvaluation4005@gmail.com

Comment:

Hello, again!

I'm hoping someone can tell me what the daytime population for Springfield was for 2022. Since the US Census Bureau only has their 2022 resident population estimate published, I need to compare numbers for the same year--2022. Looking forward to your reply!

Thanks in advance!

OTO Response:

Hello Raylene. The Business Analyst extension in our mapping software doesn't let us estimate daytime population for prior years. Unfortunately, we don't have that information as part of our usual workflows.

Thank you and have a great day,



PUBLIC COMMENT



Area of concern: EV Chargers

City/County of concern: OTO MPO Area

Date received: 05/14/2024

Received through: Comment Email

Contact Name: Chris [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hi, my name is Chris [REDACTED]. I am a reporter with KSMU News / Ozarks Public Radio. I was covering Nixa's council meeting this week and they talked about moving forward on the federally funded EV Charger project that OTO will be managing. They mentioned 7 communities that will be getting chargers. I think Nixa will get chargers at 3 locations.

I looked through OTO's website and saw these number: 60 Charging Ports in 2024 at \$937,500

I wanted to put together a quick story with info. about where these charging ports will be going, and if possible any sort of time line. I wondered if I could get that information. At least the cities if not individual locations. Also, Nixa said they'll be getting level 2 chargers. I wondered if that is what they will all be?

Thanks!

OTO Response:

We have five communities/agencies who are working to install Level 2 chargers later this year, including Nixa. They were awarded Carbon Reduction Program funding from the Ozarks Transportation Organization for these projects. All chargers awarded for these projects will be Level 2. The 60 charging ports for \$937,500 are a more general entry in our long range transportation plan, estimating the number of chargers we could construct if we awarded all set aside funding - we ensure all projects which receive funding through OTO appear in our

L RTP. We had set aside \$750,000 in federal funding for our last call for projects, and received an estimated amount of \$514,721 in federal funding requests. There is an 80/20 federal/local share required for these funds. As for the additional chargers "available" through the long range plan, we have yet to initiate another call for projects - we are waiting to work through this first set of charger awards before doing another call.

I hope this answers your questions. Please let us know if you have any more.

Additional Question:

This is great, thank you! Can I ask who are the other agencies that were awarded these grants, besides Nixa?

OTO Response:

Christian County, Greene County, Missouri State University, and the Springfield-Branson National Airport



PUBLIC COMMENT



Area of concern: Trails

City/County of concern: OTO MPO Area

Date received: 05/20/2024

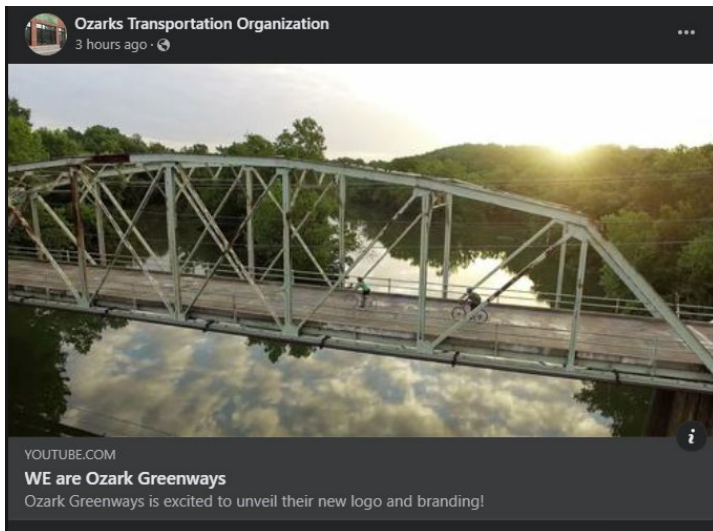
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments



Carolyn McGhee

More trails, more outdoor access...it's helpful in more ways than we recognize. It's good for physical, mental, and emotional health. It helps us get rid of the stress built up by engaging in our fast-paced world. Contrary to popular belief, taking time to slow down actually helps increase productivity and will do whatever the task is better vs if you were stuck in a rush mindset.

1h [Like](#) [Reply](#) [Send message](#) [Hide](#)





PUBLIC COMMENT



Area of concern: J-Turns and Runners/Cyclists

City/County of concern: OTO MPO Area

Date received: 05/20/2024

Received through: Comment Email

Contact Name: John [REDACTED]

Contact Email/Ph #: [REDACTED]
[REDACTED]

Comment:

Why does MoDot not plan for runners and cyclists when planning J Turns. This backwards thinking does not take into consideration the large number of runners and cyclists that like to enjoy the rural Missouri backroads. J Turns are extremely unsafe for those of use that like to get out and enjoy the outdoors. J Turns are extremely dangerous to cross for runners and cyclists.

The states of Iowa and Arkansas have greenway paths that blend well with the roads thru the use of bollards. The Arkansas Big Dam Bridge is a good example. The closing of FR 194 is just another example of poor planning. These are very popular routes that a large number of athletes use. Planning a safe haven in the middle should be in the early planning.

Others include Hwy 160 & FR 123 Hwy 13 & Hwy O Hwy 13 & WW

The crossing at Hwy 60 & Chicory is better to cross but to have to hop the curb. But none of these provide the runners and cyclists a safe haven for crossing.

Big Dam Bridge | Little Rock, AR

High Trestle Trail | Bike Trail | Travel Iowa

Please feel free to contact me I am an active member of Springbike Bike club and I sit on the board. I run the TandemOftheOzarks tandem Bike Club here in Springfield. With poor planning it is becoming harder to enjoy the rural roads of the Ozarks.

John [REDACTED]

OTO Response:

Thank you for your comments. Public input is vital to the planning process. This information will be forwarded to MoDOT and shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out!



PUBLIC COMMENT



Area of concern: Kearney Corridor Resurfacing/Pedestrian Improvement Project

City/County of concern: Springfield/Greene County

Date received: 05/30/2024

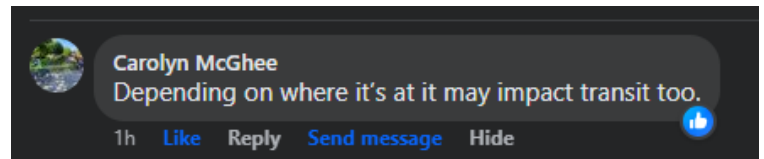
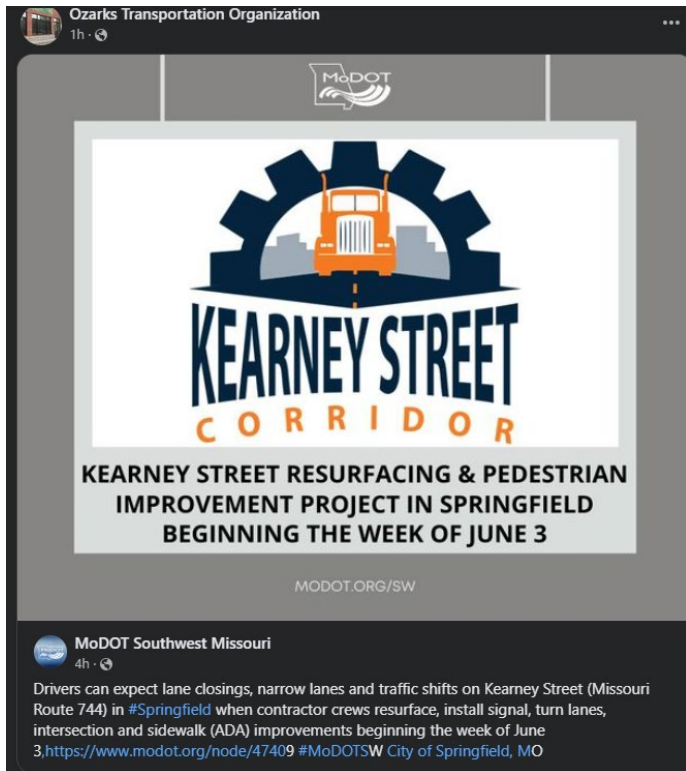
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Re-Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Ozark Greenways OG Trailblazer Challenge

City/County of concern: OTO MPO Area

Date received: 05/29/2024

Received through: Facebook

Contact Name: Carolyn McGhee

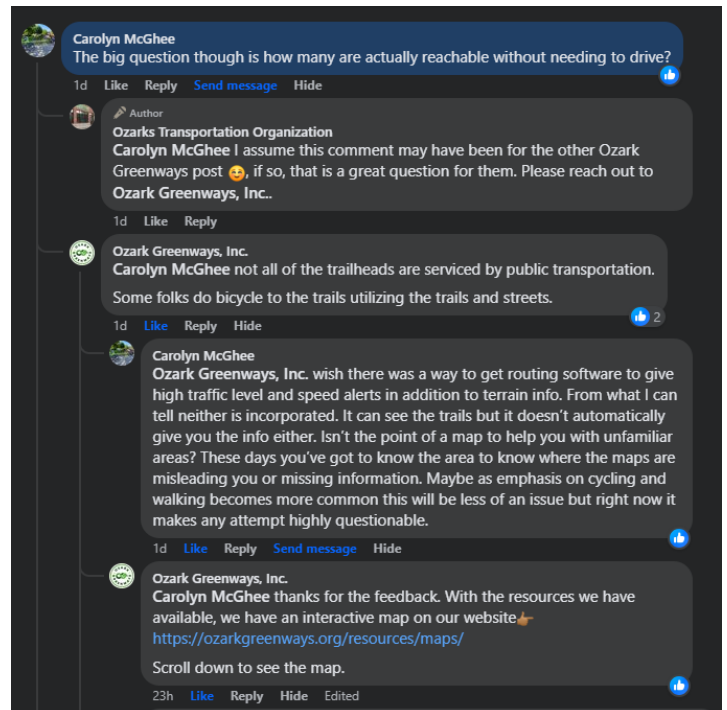
Contact Email/Ph #: not available

OTO's Re-Posting

This is the post she references in her comment



Facebook Comments





PUBLIC COMMENT



Area of concern: Highway 160 and Croley Boulevard

City/County of concern: Nixa/Christian County

Date received: 06/18/2024

Received through: Comment Email

Contact Name: Wade [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Croley boulevard needs a turn lane how many times I will see you in rear end accidents here

OTO Response:

Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors as well as MoDOT and the City of Nixa.

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM I.I.

Federal Funds Obligation Status – June 2024

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

THE OTO AREA MUST OBLIGATE ANOTHER \$8.7 MILLION BY SEPTEMBER 30, 2024 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$9.75 million by September 30, 2024.

Staff has developed a status report which documents Federal Fiscal Year obligations to date, as well as the amount that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

Federal Funds Balance Report

FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,481,073.00
FY 2024 Obligations/Deobligations	All Funds	(2,832,393.07)
Balance as of 6/13/2024	All Funds	12,092,996.03
Pending Obligations/Deobligations		0.00
Pending Balance		12,092,996.03

List of FY 2024 Obligations/Deobligations

0652099 Chestnut RR Utilities	STBG-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STBG-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STBG-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STBG-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5905811 TMC Staff 2023	STBG-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STBG-Urban	18,939.37
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
5909802 KS Extension	STBG-Urban	2,138,827.85
5909802 KS Extension	STBG-Urban	41,040.72
5909802 KS Extension	STBG-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)
9901858 Strafford East SW	TAP	(20,782.65)
9901859 Battlefield ToT Extension	TAP	(38,132.61)
9901831 N. Main Street	STBG-Urban	(113,524.01)
S605047 Battlefield Weaver Scoping	STBG-Urban	(80,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(14,415.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)
5901828 Sherman Parkway Link	CRP	(58,722.86)
9901862 Chadwick Phase V	CRP	(42,705.30)
S601061 FR 103/Repmo Roundabout	STBG-Urban	13,962.87
5901830 South Ck Fremont/Glenstone	CRP	(96,641.00)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(124,798.92)
5900851 Pavement Resurfacing	Springfield	(3,548,353.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	200,994.41

Amount subtracted from balance **(2,832,393.07)**

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	(2,832,393.07)
110% Goal Obligations Remaining	All Funds	8,696,787.23
Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds		3,396,208.80

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	(2,832,393.07)
120% Goal Obligations Remaining	All Funds	9,744,894.53
Max Balance on 9/30/24 to Achieve MoDOT's Mandated Goal		2,348,101.50

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING OBLIGATIONS			
PLANNED CRITICAL OBLIGATIONS			
S605047 Weaver Road Improvements	Battlefield	(61,082.00)	(61,082.00)
9901831 N. Main Street	Nixa	(1,737,352.24)	(1,798,434.24)
OT1901-19A5 (UPWP FY 2025)	OTO	(255,256.00)	(2,053,690.24)
OT2402 EV Chargers	OTO	(514,721.00)	(2,568,411.24)
9901851 Chadwick Flyer Spur to OHS	Ozark	(229,369.00)	(2,797,780.24)
9901849 Chadwick Flyer Overpass	Ozark	(1,586,640.57)	(4,384,420.81)
9901862 Chadwick Phase V	Ozark	(578,800.00)	(4,963,220.81)
CC Cost Share	Ozark/MoDOT	(447,588.00)	(5,410,808.81)
6900813 Shuyler Creek Trail	Republic	(1,688,193.77)	(7,099,002.58)
5901824 TMC Signal Replacements	Springfield	(1,070,770.00)	(8,169,772.58)
MO2502 FY 2025 TMC Staff	Springfield	(480,000.00)	(8,649,772.58)
I-44 STBG-U	Springfield	(1,628,207.00)	(10,277,979.58)
I-44 TAP	MoDOT	(302,006.00)	(10,579,985.58)
TAP/CRP Engineering	OTO	(1,283,890.00)	(11,863,875.58)
WI2301 Jackson Street Resurfacing	Willard	(342,897.40)	(12,206,772.98)
<i>Total Critical Obligations</i>			(12,206,772.98)

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	8,696,787.23
Critical Obligations	All Funds	(12,206,772.98)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Minimum		(3,088,740.88)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	9,744,894.53
Critical Obligations	All Funds	(12,206,772.98)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Goal		(2,040,633.58)

At-Risk Projects

Projects Programmed for FY 2024 Anticipated to be Delayed to FY 2025

Name	Responsible Agency	Programmed	TOTAL
5900852 ADA Improvements	Springfield	(1,165,000.00)	(1,165,000.00)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(3,165,000.00)
5901831 Grand Street Design	Springfield	(240,000.00)	(3,405,000.00)
9901838 N. Old Orchard	Strafford	(481,362.00)	(3,886,362.00)
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	(4,269,522.00)
9901867 Lost Hill Park Bridge	Greene County Park Board	(10,400.00)	(4,279,922.00)
9901852 Garrison Springs	Ozark	(440,000.00)	(4,719,922.00)
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	(4,915,928.00)
<i>Total FY 2024 At-Risk Projects</i>			(4,915,928.00)

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	\$185,000.00	185,000.00
00FY823 OTO Operations/Planning	OTO	\$62,359.47	247,359.47
0141028 14-Fort to Ridgecrest	MoDOT	\$18.18	247,377.65
0141029 Jackson and NN	MoDOT	\$23,546.49	270,924.14
1602076 Kearney/West Bypass	MoDOT	\$26,449.00	297,373.14
7441012 Kearney/Packer	MoDOT	\$69,522.96	366,896.10
9901827 ChadwickFlyr Jackson/Clay	Ozark	\$54,348.77	421,244.87
<i>Total Near-Term Potential Deobligations</i>			421,244.87

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM II.A.

