



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

REVISED

OCTOBER 18, 2023
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

REVISED - Technical Planning Committee Meeting Agenda

Wednesday, October 18, 2023 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/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of August 16, 2023 Meeting Minutes Tab 1

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

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

(5 minutes/Roussell)

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.

II. New Business

A. SafeAcross – Pedestrian Campaign Tab 3
(10 minutes/Buettgen-Quinn)

Mandy Buettgen-Quinn will present an overview of the Springfield SafeAcross pedestrian safety program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. FY 2024-2027 TIP Administrative Modification One..... Tab 4
(1 minute/Longpine)

One revision has been made to the FY 2024-2027 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. FY 2025-2029 STIP Priorities Tab 5
(10 minutes/Fields)

A Subcommittee of the Technical Planning Committee has recommended priorities for inclusion in the FY 2025-2029 Statewide Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND STIP PRIORITIES TO THE BOARD OF DIRECTORS

D. National Performance Targets Tab 6
(5 minutes/Longpine)

The OTO must adopt performance targets relating to safety. The proposed targets are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TARGETS TO THE BOARD OF DIRECTORS

E. Urban Area Smoothing..... Tab 7
(5 minutes/Longpine)

Staff will present OTO’s recommendation for adjustments to the urban areas in the MPO boundary.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND THE PROPOSED URBAN AREAS TO THE BOARD OF DIRECTORS

F. Safe Streets and Roads for All Update

(10 minutes/Longpine)

Staff will provide an update on the Safe Streets and Roads for All Action Planning Grant.

NO ACTION REQUESTED – INFORMATIONAL ONLY

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 8

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, December 13, 2023 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 Knaut 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 10/18/2023; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the August 16, 2023 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 August 16, 2023 meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
AUGUST 16, 2023**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Roussell began the meeting at approximately 1:31 p.m.

The following members were present:

Garrett Brickner (a), City of Republic	Frank Miller, MoDOT
Paula Brookshire (a), City of Springfield	Jeremy Parsons, City of Ozark
King Coltrin (a), City of Springfield	Jeff Roussell, City of Nixa (Chair)
Matt Crawford, City Utilities	Beth Schaller, MoDOT
Adam Humphrey, Greene County	Randall Whitman (a), City of Springfield
Mary Kromrey, Ozark Greenways	
John Matthews, Missouri State University	

(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	Tim Schowe, City of Strafford
Scott Hayes, City of Willard	Aishwarya Shrestha, SMCOG
Joel Keller (a), Greene County	Mark Webb, Greene County
Tristan Losh, City of Battlefield	Jeremy Wegner, BNSF
Ahmad Mokhtee, FTA	Daniel Weitkamp, FHWA
David Schaumburg, Springfield-Branson Airport	Todd Wiesehan, Christian County
Mark Schenkelberg, FAA	

Others present were: Kimberly Ader, MoDOT; Tom Dancey, City of Springfield; John McCart, City of Ozark; Matthew Smith, Congressman Eric Burlison's Office; Ryan Stehn and Matt DeMoss, CMT; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Nicole Stokes, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Roussell welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for August 16, 2023. Beth Schaller seconded the motion. The motion passed.

C. Approval of May 17, 2023 E-Meeting and June 21, 2023 Meeting Minutes

Mary Kromrey made a motion to approve the minutes from the May 17, 2023 E-Meeting and June 21, 2023 Technical Planning Committee Meeting. Frank Miller seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Roussell advised there were public comments included in the packet and asked for comments or questions.

E. Executive Director's Report

Sara Fields stated that the Board of Directors approved the Transportation Improvement Program last month. It is in Jefferson City waiting for approval. Award letters for the TAP and Carbon Reduction Program funds for trails, sidewalk projects, and EV chargers will be sent out once approved.

The Board of Directors has been working on the OTO Legislative Priorities. Members were asked to contact Sara Fields if they have any suggestions for Board consideration.

The STIP Prioritization meetings have been scheduled and calendar invitations sent for August 31, September 14, and October 5.

F. Legislative Report

Matthew Smith with Congressman Eric Burlison's office shared that the major item they have been working on is the Federal Aviation Administration's Reauthorization. One of their focuses was the new perimeter rule. Part of that rule would have allowed direct flights from Springfield to DCA. It did not make it to the Rules Committee. They also put forward an amendment that would create a study for simulator training and how it could improve a pilot's ability to train. This also did not make it through the Rules Committee. Congressman Burlison did support the FAA Reauthorization.

The Office filed legislation entitled Freights First Act. This bill addresses Amtrak's right of preference over rail lines. This bill would take away Amtrak's right of preference within 50 miles of a railyard or a freight hub.

The PHMSA Reauthorization is coming up. Their office is looking for ways to streamline projects and cut down on regulations so that infrastructure can be built in a more efficient way.