Administrative Modification 6 to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple changes included as part of Administrative Modification 6 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. FY 2023 Operating Assistance – Fixed Route (CU2300)
Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
Programmed amount updated to reflect additional FTA 5307 allocation available for FY 2023.
2. I-44 Pavement Improvements (GR2302)
Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP
Project delayed from FY 2024 to FY 2025.
3. Sunshine Street ADA Improvements (SP1413)
Minor changes to funding sources between federal funding categories or between state and local sources
FY 2025 funding updated to reflect award of TAP funds, along with local match, for a portion of the sidewalk improvements.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

6 June 2024

Mr. Ezekiel Hall
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Six to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on June 6, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



CU2300-24AM6 - FY 2023 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision 24AM6	Section Transit	Project Type Transit Operations	Lead Agency City Utilities
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$7,901,770
MoDoT ID -	Federal ID -	Project From N/A	Project To N/A

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Operating assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	\$2,550,992	-	-	-	-	\$2,550,992
Operations	Local	-	\$5,307,278	-	-	-	-	\$5,307,278
Operations	MoDOT	-	\$43,500	-	-	-	-	\$43,500
Total Operations		-	\$7,901,770	-	-	-	-	\$7,901,770
Total Programmed		-	\$7,901,770	-	-	-	-	\$7,901,770

CURRENT CHANGE
REASON

Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)

PROJECT CHANGES

ID changed from "CU2300-20" to "CU2300-24AM6"
Plan Revision Name changed from "24Adopted" to "24AM6"

FUNDING CHANGES

5307-Operating (FTA)
+ Increase funds in FY 2024 in OPER from \$0 to \$35,586
Local
+ Increase funds in FY 2024 in OPER from \$0 to \$35,586

FEDERAL PROJECT COST

Increased from \$2,515,406 to \$2,550,992 (1.41%)

TOTAL PROJECT COST

Increased from \$7,830,598 to \$7,901,770 (0.91%)

GR2302-24AM6 - I-44 PAVEMENT IMPROVEMENTS

Plan Revision 24AM6	Section Sponsored by MoDOT	Project Type Asset Management - Pavement	Lead Agency MoDOT
County Greene County	Municipality Unincorporated Greene County	Status Programmed	Total Cost \$9,658,000
MoDOT ID JSU0146	Federal ID 0442346	Project From 0.7 mi east of Rte. 125	Project To 2.1 miles east of Rte. 125

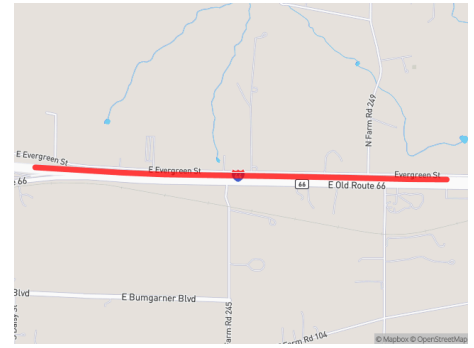
Project Considerations
Environmental Justice Area

Project Description
Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$28,000	\$35,400	\$127,200	-	-	-	\$190,600
Engineering	NHPP (FHWA)	\$112,000	\$141,600	\$508,800	-	-	-	\$762,400
Total Engineering		\$140,000	\$177,000	\$636,000	-	-	-	\$953,000
Construction	NHPP (FHWA)	-	-	\$6,964,000	-	-	-	\$6,964,000
Construction	MoDOT	-	-	\$1,741,000	-	-	-	\$1,741,000
Total Construction		-	-	\$8,705,000	-	-	-	\$8,705,000
Total Prior Costs		\$140,000	-	-	-	-	-	\$140,000
Total Programmed		\$140,000	\$177,000	\$9,341,000	-	-	-	\$9,658,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Technical corrections
PROJECT CHANGES	ID changed from "GR2302-24A2" to "GR2302-24AM6" Plan Revision Name changed from "24A2" to "24AM6"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$182,360 to \$35,400 - Decrease funds in FY 2024 in CON from \$1,741,000 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$127,200 + Increase funds in FY 2025 in CON from \$0 to \$1,741,000 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ENG from \$11,200 to \$112,000 - Decrease funds in FY 2024 in ENG from \$729,440 to \$141,600 - Decrease funds in FY 2024 in CON from \$6,964,000 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$508,800 + Increase funds in FY 2025 in CON from \$0 to \$6,964,000
FEDERAL PROJECT COST	Increased from \$7,704,640 to \$7,726,400 (0.28%)
TOTAL PROJECT COST	Increased from \$9,656,000 to \$9,658,000 (0.02%)



SP1413-24AM6 - SUNSHINE STREET ADA IMPROVEMENTS

Plan Revision 24AM6	Section Sponsored by MoDOT	Project Type Bicycle and Pedestrian	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$4,184,000
MoDOT ID J8S3153	Federal ID 0652084, S603067	Project From Glenstone Avenue (Bus. 65)	Project To Blackman Road

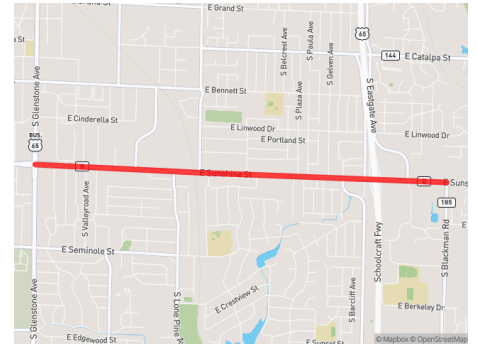
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority, Advance
Construction

Project Description
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$248,000	\$431,200	\$552,800	-	-	-	\$1,232,000
Engineering	MoDOT	\$70,000	\$107,800	\$138,200	-	-	-	\$316,000
Engineering	STBG (FHWA)	\$32,000	-	-	-	-	-	\$32,000
Total Engineering		\$350,000	\$539,000	\$691,000	-	-	-	\$1,580,000
ROW	MoDOT	-	\$10,600	-	-	-	-	\$10,600
ROW	MoDOT-AC	-	\$42,400	-	-	-	-	\$42,400
Total ROW		-	\$53,000	-	-	-	-	\$53,000
Construction	Local	-	-	\$156,500	-	-	-	\$156,500
Construction	TAP (FHWA)	-	-	\$626,000	-	-	-	\$626,000
Construction	MoDOT	-	-	\$303,300	-	-	-	\$303,300
Construction	MoDOT-AC	-	-	\$1,213,200	-	-	-	\$1,213,200
Construction	STAP (FHWA)	-	-	\$252,000	-	-	-	\$252,000
Total Construction		-	-	\$2,551,000	-	-	-	\$2,551,000
Total Prior Costs		\$350,000	-	-	-	-	-	\$350,000
Total Programmed		\$350,000	\$592,000	\$3,242,000	-	-	-	\$4,184,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	ID changed from "SP1413-19" to "SP1413-24AM6" Plan Revision Name changed from "24Adopted" to "24AM6"
FUNDING CHANGES	<p>Local</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$156,500</p> <p>MoDOT</p> <p>- Decrease funds in FY 2025 in CON from \$459,800 to \$303,300</p> <p>MoDOT-AC</p> <p>- Decrease funds in FY 2025 in CON from \$1,839,200 to \$1,213,200</p> <p>TAP (FHWA)</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$626,000</p>
FEDERAL PROJECT COST	Increased from \$284,000 to \$910,000 (220.42%)
TOTAL PROJECT COST	Stays the same \$4,184,000



FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$2,502,501	\$2,220,101	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$23,732,500	\$45,890,807	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$0	\$0	\$0
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$31,217,648	\$11,973,069	\$2,368,226	\$761,419
TAP (FHWA)	\$4,375,645	\$3,038,373	\$302,006	\$134,836
Federal Subtotal	\$80,760,066	\$84,886,850	\$49,193,119	\$42,694,055
STATE				
MoDOT	\$15,968,951	\$21,531,310	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$21,469,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$41,481,239	\$48,653,650	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$18,167,441	\$4,771,023	\$1,663,052	\$258,773
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,554,451	\$4,771,023	\$1,663,052	\$258,773
Total	\$144,795,756	\$138,311,523	\$66,524,393	\$67,467,093

Pending

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,554,451	\$4,771,023	\$1,663,052	\$258,773	\$29,247,299
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,508,943	\$146,557,709	\$82,434,567	\$83,147,998	\$471,435,305
Carryover		\$40,786,088	\$14,499,274	\$22,745,460	\$38,655,635	--
Programmed State and Federal Funding		(\$144,795,756)	(\$138,311,523)	(\$66,524,393)	(\$67,467,093)	(\$417,098,765)
TOTAL REMAINING	\$40,786,088	\$14,499,274	\$22,745,460	\$38,655,635	\$54,336,539	\$54,336,539

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 4,605,375	\$ 863,053	\$ 845,868	\$ 5,580,362	\$ 43,500	\$ 11,938,158
FY 2024						
Funds Anticipated	\$ 3,576,693	\$ 444,515	\$ 283,357	\$ 8,317,242	\$ 43,500	\$12,665,307
Funds Programmed	(\$8,182,068)	(\$1,252,070)	(\$720,000)	(\$13,897,604)	(\$87,000)	(\$24,138,742)
Running Balance	\$0	\$55,498	\$409,225	\$0	\$0	\$464,723
FY 2025						
Funds Anticipated	\$ 3,611,929	\$ 453,405	\$ 289,024	\$ 8,271,524	\$ 43,500	\$12,669,382
Funds Programmed	(\$3,541,107)	(\$277,081)	(\$982,930)	(\$8,271,524)	(\$43,500)	(\$13,116,142)
Running Balance	\$70,822	\$231,822	-\$284,681	\$0	\$0	\$17,963
FY 2026						
Funds Anticipated	\$ 3,684,168	\$ 462,473	\$ 294,805	\$ 8,135,121	\$ 43,500	\$12,620,067
Funds Programmed	(\$3,541,107)	(\$735,623)	\$0	(\$8,135,121)	(\$43,500)	(\$12,455,351)
Running Balance	\$213,883	-\$41,328	\$10,124	\$0	\$0	\$182,679
FY 2027						
Funds Anticipated	\$ 3,757,851	\$ 471,722	\$ 3,000,701	\$ 7,958,281	\$ 43,500	\$15,232,055
Funds Programmed	(\$3,541,108)	\$0	\$0	(\$7,958,281)	(\$43,500)	(\$11,542,889)
Running Balance	\$430,626	\$430,394	\$3,010,825	\$0	\$0	\$3,871,845

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 06/26/2024; ITEM II.B.

TAP Project Schedule Extensions

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Cities of Ozark and Springfield have requested to extend the schedules of the Garrison Springs Trail project (OK2303-23AM4) and Grand Street Trail project (SP2314-24A1), which were awarded TAP/CRP funds in January 2023. These would be one-time extensions, per OTO's Reasonable Progress Policy.

The Garrison Springs Trail project is not on OTO's list of Critical Obligations for Federal Fiscal Year 2024. The City of Ozark has proposed the following schedule:

Phase	Current Schedule	Proposed Schedule
1. Award Notification post TIP Amendment	January 2023	<i>Completed</i>
2. Programming Data Form	March 2023	<i>Completed</i>
3. Engineering Services Contract Approval	August 2023	<i>Completed</i>
4. Preliminary & Right-of-Way Plans Submittal	December 2023	<i>Completed</i>
5. Plans, Specifications, & Estimate Submittal	April 2024	August 2024
6. Plans, Specifications & Estimate Approval	May 2024	September 2024
7. Construction Contract Award	July 2024	November 2024

The Grand Street Trail project is not on OTO's list of Critical Obligations for Federal Fiscal Year 2024. The City of Springfield has proposed the following schedule:

Phase	Current Schedule	Proposed Schedule
1. Award Notification post TIP Amendment	January 2023	<i>Completed</i>
2. Programming Data Form	March 2023	<i>Completed</i>
3. Engineering Services Contract Approval	February 2024	August 2024
4. Preliminary & Right-of-Way Plans Submittal	August 2024	May 2025
5. Plans, Specifications, & Estimate Submittal	December 2024	August 2025

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend that the Board of Directors approve the revised schedule for the Garrison Springs Trail and Grand Street Trail projects."

OR

"Move to recommend the following..."



PLANNING AND DEVELOPMENT DEPARTMENT
CITY OF OZARK, MO
205 N. 1ST STREET
OZARK, MISSOURI 65721

June 10, 2024

OTO Board of Directors
Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

RE: Extension Request Garrison Springs Trail TAP-9901 (852) Ozark, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated June 20, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

The City of Ozark is requesting a time extension due to project delays caused by the following reasons:

The original project manager's unauthorized easement acquisition.
The original project manager being released from his position with the City of Ozark.
Turnover of two other city staff members that were initially involved with this project.

The City of Ozark requests a four month time extension for Plans, Specifications, & Estimate (PS&E) Submittal. The requested project schedule is below.

Plans, Specifications, & Estimate (PS&E) Submittal – August 2024
Plans, Specifications, & Estimate (PS&E) Approval – September 2024
Construction Contract Award – November 2024

Note that right-of-way plans were submitted on March 22, 2024 and resubmitted on June 5, 2024. The RER through MoDOT is nearing completion. Plans, specifications, and estimate are nearing completion as well and will be resubmitted prior than the proposed August 2024 deadline. It shall also be noted that clearing and therefore construction cannot be started until November 1st per the RER review.

Again, thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-581-2407 or crsmith@ozarkmissouri.org.

Respectfully,

A handwritten signature in black ink, appearing to read "CRS", written over the word "Respectfully,".

Cameron R. Smith, PLA
Community Development Director



OTZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

June 6, 2024

Cameron Smith
City of Ozark
205 N. 1st St
Ozark MO 65721

RE: Garrison Springs Trail – TAP 9901(852)

OTO has been diligently working to spend federal funds according to MoDOT's requirements. In order to avoid lapsing funds, we are actively monitoring for reasonable progress on all projects. Project timelines are outlined in the project application, reasonable progress policy and the MoDOT program agreement.

We regret to inform you OTO has determined that the City of Ozark has made insufficient progress on the Garrison Springs Trail project. This is the first violation letter advising you of the missed deadline.

The City of Ozark has missed the following deadlines:

Plans, Specifications & Estimate Submittal by April 30, 2024

Plans, Specifications & Estimate Approval by May 31, 2024

It is OTO's goal to obligate all funding as soon as possible, so please continue to work diligently to get the project back on schedule. I have attached the required timeline for your reference.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

If an extension is not approved and the project schedule continues to not be met, funding will be removed from the project on September 30, 2024.

Please let us know if you have any questions or need assistance with moving your project forward.

Sincerely,

Jennifer Thomas, P.E.

CC: Garrett Evans, MoDOT

City of Ozark
Garrison Springs Trail Project Schedule

Phase	Projected Schedule
1. Award Notification post TIP Amendment	January 2023
2. Programming Data Form	March 2023
3. Engineering Services Contract Approval	August 2023
4. Preliminary & Right-of-Way Plans Submittal	December 2023
5. Plans, Specifications, & Estimate Submittal	April 2024
6. Plans, Specifications & Estimate Approval	May 2024
7. Construction Contract Award	July 2024



June 18, 2024

OTO Board of Directors
Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

RE: Extension Request Grand Street Trail CRP-5901(831) Springfield, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated October 20, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

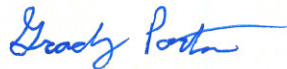
The City of Springfield is requesting a one-time extension due to project delays caused by consultant negotiations. The project was estimated at \$300,000 however after posting the RFQ our selected consultant submitted a fee estimate of \$1.53 million. We have worked with CFS to better define what is expected on this project and are back on track for completion, however based on their provided project schedule we will not be complete with the Plans, Specifications, & Estimate (PS&E) until August of 2025.

The City of Springfield requests an eight-month time extension for PS&E submittal. The requested project schedule is below.

PS&E Submittal – August 2025
PS&E Approval – September 2025

Again, thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-864-1858 or grady.porter@springfieldmo.gov.

Respectfully,



Grady Porter, PE



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

June 6, 2024

Grady Porter
Springfield Public Works
840 N. Boonville
Springfield MO 65802

RE: Grand Street – CRP 5901(831)

OTO has been diligently working to spend federal funds according to MoDOT's requirements. In order to avoid lapsing funds, we are actively monitoring for reasonable progress on all projects. Project timelines are outlined in the project application, reasonable progress policy and the MoDOT program agreement.

We regret to inform you OTO has determined that the City of Springfield has made insufficient progress on the Grand Street Trail project. This is the first violation letter advising you of the missed deadline.

The City of Springfield has missed the following deadline:

Engineering Services Contract Approval by February 28, 2024

It is OTO's goal to obligate all funding as soon as possible, so please continue to work diligently to get the project back on schedule. I have attached the required timeline for your reference.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

If an extension is not approved and the project schedule continues to not be met, funding will be removed from the project on September 30, 2024.

Please let us know if you have any questions or need assistance with moving your project forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jennifer Thomas'.

Jennifer Thomas, P.E.

CC: Garrett Evans, MoDOT

City of Springfield
Grand Street Trail Project Schedule

Phase	Projected Schedule
1. Award Notification post TIP Amendment	October 2023
2. Programming Data Form	November 2023
3. Engineering Services Contract Approval	February 2024
4. Preliminary & Right-of-Way Plans Submittal	August 2024
5. Plans, Specifications, & Estimate Submittal	December 2024



TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM II.C.

Destination 2045 Amendments Number 4, 5, and 6

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

These amendments are proposed separately, as the two major thoroughfare amendments will be adopted concurrently by the relevant jurisdictions and any OTO approval will be contingent upon those eventual approvals, meaning they may be approved on different schedules.

Amendment 4

Updated Projects

One project in the draft FY 2025-2028 Transportation Improvement Program is not on the Constrained Project List in *Destination 2045*, so two projects have been moved from the Unconstrained to Constrained list:

- 173 – Route 125/OO Intersection Improvements
- 174 – Route OO Capacity Improvements

Several estimates have also been updated to reflect the work programmed in the FY 2025-2028 TIP:

- 5 – I-44 Capacity Improvements from Kansas Expressway to Glenstone Avenue > updated Time Band to 2025 and Cost to \$51,716,260
- 126 – Kansas Expressway Capital Improvements Phases I, II, and III from Norton Road to Kearney, including the I-44 Interchange > updated cost to \$57,224,000.

Updated Funding

Additional funding has been made available for I-44 and the 2025 funding projects have been updated to reflect the amount of funding for 2025 shown in the FY 2025-2028 TIP. Suballocated funding estimates for STBG-U, TAP, and CRP have also been updated in the LRTP revenue projection tables.

Amendment 5 – Major Thoroughfare Plan for Springfield/Greene County

A request has been made to update the Major Thoroughfare Plan near Haseltine/Farm Road 115 and Chestnut Expressway, in relation to property owned by Springfield Underground. A portion of the proposed principal arterial has been removed, the roadway realigned with existing access, and the functional classification changed to collector, as seen on the included map. The City of Springfield and Greene County will concurrently update their plans with the OTO approval process.

Amendment 6 – Major Thoroughfare Plan for Ozark

A request has been made to update the Major Thoroughfare Plan in Ozark for the connection between Jackson and Selmore along 17th Street. This is currently a principal arterial in the OTO MTP, while Ozark has the existing portion of 17th as a secondary, with the proposed sections as primary. The proposal is to classify the entire corridor as a secondary arterial. Ozark will concurrently update their plan along side the OTO process.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the Board of Directors approve Amendments Four, Five, and Six to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendments Four, Five, and Six to *Destination 2045* with the following changes...”