Next year they have the Water Resource Development Act Reauthorization. They will be looking to update Table Rock Lake Laws and improve recreational purposes for the Table Rock area.

G. MoDOT Report

Frank Miller reported MoDOT has held a couple of meetings for the High Priority Unfunded Needs. MoDOT will be having meetings regarding the smoothing of the updated Urban Area boundaries from the recent census.

Beth Schaller shared MoDOT is staying busy with construction. MoDOT has a new outreach effort for safety around road construction and maintenance crews.

H. Committee Reports and Grant Opportunities

David Knaut stated the Local Coordinating Board for Transit has been working on updating the guidelines for the OTO Program Management Plan. There have been new members added.

The Traffic Incident Management Subcommittee has seen a reduction in overall crashes in the OTO region.

The Bicycle Pedestrian Advisory Committee has been working on finalizing the Bicycle & Pedestrian Improvement Report. In the spring, 28 miles of single track trail were completed around the Fellow Lake area. The Committee is also finalizing the Pedestrian Safety Analysis.

Debbie Parks shared that there are several grant opportunities that are open and highlighted them.

II. New Business

A. Route 66 Trail Alignment Study

Sara Fields stated Crawford, Murphy, and Tilly will present the final Route 66 Trail Study which evaluated trail locations between LeCompte Road in Springfield and Strafford. Ryan Stehn and Matt DeMoss with CMT presented the study.

Garrett Brickner made a motion to recommend the Board of Directors accept the Route 66 Trail Alignment Study. Beth Schaller seconded the motion. The motion passed.

B. FY 2023-2026 TIP Administrative Modification Seven

Natasha Longpine reviewed the one revision that was made to the FY 2023-2026 Transportation Improvement Program.

This was informational only. No action was required.

C. FY 2024-2027 TIP Amendment One

Natasha Longpine shared the three changes proposed to the FY 2024-2027 Transportation Improvement Program. They were for Weaver Road improvements, the Grand Street Trail, and the Evergreen Road improvements.

Jeremy Parsons made a motion to recommend the Board of Directors approve Amendment 1 to the FY 2024-2027 Transportation Improvement Program. Garrett Brickner seconded the motion. The motion passed.

D. UPWP Administrative Modification One

Debbie Parks reported that revisions had been made to the FY 2024 Unified Planning Work Program.

This was informational only. No action was required.

E. Federal Functional Classification Change Request

Natasha Longpine stated there was one change request to the federal functional classification system for E Evergreen Street / N Farm Road 249 / E Farm Road 84 / N Farm Road 243 from local to minor collector.

Frank Miller made a motion to recommend the Board of Directors approve the Functional Classification Change request. Jeremy Parsons seconded the motion. The motion passed.

F. Annual Listing of Obligated Projects

Natasha Longpine presented the annual listing of obligated projects for program year 2023 in the OTO area.

Beth Schaller made a motion to recommend the Board of Directors accept the Annual Listing of Obligated Projects. Garrett Brickner seconded the motion. The motion passed.

G. Safe Streets and Roads for All Advisory Committee

Natasha Longpine requested members to appoint an Advisory Committee to guide the development of the Safe Streets and Roads for All Safety Action Plan.

Jeff Roussell made a motion to appoint Corey Becker (Nixa), John Matthews (MSU), a representative from the City of Springfield, a representative from MoDOT, a representative from Greene County, and a representative from the City of Ozark to the SS4A Advisory Committee. Garrett Brickner seconded the motion. The motion passed.

H. Safe Streets and Roads for All Safety Goals

Natasha Longpine led a discussion regarding the setting of Safety Goals as required by the Safe Streets and Roads for All Action Planning Grant. This will be discussed again at a future meeting.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Mary Kromrey shared that a Chadwick Flyer Open House was held August 15th for the immediate adjacent landowners that went well.

Beth Schaller stated MoDOT is currently doing an economic analysis for East Sunshine Street. A MoDOT consultant is working on reaching all the businesses east of Glenstone to Blackman Road. Roundtables are scheduled for August 19th.

Jeff Roussell shared the City of Nixa is looking to update the Street and ADA Compliance Master Plan.

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

IV. Adjournment

Randall Whitman made a motion to adjourn the meeting. Mary Kromrey seconded the motion. The motion passed. The meeting was adjourned at approximately 2:36 p.m.

Jeff Roussell
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 10/18/2023; 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 August 16, 2023 and October 11, 2023.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 08/14/2023

Received through: Website Comment Form

Contact Name: Lindsey [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I was unable to attend the public meeting regarding the Hwy FF extension to Hwy 14 in Nixa, however my unwavering opposition to this extension remains. The proposed routes to extend FF would increase traffic in a quiet, nature-centric area of Greene/Christian county, negatively impact property values for myself and neighbors, add a highway in my literal front yard close to where my children sleep and play, and absolutely ruin the peaceful life so many of us have built. I type this message from my back porch where I can listen to the rain pattering through the forest and feel morning mist on my face with each gentle breeze. My husband and I moved here three years ago with the intention of this being our forever home. Where our kids could grow up and hopefully someday return to visit with children of their own. We moved out of town to have this peace. Other residents in the area feel the same. If we wanted to live that close to a highway, we wouldn't live here. Those who use the road the most are the ones who live here, and we do not want a highway. It ruins our peace & property value. What about Nicholas Rd? It already runs from Springfield to 14. What about ZZ? It runs through Republic, is so close to Springfield, and continues to 14 & Clever. Improving those already-busy roadways wouldn't take people's property like this extension and force a peaceful farm road into becoming an expressway. Please do not move forward with extension plans that cut through the Old Mill/Nelson Mill/Union Chapel areas.

Respectfully, Lindsey [REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors. Below is a copy of an email that was sent to those who attended the meeting.

Update – FF Extension Study:

“Good Morning,

I am emailing you regarding the FF Extension study that the Ozarks Transportation Organization is conducting. After a well-attended public meeting, it has come to our attention that there is some additional information that we should consider. We are pausing the study to investigate some items of interest, how to better share relevant information and to provide more time for the public to consider the options presented. As such, we plan to regroup after the first of the year with a well thought out process that will consider the input we have received and provide plenty of notice for all meetings.

We will be updating the website at

<https://www.ozarkstransportation.org/hwyffextstudy> to reflect any new information when the study restarts.

I want to personally thank you for your engagement in the transportation planning process. Your input makes a difference.

Please feel free to reach out to me with any questions in the meantime.

**Sincerely,
Sara Fields”**

Thank you again for your input!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 08/14/2023

Received through: Website Comment Form

Contact Name: Donald [REDACTED] **Contact Email/Ph #:** [REDACTED]

Comment:

Thanks for your card sent 29 July. I did not receive notice of the first meeting. I live on 43.8 acres NW of the Tracker-Phillips intersection and pasture and hay adjoining plots. My only comment on the projected site maps is that they are terribly naive in their reflection of karst realities of the area. On my property three distinct draws or hollows converge into one major hollow. All these topographic features are sinkhole channels, which extend north to Blue Springs. Occasionally after heavy rains, in the bottoms of these channels, holes appear (probably not caused by elves!) which require large rock and other fill to choke them. (Another such channel runs from the drainage divide near the vinegar plant in downtown Nixa northwest, through Tracker and the old Lowell Amos farm properties to James River just west of Cox Road.) I will attend the next meeting--if I am notified.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and the Board of Directors. We apologize that you did not receive notice of the meeting. We used the same mailing list for the postcards with the notification of the meeting and the postcards with the update (sent the end of July). The postcards were mailed to the property owners listed in the Christian County assessor database for the parcels in the proposed area. Meeting notices were shared through the City of Nixa, City of Battlefield, City of Clever, and on our website. In addition, the OTO placed Facebook ads for the zip codes affected. We have learned though, that our efforts were not enough. In the future, we will try additional avenues. Thank you again for your input. Have a wonderful day!



PUBLIC COMMENT



Area of concern: Kansas Expressway Extension

City/County of concern: Springfield/Greene County

Date received: 08/18/2023

Received through: MoDOT

Contact Name: Tom [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Fully fund the Kansas Expressway Extension in Greene County.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Transportation Needs.

We value your input and will share your comment with our planning partner, the Ozarks Transportation Organization and Greene County.

The MoDOT Unfunded Needs lists is for needs that are part of the state (MoDOT) transportation system. South of Route 60 (James River Freeway), Kansas Expressway is a city and county road.

As you are aware a Phase I construction project is currently underway. We anticipate that Greene County will have a Phase II improvement under construction by the end of the year, extending Kansas Expressway to Cox Road.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: Highway 60 around Republic

City/County of concern: Republic/Greene County

Date received: 08/18/2023

Received through: MoDOT

Contact Name: Thomas [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Highway 60 must be diverted around Republic's growing community. The existing Hwy 60 thru Republic could be a Business Route, while taking James River (Hwy 60) just north of MM intersection and merge to new east/west 4 lane Hwy 60 to be reconnected to existing Hwy 60 west of Billings before 413 interchange. There is then an ability to 4 lane in future expansion Hwy 60 to Oklahoma line while saving hundreds of accidents and lives. Hwy 60 from Republic interchange west to state line does not match that east of same exit. This should have been done a few years ago when some idiot decided that the 174 intersection would correct the traffic congestion caused by growth of community. That was a waste of money! Bandaid for skull fracture. No foresight.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Transportation Needs.

We value your input and will share your comment with our planning partner, the Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: J Turns

City/County of concern: OTO MPO Area

Date received: 09/07/2023

Received through: MoDOT

Contact Name: John [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

We enjoy cycling in the Ozarks and we love sharing our rural roads with others in the tandem cycling community. However J Turns are extremely dangerous for cyclists and limit cycling options.