Destination 2045

Amendment 4

Revenue Estimates through 2045

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

93: Non-Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
MoDOT Directed Revenue	\$59,027,891	\$76,779,044	\$66,592,385	\$165,730,000	\$58,312,000
Cost Share Projected Revenue	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$7,274,284	\$7,882,538	\$7,930,989	\$8,089,609	\$8,251,401
Suballocated TAP/CRP	\$2,312,656	\$2,312,656	\$2,312,656	\$2,312,656	\$2,358,909
Local/Other	\$25,795,423	\$8,708,407	\$2,560,911	\$2,600,566	\$2,652,578
TOTAL	\$100,410,254	\$97,182,645	\$80,896,941	\$180,232,831	\$73,074,888

	2027	2028	2029	2030	2031
MoDOT Directed Revenue	\$55,390,100	\$55,944,001	\$56,503,441	\$57,068,475	\$57,639,160
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$8,416,429	\$8,584,758	\$8,756,453	\$8,931,582	\$9,110,214
Suballocated TAP/CRP	\$2,406,087	\$2,454,209	\$2,454,209	\$2,454,209	\$2,454,209
Local	\$2,705,629	\$2,759,742	\$2,802,665	\$2,846,448	\$2,891,106
TOTAL	\$70,418,246	\$71,242,710	\$72,016,768	\$72,800,714	\$73,594,689

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	\$58,215,552	\$58,797,707	\$59,385,684	\$59,979,541	\$60,579,337
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$9,292,418	\$9,478,266	\$9,667,832	\$9,861,188	\$10,058,412
Suballocated TAP/CRP	\$2,503,293	\$2,503,293	\$2,503,293	\$2,503,293	\$2,503,293
Local	\$2,948,928	\$2,995,390	\$3,042,781	\$3,091,120	\$3,140,426
TOTAL	\$74,460,191	\$75,274,657	\$76,099,590	\$76,935,143	\$77,781,468

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	\$61,185,130	\$61,796,981	\$62,414,951	\$63,039,101	\$63,669,492
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$10,259,580	\$10,464,772	\$10,674,067	\$10,887,549	\$11,105,300
Suballocated TAP/CRP	\$2,553,359	\$2,553,359	\$2,553,359	\$2,553,359	\$2,553,359
Local	\$3,203,235	\$3,254,533	\$3,306,857	\$3,360,227	\$3,414,665
TOTAL	\$78,701,304	\$79,569,645	\$80,449,234	\$81,340,235	\$82,242,815

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	\$64,306,187	\$64,949,248	\$65,598,741	\$66,254,728	\$1,579,158,878
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$40,500,000
Suballocated STBG	\$11,327,406	\$11,553,954	\$11,785,033	\$12,020,733	\$231,664,766
Suballocated TAP/CRP	\$2,604,426	\$2,604,426	\$2,604,426	\$2,604,426	\$59,533,423
Local	\$3,482,958	\$3,539,595	\$3,597,365	\$3,656,290	\$102,357,844
TOTAL	\$83,220,976	\$84,147,223	\$85,085,565	\$86,036,178	\$2,013,214,911

Revenue Directed to Transit Projects

94: Transit Revenue Estimates 2022-2045

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

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

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

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

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

Range of Alternatives

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

Project Prioritization Process

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

95: Prioritization Points

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

2045 Goals

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

Constrained Project Lists

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

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

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

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

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

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

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

96: Non-Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	\$58,933,279	\$12,187,999	\$19,023,364	\$44,595,172
Projected Funding	\$100,410,254	\$97,182,645	\$80,896,941	\$180,232,831
Inflated Constrained Project Costs	(\$147,155,534)	(\$90,347,280)	(\$55,325,134)	(\$160,050,673)
Remaining Funding	\$12,187,999	\$19,023,364	\$44,595,172	\$64,777,330

	2026	2027	2028	2029
Prior Year Funding	\$64,777,330	\$65,716,301	\$34,520,244	\$70,466,212
Projected Funding	\$73,074,888	\$70,418,246	\$71,242,710	\$72,016,768
Inflated Constrained Project Costs	(\$72,135,917)	(\$101,614,303)	(\$35,296,741)	(\$68,823,084)
Remaining Funding	\$65,716,301	\$34,520,244	\$70,466,212	\$73,659,897

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$73,659,897	\$77,495,792	\$80,853,933	\$125,718,641
Projected Funding	\$72,800,714	\$73,594,689	\$459,252,353	\$662,091,872
Inflated Constrained Project Costs	(\$68,964,819)	(\$70,236,547)	(\$414,387,645)	(\$625,531,072)
Remaining Funding	\$77,495,792	\$80,853,933	\$125,718,641	\$162,279,441

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

97: Non-Transit Constrained Project List

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

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

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

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

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

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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$51,716,260
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2027	\$57,224,000
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	2025	\$6,556,362
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	2025	\$3,278,181
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$,3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
TOTAL COST					(\$1,909,868,749)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,013,214,911
Remaining Funding					\$162,279,441
*Prior year funding identified in FY 2022-2025 TIP					

Fiscal Constraint for Transit

98: Transit Fiscal Constraint

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

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

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

Constrained Project List for Transit

99: Transit Constrained Project List

Expected Sponsor Expenses	2022	2023	2024	2025
CU Transit Operating Expenses	\$0	\$0	\$0	\$0
CU Transit Preventative Maintenance	\$0	\$0	\$0	\$0
CU Transit Planning	\$0	\$0	\$0	\$0
CU Transit Security	\$0	\$0	\$0	\$0
CU Transit ADA Enhancements	\$0	\$0	\$0	\$0
CU Transit Fixed Route Bus Replacement	\$0	\$0	\$0	\$2,000,000
CU Transit Paratransit Bus Replacement	\$0	\$0	\$560,000	\$0
CU Transit Shelter/Signs/ Amenities	\$0	\$0	\$0	\$0
CU Transit ITS	\$0	\$0	\$0	\$0

<i>Various</i> Other Agency Vehicles	\$0	\$0	\$0	\$0
<i>Various</i> FY 2022-2025 TIP	\$12,041,900	\$10,956,718	\$9,968,154	\$9,446,454
Total	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

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

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

Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

unconstrained Projects

The following tables include those projects not prioritized for funding.

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
220	Farm Road 89/ Williamsburg	Greene Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	MoDOT Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	Ozark Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000
73	Fremont	Ozark Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/ Sunshine	MoDOT Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	Republic Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	Willard Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
121	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - US 65 to Rte 125	\$4,080,000
116	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000
117	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	MoDOT I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	MoDOT Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
219	Main/Farm Road 168	Greene Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	Ozark McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	Ozark Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	\$2,000,000
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	\$5,800,000
210	Route P	MoDOT Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000
79	Route W	MoDOT Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	Greene Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$649,127,070

Transit unconstrained Needs

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

101: Unconstrained Transit List – Unfunded Needs

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

Model Results

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

Destination 2045

Amendment 5

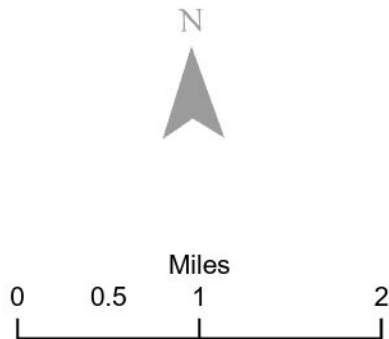
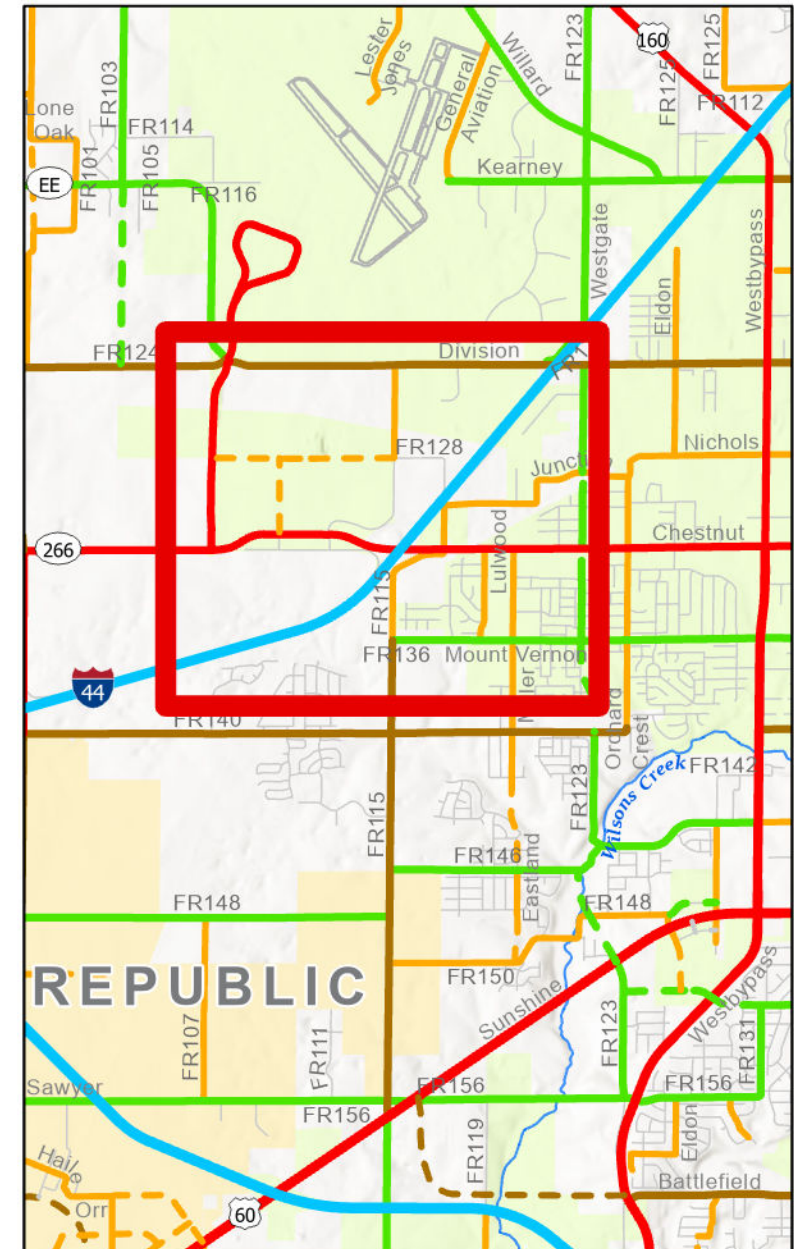
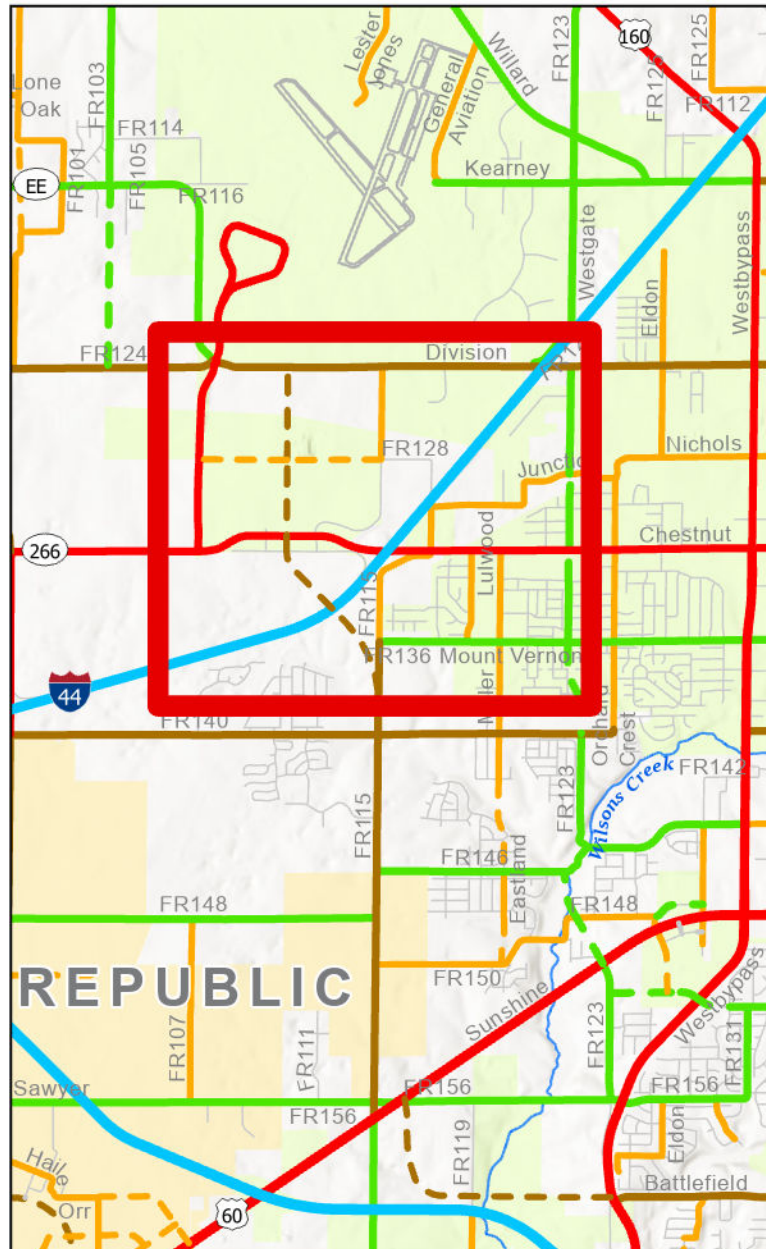
Major Thoroughfare Plan Ozarks Transportation Organization



As Approved by the OTO Board of Directors
July 22, 2022

Proposed

- Existing Roads**
- Freeway
 - Expressway
 - Primary Arterial
 - Secondary Arterial
 - Collector
 - Rural Collector
 - Boulevard
 - Local
- Proposed Roads**
- Proposed Expressway
 - Proposed Primary Arterial
 - Proposed Secondary Arterial
 - Proposed Collector
 - Proposed Local



June 12, 2024

Sara Fields, AICP
Executive Director
Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Dear Sara,

The city has received from your organization a proposal for two amendments to the Major Thoroughfare Plan (MTP), as submitted on May 31. This proposal is in the city's review process and should proceed according to the schedule below:

- July 11 – Planning & Zoning Commission Hearing, following a 15-day advertising period
- August 5 – City Council Hearing
- August 19 – City Council Action

My staff will follow up with you if any deviation is expected from the schedule outlined above. Meanwhile, please let us know if you have any questions or need additional information.

Sincerely,


Matt Neal, Acting Director
Director of Public Works



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 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: 5/31/2024

Contact Information

Name: Natasha Longpine
Title: Transportation Planning Manager
Agency: Ozarks Transportation Organization
Street Address: 2208 W. Chesterfield Boulevard
Suite 101
City/State/Zip: Springfield, MO 65807
Email: nlongpine@ozarkstransportation.org
Phone: 417-865-3042
Fax: 417-862-6013

Roadway Data

Roadway Name: Deer Lake/Haseltine
Termini of Roadway
From: Farm Road 115
To: Division
Length (miles): Proposed-N/A
Number of Lanes: Proposed-N/A
Lane Width: Proposed-N/A

Amendment Requested and Justification

Current Classification:

The current proposed principal arterial connects Haseltine Road (Farm Road 115) to Division Street through Springfield Underground Inc. property.

Requested Change:

It is proposed to reclassify the proposed roadway to a collector, limit it to Springfield Underground, Inc. property between the Chestnut and the east/west proposed collector, and realign it with Deer Lake Avenue.

Describe Process for Jurisdiction Approval?

The City of Springfield and Greene County are concurrently working through the approval process.

Date of Approval by Jurisdiction

August 19, 2024

Please describe the history causing need for the amendment:

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

What impacts would this amendment have on future ability to comply with the OTO MTP?

By removing a crossing with I-44 as well as the railroad, compliance with the revised MTP should be easier.

Additional information you would like to include.

[Click [here](#) and type additional information]

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

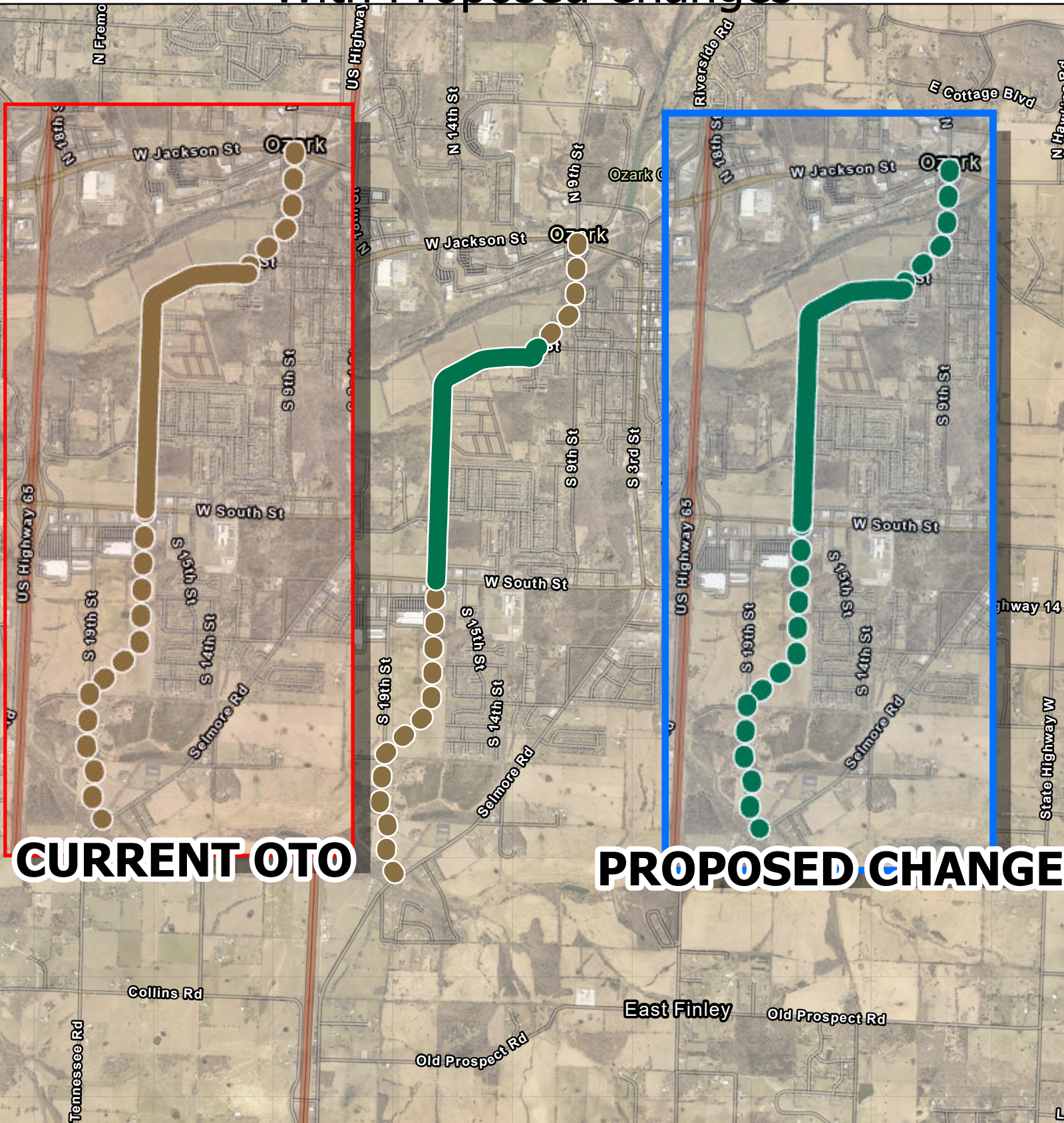
417.862.6013 Fax

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

Destination 2045

Amendment 6

Current Ozark vs OTO MTP Classification With Proposed Changes



CURRENT OTO

PROPOSED CHANGE

0 0.5 1 Miles

LEGEND

- Primary Arterial
- Proposed Primary Arterial
- Secondary Arterial
- Proposed Secondary Arterial



The City of Ozark
MTP Excerpt

The City of Ozark makes no representations, express or implied, regarding the information's accuracy, completeness, and timeliness. This map is not suitable for legal, engineering, or surveying purposes. Notifications for any errors are appreciated.



CITY OF OZARK
DEPARTMENT OF PUBLIC WORKS
GIS OFFICE
207 E. BRICK ST.
OZARK, MISSOURI 65721
417-581-1700 EXT. 1123



CHRISTIAN COUNTY *Resource Management Department*

1106 W. Jackson St.
Ozark, MO 65721

Telephone (417) 581-7242
Fax (417) 581-4623

June 18, 2024

Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Re: Letter of Support for Road Classification Changes

Dear OTO Board:

Please accept this letter as confirmation of Christian County's support as it relates to the City of Ozark's proposal to change the classification of 10th St. and 17th St. within the Major Thoroughfare Plan. We believe this change will allow local and regional transportation plans to better mirror one another while also facilitating progress toward the overarching goals of improved connectivity in the local road network and economic development.

Best regards,

A handwritten signature in blue ink, which appears to read "Todd M. Wiesehan".

Todd M. Wiesehan
Director



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 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: 6/10/2024

Contact Information

Name: Jeremy Parsons
Title: Public Works Director
Agency: City of Ozark
Street Address: 207 E. Brick St.
65721
City/State/Zip: Ozark, MO 65721
Email: jparsons@ozarkmissouri.org
Phone: 417-581-1702
Fax: 417-581-1708

Roadway Data

Roadway Name: 10th St. and 17th St
Termini
From: Jackson Street
To: Selmore Road

Length (miles): 15,861' or approximately 3 Miles
Number of Lanes: 2
Lane Width: 11'

Amendment Requested and Justification

Current Classification:

Primary Arterial

Requested Change:

Secondary Arterial

Describe Process for Jurisdiction Approval?

Staff would Adopt the Plan Amendment & Take to the Planning and Zoning Commission for recommendations and then to the Board of Aldermen for final Confirmation and adoption of an ordinance.

Date of Approval by Jurisdiction

9/23/2024

Please describe the history causing need for the amendment:

Limited Right-of-Way and the existing physical conditions have initiated this request. Historically, as properties have developed along the 17th St. Corridor, City Staff and the Ozark Special Road District (OSRD) have been collecting a total of 80' of Right-of-Way. After speaking with our planning partners and OSRD's third-party engineer we feel that a secondary arterial is more in line with the current and future needs of Ozark. Additionally, the City's Major Thoroughfare Plan currently identifies this roadway as a Secondary Arterial and we would like for the OTO and Ozark Plans to directly correlate. We have attached a map that illustrates the current and proposed amendment.

What impacts would this amendment have on future ability to comply with the OTO MTP?

No Negative Impacts

Additional information you would like to include.

See Attached Map

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:

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Springfield, MO 65807

DRAFT

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM II.D.

Draft FY 2025-2028 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FY 2025-2028 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>.

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

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

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

The document will be available for review online at www.GiveUsYourInput.org

The draft TIP was made available for public comment beginning on June 16, 2024. Any comments will be provided to the Board of Directors for consideration. The draft document has been reviewed by MoDOT and USDOT.

TIP SUBCOMMITTEE ACTION TAKEN:

Following its meeting on May 23, 2024, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2025-2028 Transportation Improvement Program, with the understanding additional projects would be included upon scoring of OTO discretionary funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend the FY 2025-2028 Transportation Improvement Program to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This could require a special Technical Planning Committee meeting prior to the July Board of Directors meeting.

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM II.E.

2026-2030 Draft STIP Project Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like the committee to review the criteria and recommend any changes.

Included for review is the draft Prioritization Glossary which includes the criteria to be used for the next round of prioritization. The 2026-2030 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Some significant updates were made to the criteria this year. These changes included moving to a 100-point scale with a 25-point possible bonus. This will provide a good point of reference when examining the scores. The point changes are outlined in the table below.

An additional tier was added to the high-volume corridors for volumes over 65,000 AADT and the points were increased and changed within tiers. This was done to recognize the significance of the freeway system in the network.

Significant changes were made to the safety scoring that include adding points if a project appears in the top tier of the OTO or MoDOT safety plan which will reflect fatality and serious injury crashes. In addition, the crash rate was changed to crashes per mile. This was done to reflect the highest crash locations on a per mile basis for the OTO area.

A new category of economic development was added for 10 possible points. This will require Council, Board or Commission adoption of an area for economic development focus. The goal of this is addition is to provide additional opportunity for projects where a community commitment to grow is demonstrated.

Finally, a bonus 25 points were added as regional points. This will only be available to communities who have not had a construction project other than maintenance in the last five years. This is being proposed to facilitate some regional distribution of funding over time.

CRITERIA	POINTS 2024	POINTS 2025
High Volume Corridors	6	15
Safety	20	25
RR Crossing	5	4
Congestion Current	14	14
Congestion Future	5	4
Environmental Justice	4	4
MultiModal	3	3
Freight Corridor	2	0
Percentage Freight	3	3
Travel Time	14	14
Bridge Condition	4	4
Economic Development	10	10
TOTAL	90	100

The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Following the Board approval of the Prioritization Criteria in July, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- July 2024 – OTO staff **Score Projects**
- July through September 2024 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through November 2024 – OTO Approval of **STIP Priorities**
- January through March 2025 – MoDOT updates on proposed project programming
- March through May 2025 – OTO **TIP Programming** of STIP Projects
- May 2025 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2025 – OTO Board requested to **Endorse the STIP**
- July 2025 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the STIP Project Prioritization Criteria as presented.”

OR

“Move to recommend that criteria are revised as follows...”

FY 2026-2030 STIP Project Prioritization Glossary

1. **High Volume Corridors. (15 points possible)** *Corridors are scored based upon AADT that has been adjusted for passenger car equivalent. This data is obtained annually from MoDOT. The most recent data is used.*

Over 65,000 = 15 Points

40,000 to 65,000 = 10 Points

30,000 to 40,000 = 6 Points

10,000 to 20,000 = 3 Points

10 to 10,000 = 1 Points

2. **Safety. (25 pts possible)**

- A. **Crashes per mile (15 points possible)** All crashes for the previous five-year period (2019 – 2023) were aggregated and summed for each roadway segment. Crashes per mile for each segment was calculated using the crash sums and roadway attributes:

Total crashes /Roadway Length

Crashes per mile for segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

75th percentile and up = 15 points

75th – 50th percentile = 10 points

50th – 25th percentile = 5 points

25th – 0th percentile = 0 points

- B. **Identified Safety Project.** The project is an identified safety project. **(10 points possible)**. Project is either in the top tier of the MoDOT safety plan or the top tier of the OTO Regional Safety Plan.

Yes = 10

No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing (4 points possible).** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

Yes = 4

No = 0

4. **Congestion Management Current (14 points possible)**

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2022 or 2023 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway

AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 4 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The volume from the 2050 model is used. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

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

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

Project that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

7. Multi-Modal (maximum of 3 points)

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

No intermodal potential = 0 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free

flow speed is calculated using the 95th percentile speed and the average speed is calculated using the 50th percentile speed during the worst hour long period. The average speed is then subtracted from the free flow speed.

Arterials

20.0 mph or more Below the Free Flow Speed = 14

10.0 to 19.9 mph Below the Free Flow Speed = 10

5.0 to 9.9 mph Below the Free Flow Speed = 4

Freeways

10 mph or more Below the Free Flow Speed = 14

9.9 to 5 mph Below the Free Flow Speed = 10

4.9 to 0.1 mph Below the Free Flow Speed = 4

10. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined by using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus.

Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2029 for programming in the 2030-2034 STIP.

NOTE: FOR REFERENCE ONLY – PRIOR CRITERIA

FY 2025-2029 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points

30,000 to 40,000 = 5 Points

20,000 to 30,000 = 4 Points

10,000 to 20,000 = 3 Points

0 to 10,000 = 2 Points

2. Safety

Safety Scores for Project Segments and Intersections (20 points possible)

The MoDOT Average 5-Year Accident Rate, 5-Year Fatality Average, and 5-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 5-year period from 2016 to 2020 were provided by the MoDOT Central Office in GIS Segment & Intersection files. The accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$\frac{\text{Crashes} * 100,000,000}{5 [\text{yrs}] * 365 [\text{days}] * [\text{AADT}] * [\text{Length}]}$

The accident rate for State System Intersections are calculated by MoDOT according to the following formula:

$\frac{\text{Crashes} * 1,000,000}{5 [\text{yrs}] * 365 [\text{days}] * [\text{ENTERING_VOLUME}]}$

An average for accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

Actual Rate by Type			5-Year Fatality Avg.			5-Year Injury Avg.		
= > 1.5	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4	
> 1.5 and => 1	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3	
> 1 and => 0.5	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2	
> .5 – 0	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1	

The reclassified rank values for 5-Year accident rates, average fatality crashes, and disabling or suspected serious Injury crashes were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 2 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

<i>Safety Score Value →</i>	<i>Rescaled Safety Score →</i>	<i>Safety Score Multiplier →</i>	<i>Safety Points Awarded</i>
3	1	x 2	2
4	2	X2	4
5	3	X2	6
6	4	X2	8
7	5	X2	10
8	6	X2	12
9	7	X2	14
10	8	X2	16
11	9	X2	18
12	10	X2	20

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

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

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2019 or 2020 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2045 includes projects committed through 2020. The projected volume to capacity ratio for the 2045 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points. Future volume-to-capacity ratios were calculated for opposing directions. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

Environmental Justice Areas

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2017 – 2021 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

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

7. Multi-Modal (maximum of 3 points)

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

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

The OTO employs Acyclica Wi-Fi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM II.F.

FY 2026-2030 Draft STIP Prioritization Project List

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

AGENDA DESCRIPTION:

OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members are asked to review the list and propose any additions, deletions, or modifications.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Members are asked to review the FY 2026-2030 Draft STIP Prioritization Project List.

FY 2026-2030 Proposed Projects for STIP Prioritization

Roadway	Project Description
Campbell (South) & Plainview	(Public Comment)
Chestnut Expwy	Kansas to National (City of Springfield)
Chestnut Expwy & Glenstone/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements
Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan
Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
Division	RR seperation west of US 65
FR 115 & FR 140	Roundabout (Public Comment/City of Nixa)
Glenstone & Luster	(Public Comment)
Glenstone/Evergreen	Intersection improvements/ped safety
Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
Hwy 125 & FR 186	Intersection improvements
I-44	Widen to six lanes/aux lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)
I-44	Capacity/Pavement rebuild from Rte. 13 (Kansas Expressway) to Rte. 65
I-44	Capacity/Operational Improvements from 125 to 65
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)
I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)
I-44	Widen to six lanes from MO 360 to Rte MM
I-44	Future Overpass by Exotic Animal Paradise
I-44 & Rte MM	Phase II interchange improvements at Route MM
I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan
I-44/US 65	Phase II interchange improvements at Rte. 65
Le Compte Rd/Rte YY	Intersection improvements
Main/FR 168	Four way stop/Flashing light
MO 13 & FR 94	Add J-turn at FR 94.
MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
MO 13 (Kansas Expressway)	Context Sensitive Solution from Mt. Vernon Street to Grand Street
MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
MO 13 (Kansas Expressway)/I-44	Phase II, III and IV interchange improvements at Interstate 44 - WB Ramp
MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division to include hawk signal at Bolivar Road
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division
MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary
MO 13/Division	Intersection improvements at Kansas Expressway and Division Street
MO 413 - JRF to West Bypass	Six Lane
MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan
MO 744	Kearney Street Phase II Safety and Intersection Improvements

Roadway	Project Description
MO 744	Intersection improvements at National Avenue
Nicholas & Tracker	Intersection improvements
Plainview & FR 141	(Public Comment)
RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160
RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
Rte 125	Safety Improvements FR 84 to OTO North Boundary
Rte 125 N. of JJ	Improve curve delineation
Rte 125/DD	(City of Strafford)
Rte 125/Evergreen	(City of Strafford)
Rte 125/FR 132	Intersection Improvements
Rte 125/FR 84	Intersection Improvements
Rte 125/OO South	Intersection Improvements
Rte 125/Rte D	intersection improvements
Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
Rte 125/YY	Intersection Improvements
Rte 14	Capacity and Safety Improvements 14th Street to W
Rte 14	NN to 3rd Bridge widening
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
Rte 14	3rd Street in Ozark
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
Rte 14	Nicholas to OTO Western Limits
Rte 14	Capacity and Safety Improvements W to JJ
Rte 14 & 32nd	(Public Comment)
Rte 14/Church	(City of Ozark) - including pedestrian improvements
Rte 14/Fremont	Intersection improvements
Rte 14/Oak	Intersection Improvements
Rte 14/Rte W	Intersection Improvements
Rte 160 & Grand	Intersection improvements
Rte 174	Capacity Improvements Main to 60
Rte 174/Boston Ave	Intersection Improvements
Rte 174/Main St	Intersection Improvements
Rte 266	Capacity & Safety improvements Rte B to Rte AB
Rte 360	ITS Improvements from I-44 to 60
Rte 413 & FR 115	(Public Comment)
Rte 744 & Mulroy	Intersection improvements
Rte AA/Ellen	Intersection improvements
Rte AA/Owen Rd	Intersection Safety Improvements

Roadway	Project Description
Rte AB	Railroad grade separation
Rte AB	Capacity & Safety improvements Rte EE to Rte 266
Rte AB	Safety Improvements from Rte 160 to EE
Rte AB & FR 84	(Public Comment/City of Willard)
Rte AB & FR 94	(Public Comment/City of Willard)
Rte AB & Hwy 160	Intersection improvements with pedestrian underpass
Rte AB & Rte EE	Intersection improvements
Rte B	Capacity improvements from 266 to I-44
Rte CC	Capacity and Safety Improvements Main to Cheyenne
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
Rte CC	Widening from US 160 to Main MoDOT
Rte CC & Fremont	(Public Comment)
Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan
Rte EE	Safety improvements I-44 to Airport Blvd
Rte EE & Willard S. Elementary	(Public Comment)
Rte FF	Capacity Improvements through Battlefield
Rte FF & 3rd	Battlefield
Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing
Rte FF & US 60	(Public Comment)
Rte FF/ Weaver	Intersection Improvements
Rte J	Additional WB lane between Farmer Branch & 17th
Rte J/NN	2 thru lanes EB/WB at intersection
Rte M	Capacity Improvements ZZ to FF
Rte M/FR 101	Operational improvements
Rte M/FR 168	Safety/Capacity Improvements
Rte MM	Extension from new intersection at US 60 to Rte M
Rte MM	Capacity and Safety Improvements 360 to Haile St
Rte MM	Realignment and RR overpass from Haile St. to US 60
Rte MM	MO 360 to I-44
Rte MM/MO 360	Bridge Widening at MO 360 interchange
Rte MM/Sawyer	Intersection Improvements
Rte NN	Realign curve south of Route 60
Rte NN	Capacity and Safety Improvements Weaver to Jackson
Rte NN	Capacity and Safety Improvements J to Pheasant
Rte NN to Sunset	Bike lanes & sidewalks
Rte NN/FR 194	Intersection improvements
Rte NN/Melton	Intersection improvements
Rte NN/Sunset	Intersection improvements
Rte O (Willard)	(Public Comment)
Rte OO	Center turn lane from Rte 125 N to Rte 125 S

Roadway	Project Description
Rte P	Center turn lane from US 60 to Lombardy
Rte P/Miller Ave	Intersection Improvements
Rte YY	Intersection improvements at FR 193
Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
Rte ZZ/FR 174	Signal/Roundabout
Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic
US 160	Capacity Improvements from Plainview to AA
US 160	Six-Lane from AA to CC
US 160	Safety and Capacity 14 to OTO Southern Boundary
US 160	Widening from Jackson to Hwy 123
US 160	4 lane to Pembroke/Rosedale
US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
US 160/ FR146	Intersection Improvements
US 160/Battlefield	Intersection improvements at Battlefield Road
US 160/Chestnut Expwy	Intersection improvements
US 160/Division	Intersection improvements
US 160/FR 123	Intersection Improvements
US 160/Mt Vernon	Intersection improvements
US 160/Nichols	Intersection improvements
US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)
US 60	Upgrade to freeway from Routes NN/J to west of Route 125
US 60	Rte 174 to Bailey Intersection Improvements as noted in study
US 60	Bailey to Rte MM
US 60	Capacity and Safety Improvements west of Republic
US 60	JRF- Capacity Improvements Kansas to West Bypass
US 60	Capacity improvements Rte FF to MO 360
US 60 & Bailey	Intersection improvements at Bailey Avenue
US 60 & Elm	Intersection improvements
US 60 & FR 107	Intersection improvements at FR 107 and FR 107 grade crossing closure
US 60 & FR 189	New Interchange
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
US 60 & Hamilton	(Public Comment)
US 60 & Hines	Intersection improvements
US 60 & Main	Intersection improvements
US 60 (James River Freeway)	Northbound ramp improvement at Route 65
US 60/FR 103	Intersection improvements at relocated Rte MM
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
US 60/Kansas Expwy	Interchange improvements
US 60/National Ave	Interchange/Operational improvements

Roadway	Project Description
US 60/US 65	Phase II interchange improvements at Rte. 65
US 65	Longview Interchange
US 65	Capacity from 14 to F
US 65	6-lane 65 from F to EE
US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
US 65 SB ramp to JRF	MoDOT
US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037
US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029
US 65/Rte AA	Intersection Improvements

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 6/26/2024; ITEM II.G.