As a drivers and cyclist crossing these are hazardous and place you in danger with no easy way to get to a safe haven. Lots of states have we have ridden in have bike path style crossings that provide a safe way to cross busy intersections. This is a good way to cross and is also cheaper than a bridge. Please consider this when planning. J turns block getting access to the rural areas.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: W Seminole Street - Sidewalk

City/County of concern: Springfield/Greene County

Date received: 09/22/2023

Received through: Comment Email

Contact Name: Matt [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The section of W Seminole St between S Scenic Ave to West Bypass is in desperate need of a sidewalk along the entire stretch. It is a major connection road for many of the surrounding residential streets. It connects many of these homes to the new Springfield Plaza developments at West Bypass and W Sunshine, Battlefield Rd, Horton Smith Golf Course, Nathaniel Green Park, and many bus stops both on Scenic and at the Springfield Plaza.

But most importantly, it is the only way for many kids to walk or cycle to Sherwood Elementary and Carver Middle school. The streets both schools are on, Battlefield and Golden, both have sidewalks for their sections near the schools, but walking on Seminole is required to reach them from many homes.

Pedestrians and cyclists can often be found on Seminole because of its importance to the nearby neighborhoods, but it's quite dangerous for all parties because of the narrowness of the road and the lack of a sidewalk. Especially so for children who are harder to or might not be exercising caution.

The new section of Seminole between Western and West Bypass actually does have a sidewalk, but it does not extend any further than the new construction.

I believe the yards on both sides of the street have ample room for an easement, and I would not expect homeowners to object, as it would improve their access to amenities, improve the curb-appeal of their homes, and potentially increase property values.

Thank you for considering this improvement.

(Note, I attempted to add this onto the interactive comment map, but repeatedly received an error when submitting.)

MoDOT Response:

Thank you for your comment. 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 the City of Springfield.



PUBLIC COMMENT



Area of concern: Highway 14 and Truman - Crosswalk

City/County of concern: Nixa/Christian County

Date received: 09/25/2023

Received through: Comment Email

Contact Name: Bruce [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I live on the south side of MO14 (Mount Vernon) in Nixa and am wheelchair bound. I use my wheelchair to get around Nixa for everything, stores, government service, banking, etc.

At present the only marked crosswalk on MO14 is at the intersection of MO14 and 160 (is it still Campbell Ave. here?).

If I use this crosswalk I am at 1/2 mile east of City Hall, bank, utilities, police, etc. That is a long way in a wheelchair, especially without a sidewalk, which forces me into the street, with the traffic coming at me from the rear where I cannot even see if I may be getting into trouble.

I request that a marked crosswalk be installed at the intersection of MO14 and Truman, right in front of the Nixa City Hall. Further, the sidewalk on the north side of MO14 should be extended to the west to intersect the new crosswalk at Truman.

Thank you for your consideration.

Bruce [REDACTED]
[REDACTED]
[REDACTED]

OTO Response:

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



PUBLIC COMMENT



Area of concern: HAWK Signal

City/County of concern: Springfield/Greene County

Date received: 10/02/2023

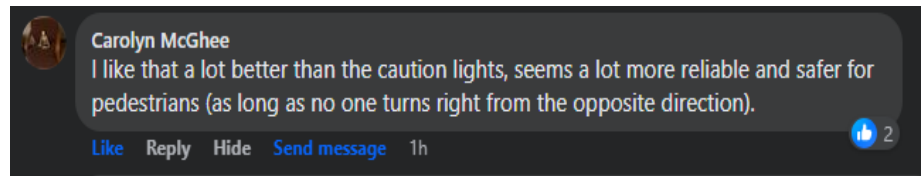
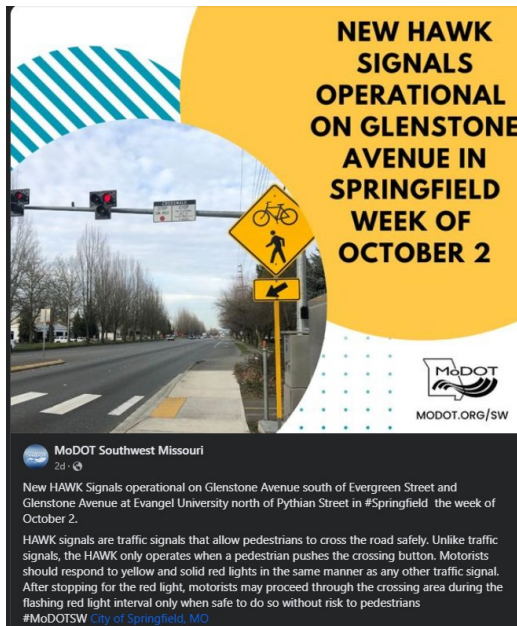
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comment





PUBLIC COMMENT



Area of concern: Highway 13 & Kansas Expressway

City/County of concern: Springfield/Greene County

Date received: 09/30/2023 & 10/10/2023

Received through: Facebook

Contact Name: Anand David

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment

- Anand David**
[Ozarks Transportation Organization](#) in one of your email updates you said : "The interchange with Highway13/Kansas Expressway should still include the flyover installed for southbound to eastbound traffic." Do you know yet if there will be access from K... [See more](#)
- Like Reply Hide 1w
- Ozarks Transportation Organization**
[Anand David](#) In the proposed design alternative the signal at Norton would be removed and an underpass would be constructed to facilitate access to Norton. Here is a rendering: <https://www.ozarkstransportation.org/.../Flyover...>
- Like Reply Hide 1w
- Anand David**
[Ozarks Transportation Organization](#) great! Is it just the flyover approved as of now or is the signal removal at Norton also approved (would like clarity on what was approved by the governor).
- Like Reply Hide 1w Edited
- Ozarks Transportation Organization**
[Anand David](#) Phase I of the interchange is currently in the Statewide Transportation Improvement Program in 2027. Phase I includes the improvements to Norton. Future phases that are not funded include the replacement of the Highway 13 bridge over Interstate 44 and ramp improvements.
- Like Reply Hide 1m
- Anand David**
[Ozarks Transportation Organization](#) where can I find the details for phase 1? Thank you.
- Like Reply Hide [Send message](#) 58m
- Ozarks Transportation Organization**
[Anand David](#) The final project will not be fully developed until the environmental studies and approvals have been finalized. The engineering has not been completed. If you have more questions, please call our office at 417-865-3042. Thank you!
- Like Reply Hide 7m

TAB 3

Pedestrian fatalities have been on a dramatic rise across the nation since 2009.

National Highway authorities are making pedestrian safety a priority as part of the **Safe System Approach**, aiming to eliminate traffic fatalities and serious injuries.

What can communities do?

SafeAcross is a pedestrian safety campaign that provides a toolkit to help communities initiate cultural change toward becoming more pedestrian friendly.

The program fosters an awareness in motorists to watch for pedestrians and yield to them at crosswalks. Walkers are urged to travel responsibly – using crosswalks, obeying traffic signals and following other tips to stay safe.

The heart of the SafeAcross program is education. The program reaches the public through unique roadway signage, print and digital education, as well as special events and outreach. Education is supplemented with engineering, evaluation, encouragement, enforcement and policy work to help measurably increase crosswalk safety.



Sign up to become a SafeAcross Host Community:

Host Communities are asked to meet certain requirements and commitments.

Learn more about administration requirements and implementation costs and complete a program interest form at:

SafeAcross.com



Scan to visit
SafeAcross.com

**PEDESTRIAN
SAFETY CAMPAIGN**



A pedestrian safety campaign toolkit to help communities initiate cultural change toward becoming more pedestrian friendly.

SafeAcross.com

HOW IT WORKS:

Mr. Walker and the campaign around him have been carefully designed – The neon-yellow color and familiar crosswalk symbol trains people to recognize and respect crosswalks and helps normalize yield behavior through the 5 E's:

- **EDUCATION:** Reaching the public with Public Service Announcement videos, social media posts, flyers, traffic safety curriculum for schools and more!
- **ENGINEERING:** Promoting best practices for installing and maintaining crosswalks.
- **EVALUATION:** Monitoring driver compliance at crosswalks and using results to further social norming.
- **ENGAGEMENT:** Encouraging the public to be part of a pedestrian-friendly movement and support safety through action.
- **ENFORCEMENT:** Utilizing optional “Yield Checks” high visibility crosswalk enforcement and public outreach

...as well as policy considerations & more!

In Springfield, MO:

Mr. Walker and the SafeAcross program began in Springfield, Missouri as **SGF Yields** to help combat the growing number of pedestrian-involved crashes on Springfield streets.

Since 2017, driver compliance in Springfield has risen from 25% to over 50%.



Resources available to Host Communities:

- Program Implementation Guide
- Detailed “How-To” Guides
- Program presentations & launch materials
- Signage designs & specifications
- Professionally designed social media graphics, worksheets & handouts
- Stock photos & animated PSAs
- Optional add-on modules to support program growth
- **And more!**

COSTS & STAFF TIME:

Print & digital resources listed above are available to Host Communities for free!

COSTS: A moderately-sized (150K) city should expect to invest around **\$17,000** in program startup costs (10 statues, signage, printing, giveaways, etc.) in the first year.

About **\$4,000** should be anticipated for program maintenance each year thereafter.

* Grant opportunities may be available to support your community's participation!

STAFF TIME: After the initial kick-off phase, program staff should plan to dedicate around **5 hours per week** to program needs.

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 10/18/2023; ITEM II.B.