Safe Streets and Roads for All Safety Action Plan Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

To stay up to date on the OTO Safety Action Plan, *Destination Safe Streets*, visit <https://www.ozarkstransportation.org/ss4a>.

Engagement

In January and February of 2024, OTO and their equity engagement consultants – CMT and Pratt Consulting – hosted several open houses and solicited input through a survey and online mapping tool. The survey gathered input regarding safety concerns on major and local roadways by the primary mode of the respondent. A summary of these results has been provided to OTO and is included. Stakeholder meetings were also held in March and April, and those results are still being summarized. Additional engagement opportunities are in progress over the summer to keep the plan active with the public.

Safety Analysis

Through consultation with the *Destination 2045* Advisory Team and OTO member jurisdictions, OTO and Lochmueller have developed the regional and local high injury networks, drafted a systemic safety analysis, and developed an initial list of projects for priority consideration. The high injury network map is included in the agenda.

Vision Zero Goals

The Safe Streets and Roads for All funding program requires approved plans to include a leadership commitment and goal setting for zero roadway fatalities and injuries, with a timeline. The Advisory Team has proposed a goal and timeline, but is still considering options. It is requested that the Technical Planning Committee review and discuss this information for additional consideration by the Advisory Team. Initial discussion is to set a goal of zero fatalities by 2040 and zero injuries by 2050. Statewide, MoDOT currently has a goal of zero fatalities by 2030 and zero serious injuries by 2040. For reference, here is a summary of the crash numbers for the OTO region over the past six years:

Year	All Crashes	Fatal	Serious Injury	Minor Injury	Property Damage Only
2023	6,085	41	182	2,003	3,859
2022	6,222	39	208	2,076	3,899
2021	6,495	41	210	2,035	4,209
2020	5,957	40	197	1,829	3,891
2019	6,798	31	165	2,195	4,407
2018	6,722	30	192	2,155	4,345

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action is requested, however, OTO is requesting discussion of the information provided for further consideration by the *Destination Safe Streets* Advisory Team.



Survey Analysis

March 2024

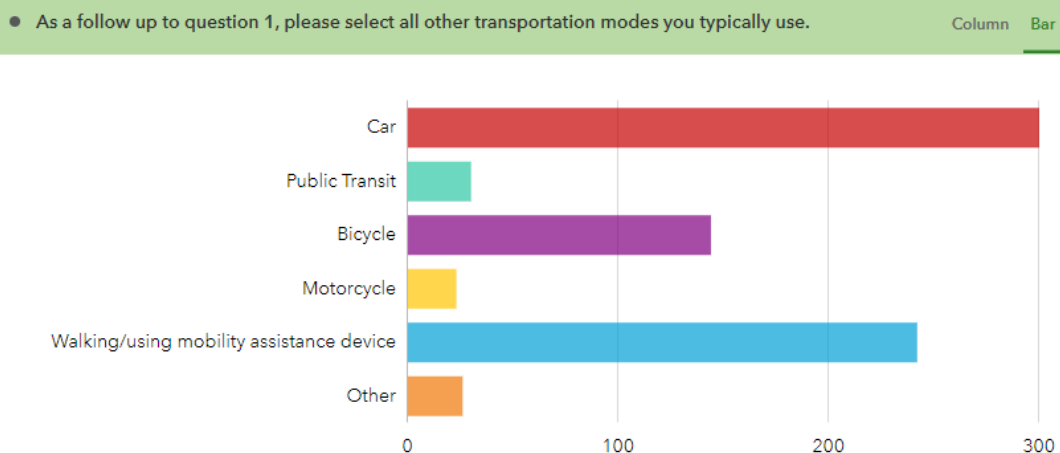


Mobility Patterns

Modal Breakdown

The purpose of this question is to understand how area residents currently travel throughout the region.

90% of respondents' primary transportation mode is a car, 4% walking, 3% transit, and 2% bicycling. While cars remain the primary transportation mode of respondents, 34% noted that they also walk, 20% noted that they also use a bicycle, 4% use transit, and 3% use a motorcycle.

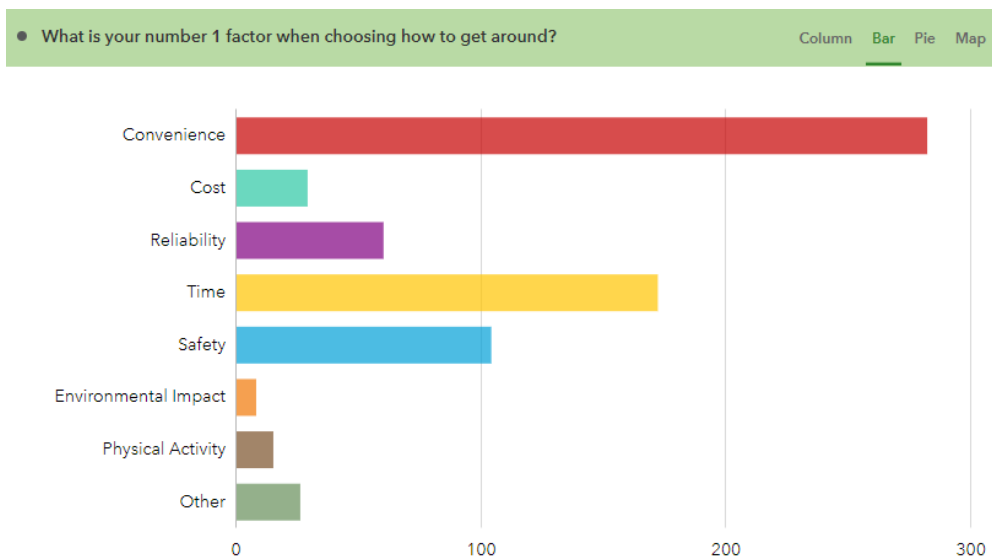


Factors Involved in Getting Around

The purpose of this question is to understand why people get around the way they do, and what the reason is that they use their primary mode of transportation.

The top three factors influencing mode choice are convenience, time, and safety. Cost and reliability were moderate factors. Environmental impact and physical activity were not significant factors, accounting for only 1-2% each.

With cars being the primary mode of transportation and convenience being the top factor involved with mode choice, people feel that it is easiest to get around the region by car.



Mobility Patterns

Commute Times and Trends

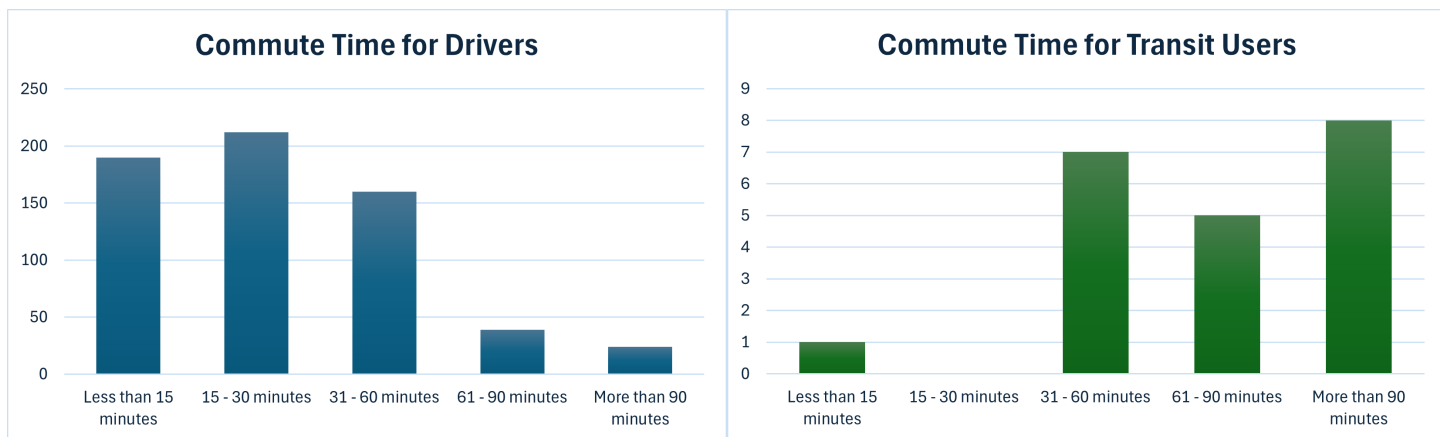
This question aims to identify how long it takes people to get to and from work each day, and whether they make any stops along the way.

About 80% of respondents have a total round trip commute time of under one hour, split fairly evenly between under 15 minutes, 15-30 minutes, and 30-60 minutes, while 7% had a commute time of 60-90 minutes and 5% of more than 90 minutes.

Additionally, about 28% of commutes involve at least one additional stop or detour, whether that may be to pick someone else up or drop someone else off, such as a child, elderly adult, or carpool passenger.

Commute Times by Mode

Breaking this data down to determine how long it takes a transit user to get to and from work versus how long it takes someone who drives a car to get to and from work is an important key to explore service metrics and potential disadvantages within the community.

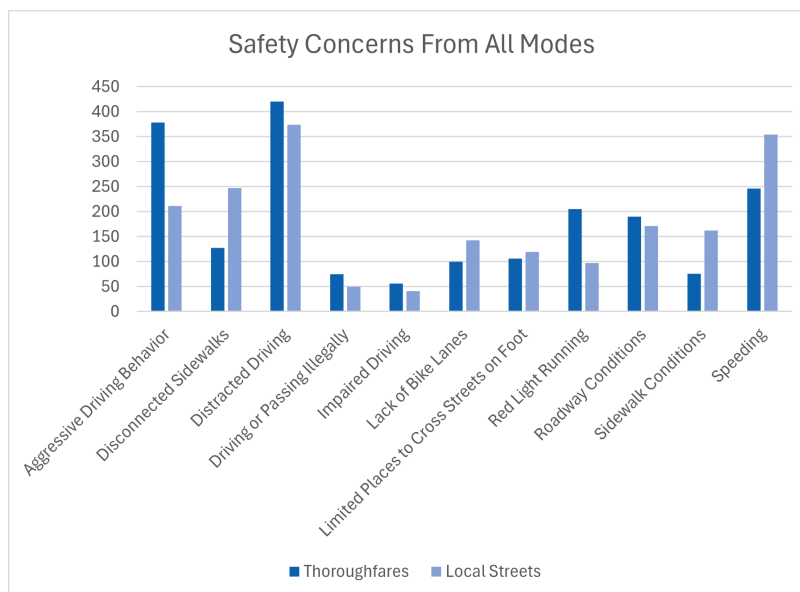


It takes public transit users significantly longer to get to and from work than it does for people who drive a car. The overwhelming majority of respondents who drive to work have a round trip commute time of under one hour, and most respondents who use transit indicated it takes 30 - 90+ minutes to get to and from work. This higher commute time can put transit users at a disadvantage, especially if they do not have any other reasonable options to get around, as they have to spend more of their day commuting and have less time to themselves.

Long transit trip times also discourage more people from using transit, which can increase the number of people who drive a car, thus increasing traffic, pollution, and noise levels.

Safety Concerns & Issues

Overall Safety Concerns on Major Thoroughfares vs Local Streets



There are both similarities and differences between safety concerns noted on major thoroughfares and local neighborhood streets. Top concerns for both were distracted driving. Aggressive driving and speeding were also major concerns for both, but aggressive driving was the 2nd-highest concern on major thoroughfares but was only the 4th-highest concern on local neighborhood streets, while speeding was the 2nd-highest concern on local neighborhood streets at 50% but only 35% noted it as a concern on major thoroughfares.

There were more pedestrian and bike-related safety concerns on local neighborhood streets than there were on major thoroughfares. Disconnected sidewalks were the 3rd-highest concern on local neighborhood streets, with 35% of respondents noting it as a concern, while roughly half noted it as a concern on major thoroughfares. Additionally, lack of bike lanes, limited places to cross streets on foot, and sidewalk conditions all had more selections on local neighborhood streets than they did on major thoroughfares.

This demonstrates that there may be more people walking and biking on local neighborhood streets, thus more people noticing poor walking and biking conditions. At first glance, it might be assumed that there are better walking and biking conditions on major thoroughfares, but this result may be simply because there are fewer people walking and biking along major thoroughfares and therefore fewer people noticing poor conditions. It could also suggest that walking and biking conditions are poor enough that many don't even attempt to walk or bike on major thoroughfares and avoid them entirely. This may also be a reason why speeding is more of a concern on local streets, because the presence of more pedestrians and bicyclists makes it a bigger concern.

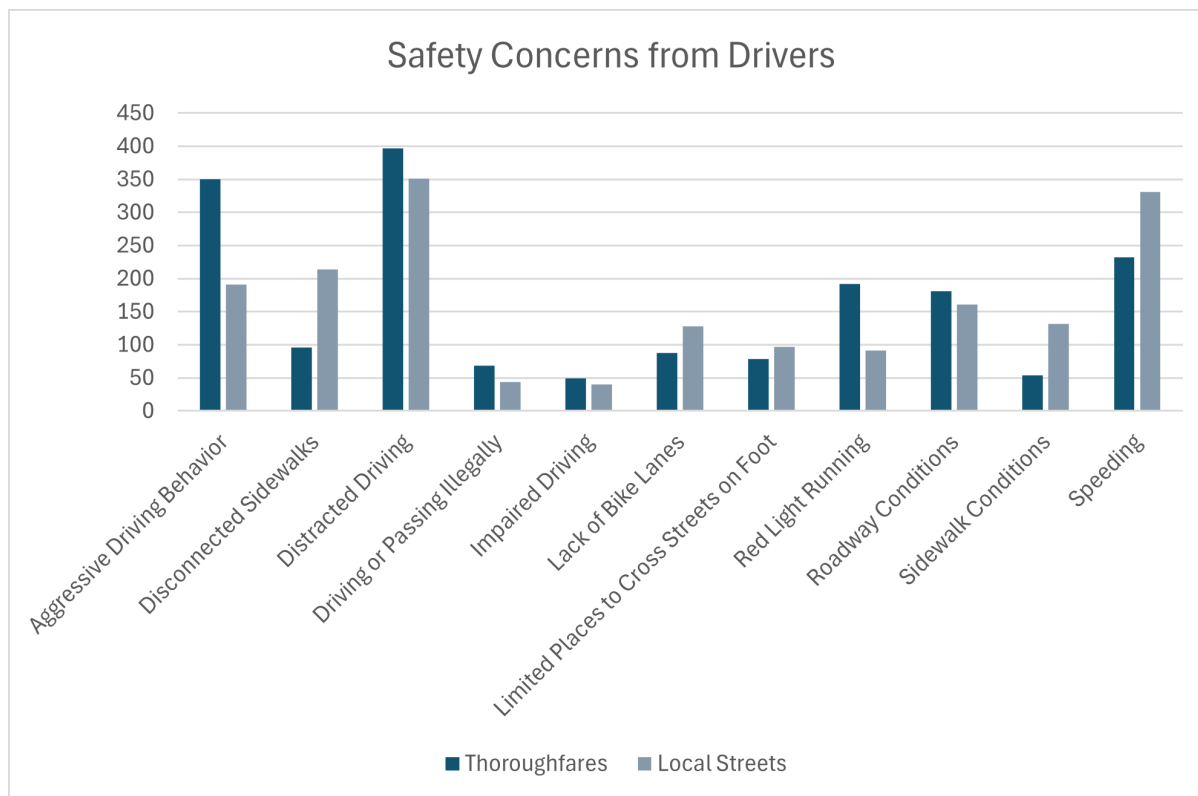
Included below is an additional analysis of these safety concerns by transportation mode to identify differences in perceived safety issues that may be covered up if a modal breakdown is not included.

Safety Concerns & Issues

Safety Concerns on Major Thoroughfares vs Local Streets by Mode

Breaking down respondents' noted safety concerns based on each respondent's primary mode of transportation identifies key differences in the perception of safety for people who travel via different modes of transportation.