Administrative Modification 1 to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is 1 item included as part of Administrative Modification 1 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. ADA Improvements at Various Locations (EN2002-24AM1)

Added \$15,000 for ROW in FY 2024 for a total programmed amount of \$3,875,000.

Basis for Administrative Modification

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

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

15 September 2023

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on September, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Project Overview
1 Projects Listed

EN2002-24AM1 - ADA IMPROVEMENTS AT VARIOUS LOCATIONS

Plan Revision 24AM1	Section Sponsored by MoDOT	Project Type Bicycle and Pedestrian	Lead Agency MoDOT
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$4,287,000
MoDoT ID J8P3192	Federal ID S603085	Project From -	Project To -

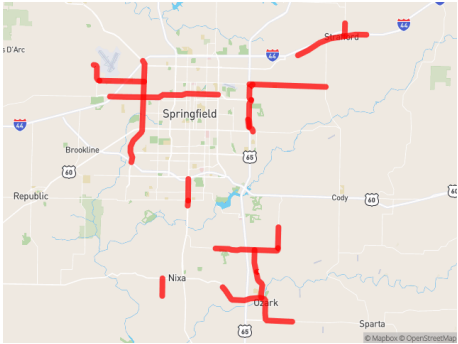
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority, Advance
Construction

Project Description
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$317,600	\$1,018,400	-	-	-	-	\$1,336,000
Engineering	MoDOT	\$79,400	\$254,600	-	-	-	-	\$334,000
Total Engineering		\$397,000	\$1,273,000	-	-	-	-	\$1,670,000
ROW	MoDOT	\$3,000	\$3,000	-	-	-	-	\$6,000
ROW	MoDOT-AC	\$12,000	\$12,000	-	-	-	-	\$24,000
Total ROW		\$15,000	\$15,000	-	-	-	-	\$30,000
Construction	MoDOT-AC	-	\$2,069,600	-	-	-	-	\$2,069,600
Construction	MoDOT	-	\$517,400	-	-	-	-	\$517,400
Total Construction		-	\$2,587,000	-	-	-	-	\$2,587,000
Total Programmed		\$412,000	\$3,875,000	-	-	-	-	\$4,287,000

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 "EN2002-20A5" to "EN2002-24AM1" Plan Revision Name changed from "24Adopted" to "24AM1"
FUNDING CHANGES	MoDOT + Increase funds in FY 2024 in ROW from \$0 to \$3,000 MoDOT-AC + Increase funds in FY 2024 in ROW from \$0 to \$12,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$4,272,000 to \$4,287,000 (0.35%)



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,451,993)	(\$3,199,946)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,905,179	\$77,248,450	\$79,347,078	\$80,446,945	\$298,947,652

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

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)	\$1,192,476	\$1,780,849	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$27,245,300	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$85,590,048	\$73,217,355	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$16,495,551	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,521,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$40,521,439	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,451,993	\$3,199,946	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355
Total	\$148,950,490	\$126,462,451	\$66,526,346	\$67,264,839

Green is Pending
Amendment 1

	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	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355	\$27,425,309
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	\$118,793,495	\$144,986,632	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$10,629,092	\$29,153,273	\$44,593,448	--
Programmed State and Federal Funding		(\$148,950,490)	(\$126,462,451)	(\$66,526,346)	(\$67,264,839)	(\$409,204,126)
TOTAL REMAINING	\$40,786,088	\$10,629,092	\$29,153,273	\$44,593,448	\$60,409,188	\$60,409,188

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 10/18/2023; ITEM II.C.

2025-2029 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2024, MoDOT is expected to develop funding estimates for use in the 2025-2029 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects will be considered in order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District (November)
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP (February)
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT
4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program (July)
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects (July)
6. FHWA and FTA 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 the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2025-2029 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2025-2029 STIP.”