Safety Concerns from Drivers

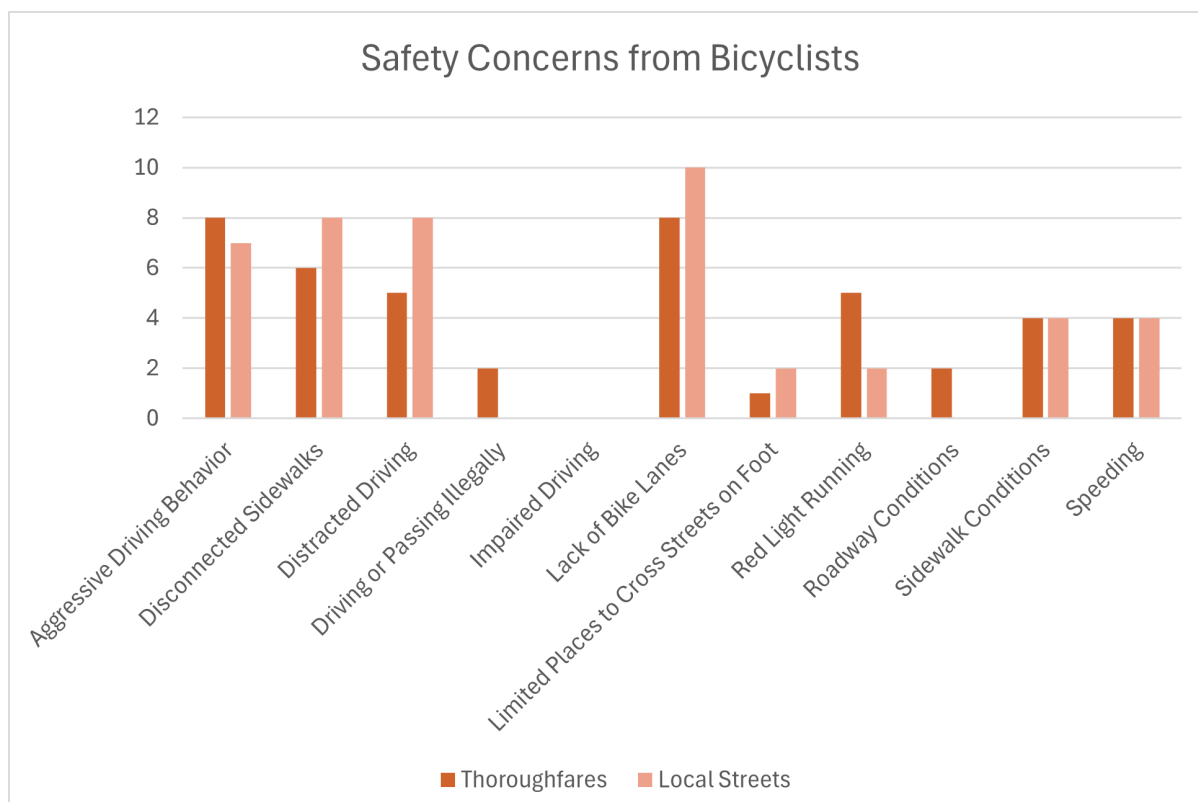


The top three concerns noted by drivers were aggressive driving, distracted driving, and speeding. Disconnected sidewalks were also a larger concern on local neighborhood streets, again signifying a potential increase of pedestrian activity on local streets versus major thoroughfares.

Generally, drivers noted safety concerns that are easily observable from a driver's perspective, that is, dangerous actions of other drivers. That may also explain why some concerns such as roadway conditions are of more importance to drivers than sidewalk conditions.

Safety Concerns & Issues

Safety Concerns from Bicyclists



Bicyclists' top three concerns were a lack of bike lanes, aggressive driving, and disconnected. Disconnected sidewalks and distracted driving were also noted as a larger concern on local neighborhood streets.

As the primary user of bike lanes, bicyclists notice when safe and separated facilities do not exist. Additionally, bicyclists are more impacted when separated cycling infrastructure is not present on a roadway. Bicyclists may also be susceptible to disconnected sidewalks.

Since bicyclists have very limited physical protections when biking and interacting with vehicles, it is also understandable why both aggressive driving and distracted driving are of high concern, since these can put bicyclists at higher risk of being struck by a driver and leading to severe injury and death. A protected bike network can help to both improve safety and comfortability for bicyclists but also encourage more people to bike because it is safer and more comfortable.

Safety Concerns & Issues

Safety Concerns from Pedestrians and Public Transit Users

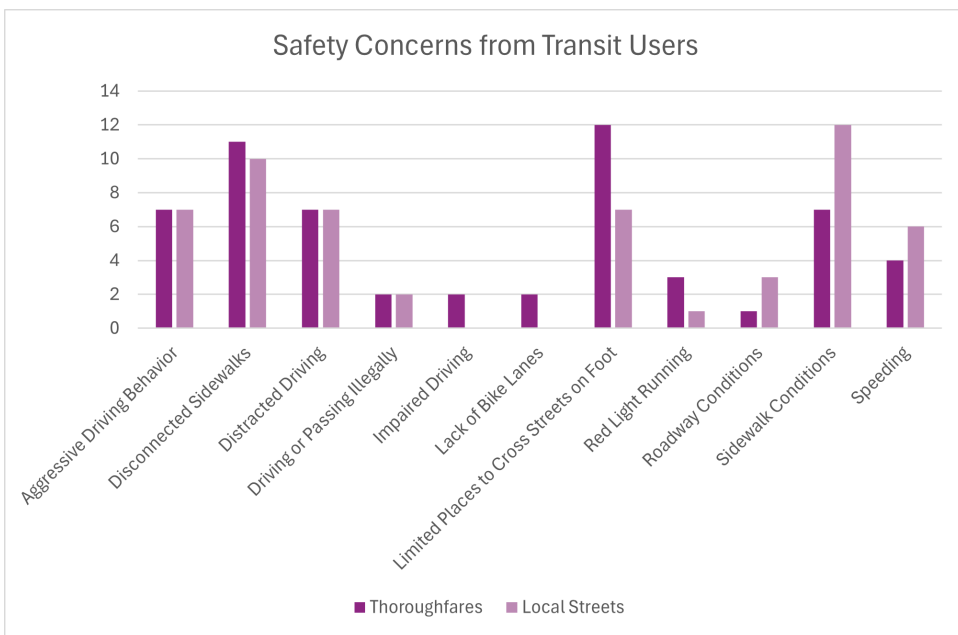
Pedestrians and public transit users both had very similar safety concerns.

Disconnected sidewalks, limited places to cross streets on foot, and sidewalk conditions were both groups' top three safety concerns.

This similarity is likely since most transit users are also pedestrians as they walk to and from bus stops.

Of note, transit users' top concern on major thoroughfares is limited places to cross streets on foot.

As many bus routes run along major thoroughfares, transit users have difficulty crossing these major roads when walking between the bus stop and their trip origin or destination.



Overall, respondents noted safety concerns that are most applicable to their primary mode of transportation. For example, pedestrians concerned about sidewalks and crossing streets, bicyclists concerned about bike lanes, and drivers concerned about distracted driving, aggressive driving, and speeding, and generally less concerned with bike and pedestrian-related infrastructure and safety concerns, since drivers either do not notice issues with bike and pedestrian infrastructure since they are inside a vehicle instead, or just because it feels like it doesn't affect them.

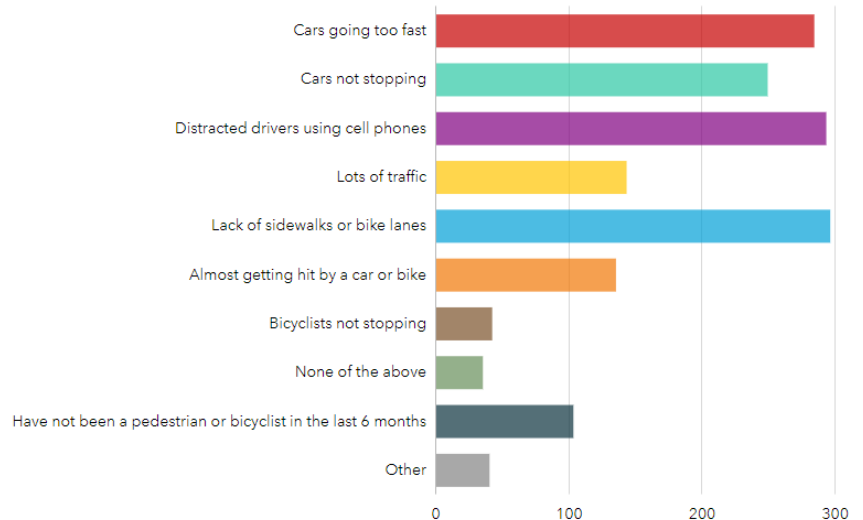
Safety Concerns & Issues

Observed Safety Problems

This question identifies what safety problems people have seen or experienced when using the transportation network.

Top safety problems noted as pedestrians and bicyclists include cars going too fast, cars not stopping, distracted driving, and a lack of sidewalks. Each were noted by at least 35% of participants.

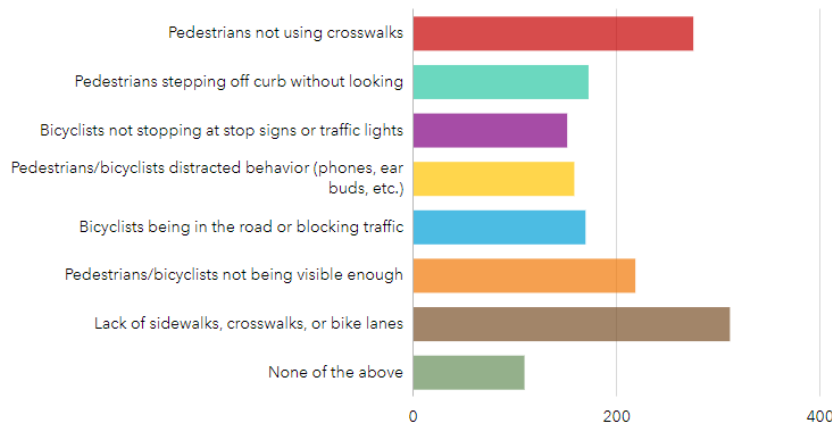
● Think of the times you have been a PEDESTRIAN or BICYCLIST the last 6 months. What safety problems... Column Bar



Top safety problems noted as drivers were a lack of sidewalks, crosswalks, or bike lanes (44%), pedestrians not using crosswalks (39%), and pedestrians/bicyclists not being visible enough (31%).

Other selection options each had 20-25% of respondents select them, including pedestrians stepping off curb without looking, bicyclists not stopping at stop signs/traffic lights, pedestrians/bicyclists distracted behavior, and bicyclists being in the road or blocking traffic.

● Think of the times you have been a DRIVER the last 6 months. What safety problems did you experience... Column Bar



The most frequently selected concerns and observations in this question suggest that drivers have noticed and recognized that there is often not sufficient bike and pedestrian infrastructure in place, and that it is not the fault of the person walking or biking. For example, pedestrians not using crosswalks and bikes being in the road or blocking traffic are both results that stem from a lack of sidewalks, crosswalks, or bike lanes, which was the most frequently selected concern in this question. A pedestrian might not use a crosswalk because there aren't enough crosswalks conveniently located for pedestrians, and a bicyclist might be in the road because they are provided with no other options.

Safety Concerns & Issues

Comfortability by Mode

This question aims to breakdown how comfortable or uncomfortable people are when traveling by different modes, in part to gauge both perceived and actual safety levels by mode.

50% of people who walk said they are comfortable or very comfortable and 50% are uncomfortable or very uncomfortable while walking.

74% of people who bike said that that are either uncomfortable or very uncomfortable when biking.

80% of people who drive said that they are comfortable or very comfortable when driving.

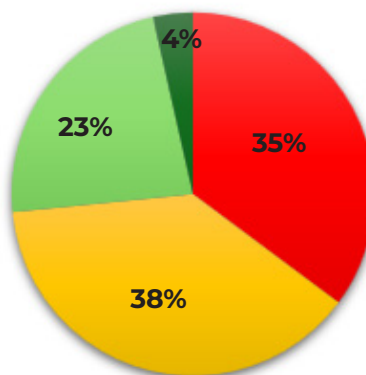
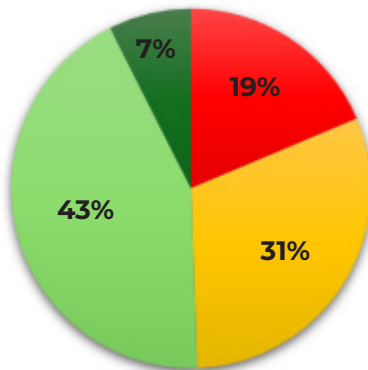
74% of people who use a motorcycle are either uncomfortable or very uncomfortable.

50% of people who use transit are uncomfortable, and 50% are comfortable.

60% of people who use rideshares are comfortable.

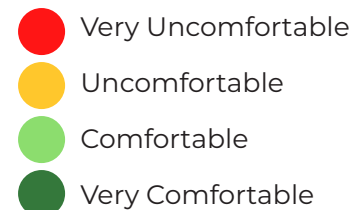
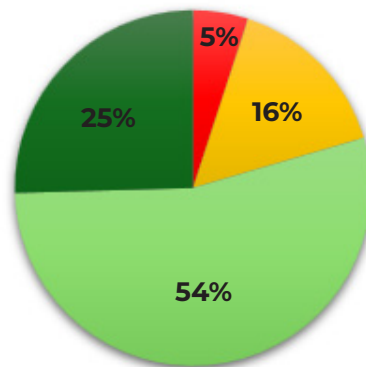
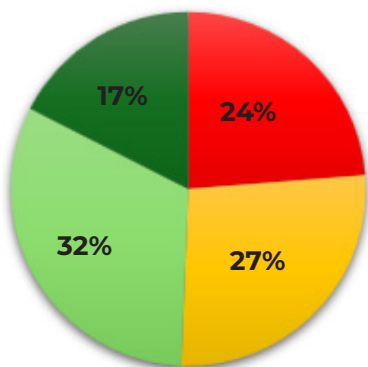
Comfort Level While Walking

Comfort Level While Bicycling



Comfort Level While Using Transit

Comfort Level While Driving



Respondents are most comfortable when driving, split about 50/50 when walking or taking transit, and are least comfortable when bicycling. Road users not in a car are generally more vulnerable than those in a vehicle, as they lack physical protections that vehicle occupants have, and have both a lower perceived level of safety and actual level of safety. That is, road users not in a car both feel more unsafe and are more unsafe. Our transportation infrastructure must be designed in a way that not only makes people feel safer, but actually makes them safer as well.

Safety Concerns & Issues

Factors to Increase Safety for All Road Users

Respondents were asked to rank the importance of five statements in an effort to determine what safety improvement strategies are both preferred by the public as well as which ones they believe are most effective.

The order of these statements is listed below, with the top statement having the highest average ranking in terms of importance.

Improve safe streets design to design roads that support all road users, including drivers, pedestrians, bicyclists, and transit. (4.11/5)

Promote safe speeds and reduce drive speeds to reduce injury severity for all road users. (3.2/5)

Support communities to plan for safe streets and public areas. (3.08/5)

Expand awareness of safe walking, biking, and rolling. (2.69/5)

Provide physical and emotional care to crash survivors and their families. (1.93/5)

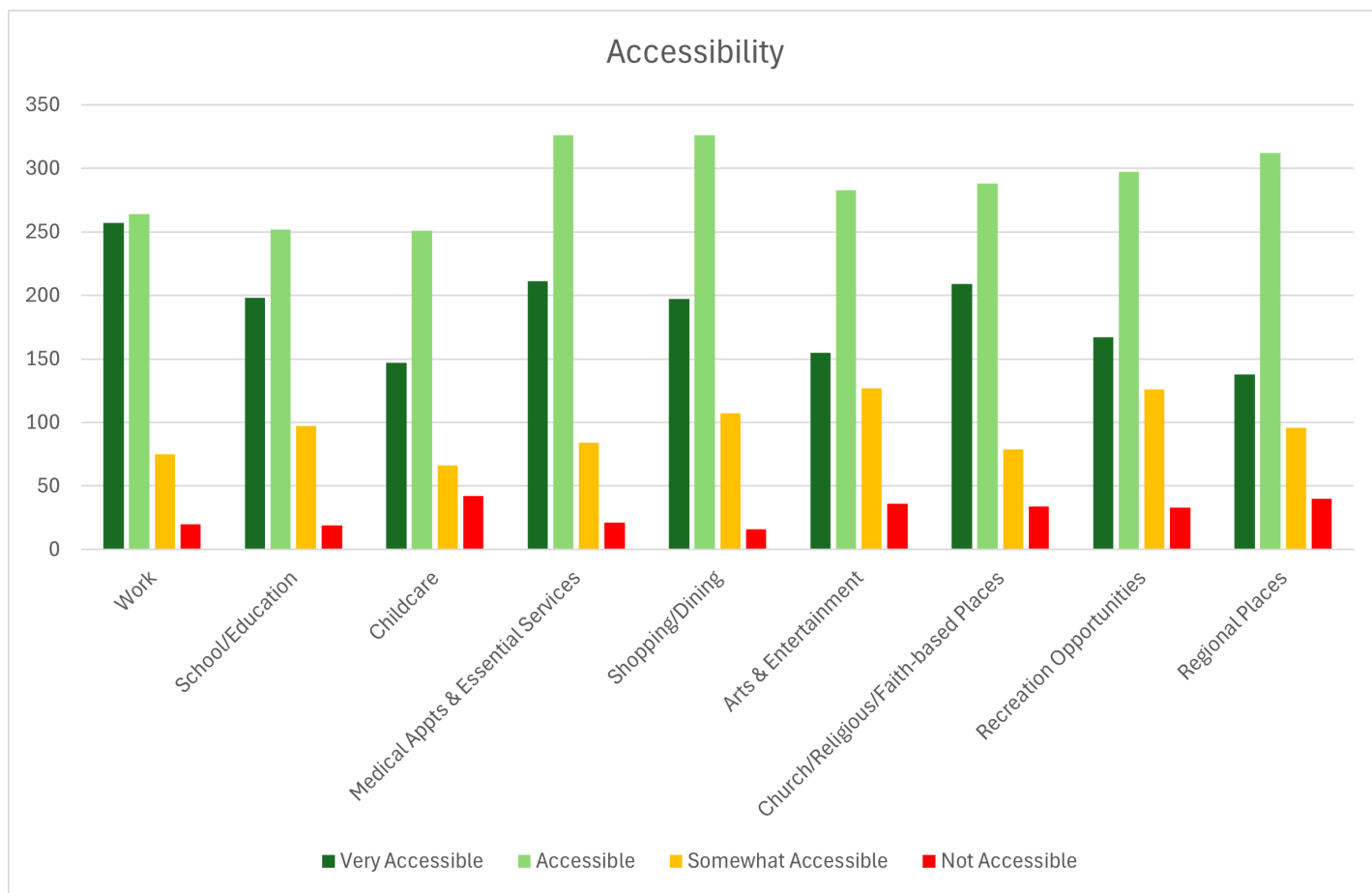
Respondents indicated a preference for design and infrastructure changes to improve safety more than awareness and public relations campaigns to reduce speeds.