FY 2025-2029 Proposed Projects for STIP Prioritization

PRIORITY	Roadway	Project Description	Associated Improve ments Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
1	I-44	Capacity/Pavement rebuild from Rte. 13 (Kansas Expressway) to Rte. 65	2025/2026	49	6	12	0	14	5	4	1	2	3	0	2
2	MO 13 (Kansas Expressway)/I-44	Phase II interchange improvements at Interstate 44 - WB Ramp	44 (2026)	61	6	12	0	14	5	4	1	2	3	14	0
3	Rte FF/ Weaver	Intersection Improvements		19	2	14	0	0	0	2	1	0	0	NAN	0
4	US 60	ITS from Route 65 to Route 125 (Rural project to extend from Rte. 125 to Rte. VV in Rogersville)		61	5	14	0	14	5	2	1	2	2	14	2
5	MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division to include hawk signal at Bolivar Road		54	5	10	0	14	5	4	1	1	0	14	0
6	Glenstone/LP 44	Intersection improvements at Glenstone Ave. and Dale Street		53	5	14	0	14	5	4	1	0	0	10	0
7	I-44	Widen to six lanes/aux lanes from Route 160 (West Bypass) to Route 13		53	6	10	0	14	5	4	1	2	3	4	4
8	US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029		53	3	16	0	7	5	2	2	0	2	14	2
9	US 60	Rte 174 to Bailey Intersection Improvements as noted in study		52	5	10	0	14	5	2	1	1	0	14	0
10	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)		52	5	14	0	11	5	2	1	0	0	14	0
WAIT	MO 13 (Kansas Expressway)/I-44	Phase III and IV interchange improvements at Interstate 44 - WB Ramp	Phase I (2027)	61	6	12	0	14	5	4	1	2	3	14	0
WAIT	MO 744	Kearney Street Phase II Safety and Intersection Improvements	Ph I (2024)	61	5	16	0	14	5	4	1	0	2	14	0
WAIT	US 60	Upgrade to freeway from Routes NN/J to west of Route 125	2023/2028	57	4	14	0	11	5	4	1	2	2	14	0
WAIT	RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements	Phase I (2025)	50	4	16	0	7	5	2	2	0	0	14	0
	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Grand		49	6	8	0	14	5	4	1	1	0	10	0
	Rte J	Additional WB lane between Farmer Branch & 17th		49	3	14	0	14	5	2	1	0	0	10	0
	US 160/Mt Vernon	Intersection improvements		49	5	14	0	14	5	0	1	0	0	10	0
	I-44	Capacity/Operational Improvements from 125 to 65		48	6	10	0	11	5	4	1	2	3	4	2
	MO 13	Intersection improvements at Kansas Expressway and Division Street		48	4	16	0	7	5	4	1	1	0	10	0
	MO 13 (Kansas Expressway)	Context Sensitve Solution from Mt. Vernon Street to Grand Street		48	5	8	0	14	5	4	1	1	0	10	0
	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division		48	5	8	0	14	5	4	1	1	0	10	0
	US 60	Bailey to Rte MM		48	5	6	0	14	5	2	1	1	0	14	0
	US 65	Longview Interchange		48	6	8	0	14	5	2	1	1	1	10	0
	Campbell/JRF/Republic Rd	(Public Comment)	-2023	47	6	14	0	7	5	0	1	0	0	14	0
	Rte CC & Fremont	(Public Comment)		47	3	10	0	14	5	0	1	0	0	14	0
	Rte J/NN	2 thru lanes EB/WB at intersection		47	3	14	0	14	5	0	1	0	0	10	0
	US 60/US 65	Phase II interchange improvements at Rte. 65		47	6	10	0	14	5	2	1	2	1	4	2
	Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan		46	4	18	0	0	5	4	1	2	2	10	0
	US 160	Capacity Improvements from Plainview to AA	AA (2023)	46	6	14	0	7	5	0	1	0	1	10	2
	US 60 & Hamilton	(Public Comment)		45	4	8	0	14	5	2	1	1	0	10	0
	MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary		44	4	10	0	0	5	4	1	2	2	14	2
	Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan		44	4	10	0	7	5	2	2	0	0	14	0
	US 60	Intersection improvements at Bailey Avenue		44	5	6	0	14	5	2	1	1	0	10	0
	US 60 & FR 189	New Interchange		44	5	10	0	14	5	2	1	2	1	4	0
	US 60 & Hines	Intersection improvements		44	3	12	0	11	5	2	1	0	0	10	0
	US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan		44	5	10	0	14	5	2	1	2	1	4	0
	I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan		43	5	14	0	7	5	2	1	2	3	4	0
	I-44/US 65	Phase II interchange improvements at Rte. 65		43	6	10	0	14	5	2	1	2	3	0	0
	Glenstone & Luster	(Public Comment)		42	5	14	0	7	5	0	1	0	0	10	0
	I-44/US 160	Ramp improvements		42	5	8	0	14	5	0	1	2	3	4	0
	US 60 & Elm	Intersection improvements		42	3	12	0	11	5	0	1	0	0	10	0
	US 60/National Ave	Interchange/Operational improvements		42	5	10	0	11	5	0	1	0	0	10	0
	Chestnut/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements	Phase I (2024)	41	4	14	0	0	5	4	1	0	3	10	0
	MO 744	Intersection improvements at National Avenue		40	4	14	0	0	5	4	1	0	2	10	0