This demonstrates that the community is aware that the way our transportation network is designed is the key component of determining safety and aspects like driver behavior. Infrastructure that safely and comfortably includes all road users will likely have a more impactful outcome of improving safety than solely trying to better educate people on safety practices without also including infrastructure changes.

Safety Concerns & Issues

Accessibility of Destinations via Primary Mode of Transportation

The purpose of this question is to understand how accessible different community aspects are to residents, and what perceived levels of accessibility are.



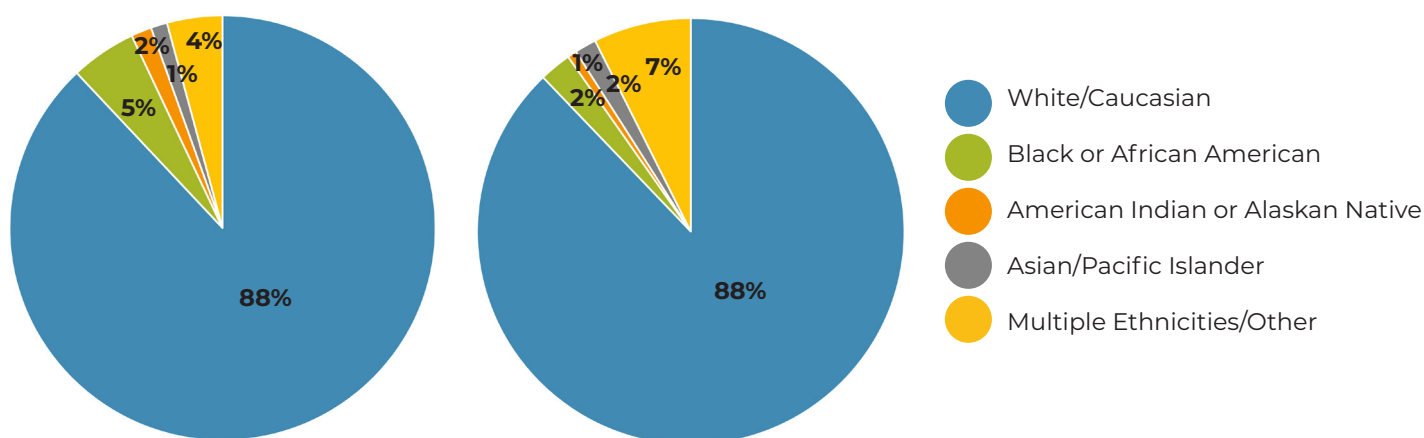
Respondents generally noted that most destinations were accessible or very accessible via their primary mode of transportation. Some destinations that saw slightly higher selections of “Somewhat Accessible” or “Not Accessible” were Arts & Entertainment, Recreation Opportunities, and Childcare. Places like Work, Medical Appts & Essential Services, and Shopping/Dining generally were considered as more accessible by respondents.

Since cars are the primary mode of transportation in the region and most people are traveling by car, this is likely why there is a high overall perception of accessibility to destinations within the region.

A combined 3/4 of respondents are over the age of 35, something of note to understand that the younger population groups may be underrepresented in the survey sample size. Keeping in mind that some respondents preferred not to answer some demographic questions, about 49% of respondents were female and 45% were male.

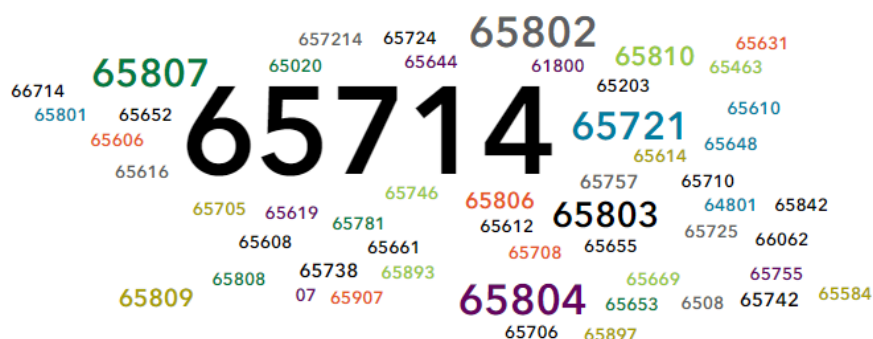
Not including those who declined to respond, about 88% identified as White/Caucasian, 5% as Black or African American, 2% as American Indian or Alaskan Native, 1% as Asian/Pacific Islander, and 4% identified with multiple ethnicities or other. These results are roughly in line with the Springfield metro area as a whole as provided by the 2020 US Census, and a comparison is shown in the pie charts below.

Springfield MSA Race/Ethnicity



Most respondents live in the 65714 zip code (Nixa). While this may show overrepresentation of Nixa residents, it is also important to note that Springfield is split between several zip codes.

- What is your zip code?

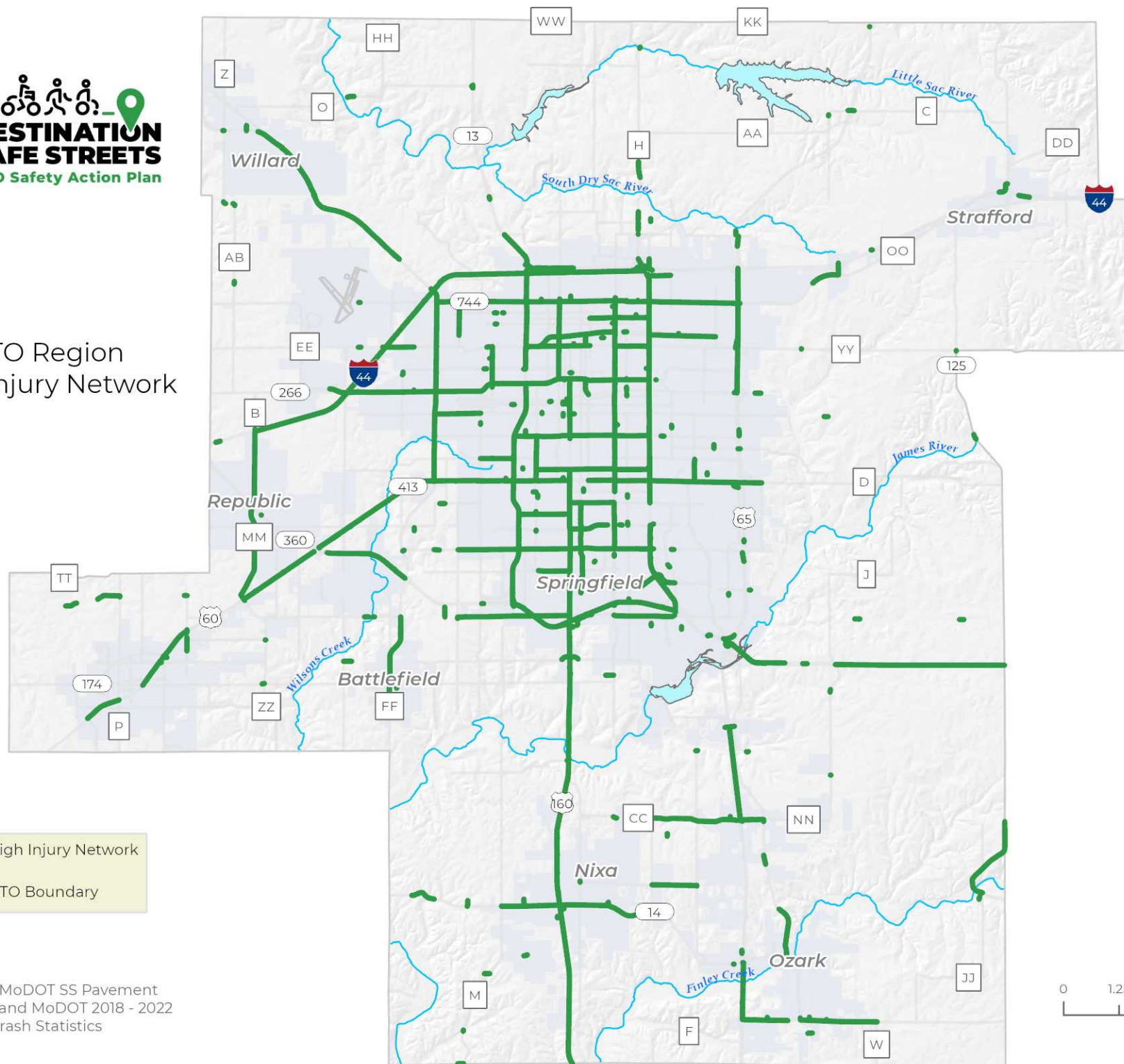




OTO Region High Injury Network



Sources: MoDOT SS Pavement
Segments and MoDOT 2018 - 2022
Crash Statistics



TAB 11

[HOME \(/\)](#) [NEWS \(/NEWS\)](#) [MOBILITY AS A SERVICE \(/MOBILITY-SERVICE\)](#) [ST LOUIS TO DEVELOP URBAN MOBILITY PLAN](#)

St Louis to develop urban mobility plan

By David Arminas



St Louis, Missouri, with the famous Gateway Arch (© Sean Pavone | Dreamstime.com)

The US city of St Louis, Missouri, has announced that it will develop a comprehensive and coordinated transportation and connected mobility plan, the first in decades.

Mayor Tishaura Jones announced the plan, saying it is essential to attract investment into the city.

"Creating a comprehensive transportation and mobility plan allows us to make intentional and strategic investments so that moving around St. Louis for jobs, education and entertainment becomes easier, safer and more enjoyable," she said.

The plan will bring together major projects including the Brickline Greenway (a network of accessible paths linking green areas of the city), the Future64 project (improvement to Interstate Highway 64) and the MetroLink Green light rail expansion, while establishing new priorities for a safer, more efficient and better-maintained transportation network across the city.



Key elements of the initiative are robust public engagement, the development of a safety action plan, future infrastructure priorities and transportation network mapping. The plan will review ordinances and practices to make recommendations on revisions and updates.

The development of the Transportation & Mobility Plan is now underway, using American Rescue Plan funds. A total of \$130.2 billion was earmarked this year by the federal government for cities and counties to use to improve their services and infrastructure.

St Louis expects to present a completed plan by the autumn of 2025. It will include short- and long-term mobility projects, improved tools for communication with the public regarding transportation and safety and network maps and street typology guides to shape future projects.

Setting out priorities and project will involve communication with the public through community meetings, focus groups and conducting a statistically significant survey. As the next step, the city is establishing a Community Advisory Committee to discuss, brainstorm and help guide the planning process.

FOR MORE INFORMATION ON COMPANIES IN THIS ARTICLE

St Louis Metro Transit (/st-louis-metro-transit)



With traffic deaths rising at record pace, KC to - Kansas City Star, The (MO) - June 12, 2024 - page 1

June 12, 2024 | Kansas City Star, The (MO) | Robert A. Cronkleton, The Kansas City Star

With traffic deaths rising rapidly, Kansas City leaders gathered in the Brookside Neighborhood Wednesday morning to announce the city has dedicated \$4 million to its Vision Zero initiative to make roads safer.

Kansas City's government is committed to ensuring the city roads are safer for everyone, whether walking, driving, cycling or any other form of transit, said Mayor Quinton Lucas during a news conference.

"Vision Zero was designed to eliminate fatalities and serious injuries on Kansas City streets by 2030 while increasing safe, healthy and equitable mobility for all," Lucas said. "The improvements include traffic calming, leading pedestrian intervals, protected mobility lanes, speed humps, curb extensions and more."

Many of those safety enhancements can be found in Brookside, including along 63rd Street, which recently underwent a road diet, reducing the number of lanes and adding enhanced sidewalks, curbs and diagonal parking. A signalized light and crosswalk were added to protect pedestrians, runners and bicyclists using the Trolley Track Trail as they cross 63rd Street.

"Safety feels like being able to walk down this street and feel safe that you're not going to be hit by a car . . .," said Councilman Johnathan Duncan. "Since we've had this road diet as part of our Vision Zero plan, it feels safer."

Kansas City has 300 Vision Zero projects completed or underway. It also touts having more than 30 miles of lanes that protect people on bikes, scooters, foot or other modes of mobility from traffic.

Last year, there were 102 traffic deaths, just one shy of the record of 103 deaths set in 2020. Last year's traffic fatalities included 20 pedestrians and 18 motorcyclists.

Thus far, Kansas City is on pace to exceed the record this year. So far this year, there have been 47 fatalities, which is up 38% from 34 deaths for the same period last year.

"We recognize that accidental deaths are unacceptable, whether they be pedestrian or roadway fatalities, whether they be homicides in our city, fentanyl overdoses or anything under the sun," Lucas said. "Kansas City government is committed to ensuring that people can be safe in our city, live long and healthy lives. Our investment in Vision Zero is one area that helps us do that."

'We have quite a ways to go'

Councilman Eric Bunch said he came to the news conference with mixed emotions because while they were celebrating the \$4 million investment, the city is on pace for another record year for traffic fatalities.

"These deaths that we experience on our city streets are not accidents. They are preventable," Bunch said.

Over the past 100 years, leaders have carved out the city to make way for the automobile and make it easier to flee from the city in vehicles through historic and vibrant neighborhoods, Bunch said, at the expense of the people who live there.

"This is traffic violence. It is something that disproportionately affects pedestrians who don't have the luxury of a steel cage wrapped around them," Bunch said. "It disproportionately affects people of low wealth because they have less access to automobiles. It disproportionately affects people of color because of historic institutional racism. So we have to do better."

The city has the tools and the data to make the necessary changes, so it's time to put the money where its mouth is and prevent unnecessary traffic violence and deaths, Bunch said.

While celebrating the \$4 million funding, Mayor Pro-Tem Ryana Parks-Shaw, whose district has three of Kansas City's five most dangerous intersections, encouraged the city to do more.

"I look at this as an initial step, but we have quite a ways to go," Parks-Shaw said.

CITATION (APA STYLE)

A. Cronkleton, R. (2024, June 12). With traffic deaths rising at record pace, KC to spend \$4 million to make roads safer. *Kansas City Star, The (MO)*. Available from NewsBank: Access World News – Historical and Current: <https://0-infoweb-newsbank-com.coolcat.org/apps/news/document-view?p=WORLDNEWS&docref=news/199A82D21F1EB0A8>.

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My road trip from KC to hell: Hey, America, our - Kansas City Star, The (MO) - June 13, 2024 - page 1

June 13, 2024 | Kansas City Star, The (MO) | Lisa Gutierrez, The Kansas City Star

After more than 22 hours driving round-trip from Kansas City to Michigan, I just have one thing to say to my fellow Americans: Our driving stinks.

We drive too fast in the rain.

We drive way too fast through construction zones. (Do not even fight me on that.)

We don't drive safely around semi-trucks. (NOT a good idea to cut one off going downhill. Yeah, I saw that.)

We don't always use our turn signals. (Ugh, guilty of this, sorry to say.)

We tailgate. Oh lord, we tailgate. At times I felt like I was being chased.

After experiencing all of that in a matter of days, I have concluded that many of us — myself included — should cruise through a driving manual for a refresher.

Do you know what a “space cushion” is?

I've got a few websites for you. Check out The Kansas Driving Handbook or KnowTo Drive, the official online testing platform for a Kansas driver's license. Sample test questions for the Missouri driver exam are on the Missouri Department of Revenue website.

No better time for a refresher course as millions of us hit the road over the next few weeks during peak road construction season.

And I am speaking directly to the driver of the dark-colored sedan who pulled back onto the highway SLOWLY after being stopped by Illinois state police, forcing the rest of us barreling down that hill at 70 miles an hour and faster to hit our brakes in a panic and swerve.

Could you hear me yell???

‘100 Deadliest Days’

According to a summer travel survey by The Vacationer travel journal, 82% of American adults, more than 212 million people, plan to travel this summer.

Teens are hitting the roads, too, which is why AAA calls the time between Memorial Day and Labor Day the “100 Deadliest Days” of the year because fatalities involving teenage drivers historically rise then.

AAA driving tips tweet

Safety officials campaign to get teens to buckle up and follow speed limits and encourage parents to talk to their kids about the dangers of driving impaired.

I traveled alongside a lot of people who should follow that advice.

I see bad drivers around Kansas City every day. But driving out on the open road — across Missouri on Interstate 70 into Illinois, through Indiana and into Michigan, only on interstates — drove home concerns that must keep highway safety officials up at night.

And, I was reminded that I, too, have bad driving habits when I’m not paying attention.

Hydroplaning is no fun

I have driven thousands of miles in my lifetime all over the U.S. And I have earned a few traffic tickets in that time but consider myself a reformed speedaholic.

I love to drive but hadn’t taken a road trip in years.

Much of the drive to Michigan was in rain, which was just bad luck.

I pulled off the interstate once when the rain fell so hard it sounded like hail pelting the car and I couldn’t see the lines of the road. Reminded me of getting caught in scary whiteouts along Lake Ontario.

Meanwhile — and this happened all along the way — people zoomed past me on the left way too fast for the rainy roads, sometimes through standing water.

AAA says wet pavement contributes to more than 1 million crashes every year.

Most weather-related crashes happen during rain and on wet pavement, says the U.S. Department of Transportation.

The feds say light rain reduces freeway speeds by 2% to 13%, but I'd like to know where that happens because I saw little evidence of folks slowing down.

A tip from the National Weather Service: Be cautious during the first half hour of a rainfall when sediment, oil and grease on the roads, especially built up after a dry spell, mixes with the rain, making the roads slick.

AAA advises staying toward the middle lanes when it's raining — the water pools in those outside lanes. I had a run-in with that myself when I tried to pass a car and I started to hydroplane as I switched lanes.

The car jerked like a roller-coaster cart as my tires, new ones at that, lost contact with the road.

Our need for speed

On long trips, and when the roads are dry, I use cruise control. But with all the cars roaring past me doing, I suspect, closer to 80 mph in 70-mph zones, I felt like I was in a Great Race to the Great Lakes.

(Just because everyone is speeding doesn't mean it's legal for you to keep up with them.)

For more than two decades speed was involved in about one-third of all motor vehicle fatalities in the country, according to the National Highway Traffic Safety Administration

In 2021, speed was a factor in 4,479 crashes around Kansas that injured 1,428 people and killed 75, says the Kansas Traffic Safety Resource Office.

Missouri officials say about 33% of all traffic fatalities in the Show-Me state, like the national average, involve excessive speed. Missouri reported 348 speed-related fatalities in 2022.

I lost track of the number of electronic road signs cautioning drivers to slow down. The messages were variations on the same theme.

It's not a race. Don't drive distracted. Put the phone down.

safe driving tips kansas

I did not know that effective in 2026, the feds will ban electronic road signs that use humor, obscure meanings and pop culture references to promote safe driving.

Yes, speeding is such a problem that states have been using humor to get motorists' attention.

"Slow down you must may the fourth be with you."

"Hocus pocus, drive with focus."

"Santa sees you when you're speeding."

"Use yah blinkah." (In Massachusetts.)

"Visiting in-laws? Slow down, get there late." (In cheeky Ohio.)

The U.S. Federal Highway Administration decided earlier this year that signs like that are too distracting.

Highway signs, it decided, should be "simple, direct, brief, legible and clear."

How about this: "Slow down. Yeah, you."

That's not real tailgating

Let me just say that if I can count the number of hairs in your nostrils YOU ARE DRIVING TOO CLOSE TO ME!

Whew, that felt good. (I don't drive with road rage. I write about it.)

People tailgated me through one construction zone after another after another after another when I — gasp! — followed the posted speed limits.

No wonder Ohio's governor, Mike DeWine, has asked that state's highway patrol to dedicate more

time and troopers to patrolling work zones. Nine Ohio road workers have lost their lives since 2019 in work zone crashes.

Dear bumper riders, ever heard of the two-second rule?

That's the recommended safe distance you're supposed to keep between you and the car in front of you. In heavy rain, the National Weather Service recommends a four-second distance.

Here's the hack: When the back of the car in front of you passes a certain point or landmark, like an overhead road sign or tree, it should take the front of your car two seconds to pass the same object.

You need that time to brake safely or take evasive action should the other car suddenly stop. That's your safety buffer, also known as a "space cushion" in defensive driving parlance.

And P.S., that space between me and the car in front of me is not an invitation for you to fill the space with your car.

The only tailgating I support is done in a parking lot with a barbecue grill and a game of cornhole.

Gutierrez, L. (2024, June 13). My road trip from KC to hell: Hey, America, our driving stinks. Slow. Down. Please.

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MoDOT replacing its Adopt-A-Highway Program



By **Olivia Hayes** [FOLLOW](#)

June 11, 2024 6:44 PM Published [June 11, 2024 11:48 AM](#)



COLUMBIA, Mo. (KMIZ)

The Missouri Department of Transportation is replacing its Adopt-A-Highway Program with a new volunteer litter pickup program called Keeping Missouri Beautiful.

performed a review of the costs and benefits of the program. MoDOT officials said the findings showed the costs and safety risks outweighed the program benefits.

MoDOT spokesperson Taylor Brune said in a statement said that the analysis showed the average cost per bag of litter collected through the Adopt-A-Highway program is \$42 compared to the MoDOT staff pickup cost per bag of \$18.

Adopt-A-Highway costs account for MoDOT staff administration of the program, the signs and sign installation and the added costs for staff to pick up the bags left by the volunteers. That adds up to \$1.2 million per year to administer the program.

Distracted driving also continues to be a concern for the safety of those picking up trash and cleaning up their adopted highway. Those who participated in the Adopt-A-Highway program would receive a sign from MoDOT on their adopted road with a customized dedication and then volunteer to clean up trash in the adopted area up to four times a year.

MoDOT said the new [Keeping Missouri Beautiful program](#) will focus on having community groups do one-time clean-up events that are coordinated with the district offices. MoDOT staff will work with the volunteer groups to organize the community events including advising them on a safe location, providing a safety briefing and even setting up a work zone.

Letters were written to the groups that have adopted a highway about the program changes, according to MoDOT. There are about 5,300 groups with adoptions statewide.

The Jefferson City Lions Club is one of the groups that received a letter stating once its agreement expired, it would not be renewed.

"We're a civic organization and we want to continue taking care of the environment, it's part of the Lions motto," Schwartz said. "We have picked up in the spring and the fall every year we've had this same section. It's about 1.6 miles and we typically pick up about 25 bags of trash each time we pick up."

Each group signs a three-year agreement and MODOT will uphold their adoptions until the agreements expire. This would be no later than 2026.

In its letter, MoDOT stated its maintenance crews will remove the signs and volunteer groups can call MoDOT to arrange a time to pick up the signs for keepsakes.

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FHWA's Bhatt Testifies before Senate EPW Committee

June 7, 2024



Shailen Bhatt (*above*), administrator of the Federal Highway Administration, testified before the Senate Committee on Environment and Public Works on June 5 as

In his [remarks](#), Bhatt explained how FHWA has been working to disburse funding from the Infrastructure Investment and Jobs Act or IIJA enacted [in 2021](#) as well as from the Inflation Reduction Act enacted [in 2022](#).

Since those two measures were passed, Bhatt said FHWA has distributed over \$180 billion in highway formula funding to the states and issued notices of funding opportunities or NOFOs for over \$16 billion in discretionary grants.

"The success of these programs depends, in part, on the streamlined delivery of funding – to get projects to, and through, construction," he emphasized.

"So FHWA has taken steps to speed up project delivery. For example, we stood up a new, permanent team to oversee grants-management matters and have several acceleration activities underway," Bhatt pointed out. "And FHWA has continued to make significant progress in advancing new programs and funding projects that improve safety, reduce bottlenecks to keep freight moving, and will make our infrastructure more resilient."

He stressed, however, that the backdrop to all project delivery efforts remains safety. "[That] is FHWA's number one priority," Bhatt noted. "Although we have seen some signs for cautious optimism based on recent data, roadway fatalities, particularly among vulnerable road users, remain stubbornly high and much work remains to improve road safety. We need to continue to make investments in safety, make good safety policy decisions, and harness technology to get us to our goal of zero deaths – not decades from now but much sooner."



FHWA's Shailen Bhatt. Photo by Senate EPW committee.

He also touched on FHWA's collaboration with the Joint Office of Energy and Transportation to help states access \$7.5 billion from the National Electric Vehicle Infrastructure or NEVI program and Charging and Fueling Infrastructure or CFI discretionary grant program to help build out a network of EV chargers across the country.

Bhatt noted that FHWA finished approving all EV charging plans submitted by the states, Puerto Rico, and the District of Columbia in [September 2022](#), unlocking \$885 million in NEVI formula funding to implement those plans. To date, EV charging stations funded by the IIJA have been opened in six states – Hawaii, Ohio, New York, Pennsylvania, Maine, and Vermont – with many more expected to open soon.

Bhatt also touched on the federal government's response to the collapse of the Francis Scott Key Bridge in Baltimore on [March 26](#), highlighting not only the efforts of FHWA, but of the Maryland Department of Transportation, the City of Baltimore, the U.S. Army Corps of Engineers, the U.S. Coast Guard, and private sector firms.

"The response to this disaster has highlighted the ability of industry and government entities to work together in times of calamity," he emphasized – a response effort Bhatt also discussed during a House of Representatives Committee on



2024 Mustang Mach-E electric vehicles are displayed at a Ford dealership Sunday, Jan. 21, 2024, in Broomfield, Colo. (AP Photo/David Zalubowski, File)

TRANSPORTATION

Transportation Department finalizes 50.4 mpg standard

BY [SUSAN CARPENTER](#) | WASHINGTON, D.C.
PUBLISHED 11:55 AM PT JUN. 07, 2024

Cars will need to average 50.4 miles per gallon by the 2031 model year, under new rules the National Highway Traffic Safety Administration finalized Friday. Fuel economy will need to increase 2% annually starting with the 2027 model year for passenger cars and with the 2029 model year for light trucks.

- The NHTSA standard complements new rules finalized by the Environmental Protection Agency this year that will require 68% of new light-duty vehicles sold in the U.S. to be zero-emissions by 2032

NHTSA estimates the change will save car and light truck drivers more than \$600 in fuel over their vehicles' lifetimes.

"Not only will these new standards save Americans money at the pump every time they fill up, they will also decrease harmful pollution and make America less reliant on foreign oil," U.S. Transportation Secretary Pete Buttigieg said in a statement.

The new rules are expected to save about 70 billion gallons of gasoline through 2050 and prevent more than 710 million metric tons of CO2 emissions.

The agency also significantly increased mandatory fuel economy for heavy-duty pickup trucks and vans. They will need to increase 10% annually starting with the 2030 model year through 2032 and increase 8% annually for model years 2033 through 2035 for an average of 35 miles per gallon.

NHTSA estimates the heavy-duty fuel economy standard will save owners more than \$700 in fuel over their vehicles' lifetimes.

When Congress first established what's known as the Corporate Average Fuel Economy, or CAFE, program in the 1970s, the average fuel economy was 13 miles per gallon. In 2022, the average real-world fuel economy for a new light-duty vehicle was 26 mpg, according to the U.S. Environmental Protection Agency.

NHTSA said its new fuel economy standards are a complement to new emissions standards the Environmental Protection Agency finalized in March for 2027-2032 model year passenger vehicles. To meet those requirements, 68% of all new light-duty vehicles sold will need to be zero-emissions electrics by 2032.

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SEARCH

Dangerous by Design 2024



Dangerous by Design 2024 finds that 7,522 people were struck and killed while walking in 2022, an average of more than 20 per day. As in previous years, we found that not everyone lives and walks with the same risk. Black and Native Americans, older adults, and people walking in low-income communities die at higher rates and face higher levels of risk compared to all Americans. Our nation's streets are **dangerous by design**, designed primarily to move cars quickly at the expense of keeping everyone safe. Unfortunately, this crisis will continue to get worse until those in power finally make safety for everyone who uses our roads a top priority.

Register for the Dangerous by Design webinar on June 6 from 1-2:30 p.m. ET

[\(https://us06web.zoom.us/webinar/register/6517109626113/WN_HWVB4tgjTUCQRVtP71Q5kw#/registration\)](https://us06web.zoom.us/webinar/register/6517109626113/WN_HWVB4tgjTUCQRVtP71Q5kw#/registration)

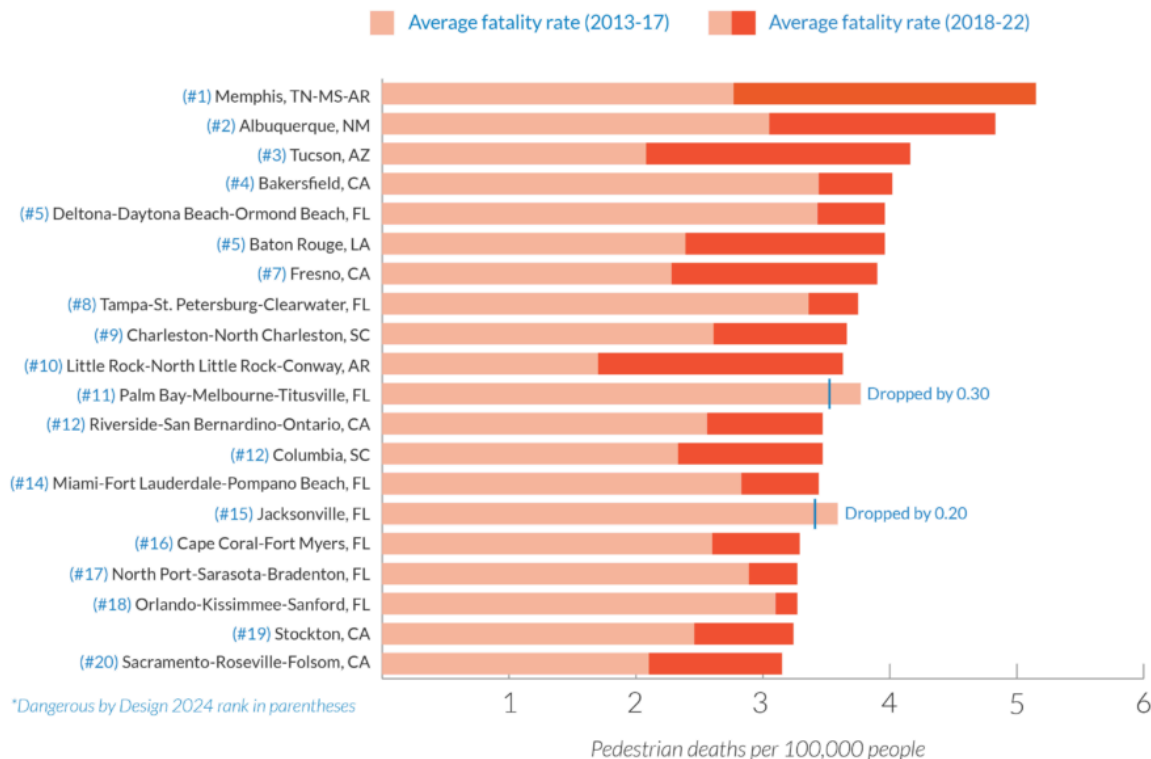
This epidemic continues to grow worse because our nation's streets are dangerous by design, designed primarily to move cars quickly at the expense of keeping everyone safe.

The increase in pedestrian deaths is far outpacing the growth in population. Comparing five-year periods (2013-17 vs 2018-22): The largest 101 metros grew by about **1.7 percent** while the total number of deaths in these metros increased by nearly **26 percent**. The top 20 most deadly metros grew by **5.1 percent**, but total fatalities increased by **37 percent**.

The country's largest metro areas are significantly more dangerous than a decade or more ago. In 2009, there were just **eight** large metro areas that had a pedestrian fatality rate of over 2.0 per 100,000 people. That number more than doubled to **18 metro areas** in our 2014 report. Now, there are 48 metro areas with a rate of over 2.0 people killed per 100k people. This means that just because a metro area is ranked lower than in years prior, it's not necessarily any less deadly than before—it's just that other metros have had bigger increases. (Only two metros in the top 20 saw improvements in their rate, as noted below.) The most dangerous metro area in our 2009 report (Orlando at 2.86) wouldn't even crack the top 20 (#26) in this report.

All but two of the top 20 are getting more deadly

The most dangerous metro areas are getting more deadly



(/wp-content/uploads/2024/05/DBD-2024-top-20-growth.png)

Florida metros have shuffled spots but still dominate the list. Florida continues to maintain a sizable presence in the top 20 (8 of 20), though two of those areas (Palm Bay and Jacksonville) are on the very short list of metros trending less deadly long term (comparing 2013-2017 average to 2018-2022). However, in Jacksonville, the total number of deaths actually increased across those five-year periods, from 260 to 274, which means their improved fatality rate (-0.20) was due entirely to their population growth.

Fast-growing metros in the South and the Sunbelt are still the most deadly. Pedestrian deaths in these places are either keeping pace with population growth or (far) outpacing it.

Urban areas are increasing in danger faster than rural areas. Since 2013, total pedestrian deaths are up by nearly 61 percent in urban areas, compared to 41 percent in rural areas. (Overall traffic deaths are holding flat in rural areas since 2013.)

Nothing makes a person more vulnerable than lacking the protection of a vehicle, and people with lower incomes are more likely to be walking, and walking in the most dangerous areas. In 2022, the share of all traffic deaths that were people **outside of vehicles hit the highest share in 40 years.** The decrease in the share of *in-vehicle* deaths are partially the result of safer vehicles thanks to new safety mandates and improved vehicle technology.

States are in total control of the most deadly roadways. Within these 101 largest metro areas, 66 percent of all traffic deaths occur on state-owned roads.

The metro areas with a long-term trend of getting safer were already less deadly. Only 18 of the 101 largest metro areas had a long-term trend of lowering fatality rates, but only two of those metro areas are in the top 20. (Palm Bay and Jacksonville, FL, as previously noted.) The other 16 metro areas were already far less deadly

(average rank #82).

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<https://www.cdc.gov/physicalactivity/activepeoplehealthynation/index.html>

(<https://www.cdc.gov/physicalactivity/activepeoplehealthynation/index.html>). The findings and conclusions in this report are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention.

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