PRIORITY	Roadway	Project Description	Associated Improve ments Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
	US 60	Intersection improvements at FR 107 and FR 107 grade crossing closure		40	4	6	5	0	5	4	1	1	0	14	0
	Glenstone/Evergreen	Intersection improvements/ped safety		39	4	14	0	0	5	4	2	0	0	10	0
	US 160	Six-Lane from AA to CC	-2023	39	5	6	0	11	5	0	1	0	1	10	0
	Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan		38	4	14	0	0	5	4	1	0	0	10	0
	MO 13 & FR 94	Add J-turn at FR 94.		38	4	8	0	0	5	4	1	2	2	10	2
	Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14		38	2	14	0	0	5	0	1	0	2	14	0
	Rte 125/OO South	Intersection Improvements		38	3	14	0	7	5	2	1	0	2	4	0
	Rte 14/Rte W	Intersection Improvements		38	3	10	0	11	5	4	1	0	0	4	0
	US 160/Division	Intersection improvements		38	4	14	0	0	5	4	1	0	0	10	0
	Campbell (South) & Plainview	(Public Comment)		37	6	16	0	0	0	0	1	0	0	14	0
	Glenstone	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill		37	3	10	0	0	5	4	1	0	0	14	0
	I-44 & Rte MM	Phase II interchange improvements at Route MM	PH I (2025)	37	2	12	0	7	5	0	1	0	0	10	0
	MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard		37	4	14	0	0	5	2	1	1	0	10	0
	US 160	Six lane from CC to 14		37	5	8	0	7	5	0	1	0	1	10	0
	Glenstone & I-44	(Public Comment)		36	4	8	0	14	5	4	1	0	0	0	0
	Rte 14	Capacity and Safety Improvements 14th Street to W		36	3	10	0	11	5	2	1	0	0	4	0
	Rte 174/Boston Ave	Intersection Improvements		36	2	14	0	0	5	0	1	0	0	14	0
	US 160/ FR146	Intersection Improvements		36	5	12	0	0	5	2	1	0	1	10	0
	US 160/Chestnut Expwy	Intersection improvements		36	4	14	0	0	5	2	1	0	0	10	0
	US 60	Intersection improvements at relocated Route MM/FR103		35	4	6	0	0	5	4	1	1	0	14	0
	US 60	Capacity and Safety Improvements west of Republic		35	3	4	0	7	5	0	1	1	0	14	0
	Chestnut Expwy	Kansas to National (City of Springfield)		34	4	10	0	0	5	4	1	0	0	10	0
	Rte 14	NN to 3rd Bridge widening		34	3	4	0	14	5	2	2	0	0	4	0
	Rte 14/Church	(City of Ozark) - including pedestrian improvements		34	3	4	0	14	5	2	2	0	0	4	0
	Rte 174/Main St	Intersection Improvements		34	2	12	0	0	5	0	1	0	0	14	0
	Rte B	Capacity improvements from 266 to I-44		34	2	12	0	0	5	0	1	0	0	14	0
	Rte MM Corridor (US 60 to I-44)	(Public Comment)		34	3	8	0	7	5	4	1	0	2	4	0
	Rte OO	Center turn lane from Rte 125 N to Rte 125 S		34	3	4	0	7	5	2	1	0	2	10	0
	US 60	JRF- Capacity Improvements Kansas to West Bypass		34	6	12	0	0	0	2	1	1	0	10	2
	Rte 125/Rte D	intersection improvements		33	2	12	0	0	0	2	1	0	2	14	0
	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne		33	3	12	0	0	5	0	1	0	0	10	2
	Rte 14	3rd Street in Ozark		33	3	6	0	14	5	0	1	0	0	4	0
	Rte AB & Hwy 160	(Public Comment/City of Willard)		32	2	14	0	0	5	0	1	0	0	10	0
	MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Battlefield Road to Rte. 60 (James River Freeway)		31	4	8	0	0	5	2	1	1	0	10	0
	Rte 125/Evergreen	(City of Strafford)		31	2	14	0	0	0	2	1	0	2	10	0
	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd		31	3	12	0	0	5	0	1	0	0	10	0
	Rte 744 & Mulroy	Intersection improvements		31	2	14	0	0	0	2	1	0	2	10	0
	Rte CC	Capacity and Safety Improvements Main to Cheyenne		31	3	10	0	0	5	2	1	0	0	10	0
	Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing		31	3	14	0	0	0	2	2	0	0	10	0
	US 160 (West Bypass)	Add signals and turn lanes at various locations on West Bypass from LP44 (Chestnut Exp) to Route 60 (James River Fwy.)		31	5	8	0	0	5	2	1	0	0	10	0
	US 60 (James River Freeway)	Northbound ramp improvement at Route 65		31	3	4	0	14	5	0	1	2	0	0	2
	US 60/Kansas Expwy	Interchange improvements		31	6	6	0	0	5	2	1	1	0	10	0
	Rte 413 & West Bypass	Widen dual left turn lanes NB & WB (City of Springfield)		30	5	14	0	0	0	0	1	0	0	10	0
	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont		30	3	4	0	7	5	0	1	0	0	10	0
	US 160 (West Bypass)	Intersection improvements at Battlefield Road		30	3	14	0	0	0	2	1	0	0	10	0
	US 160/Nichols	Intersection improvements		30	4	6	0	0	5	4	1	0	0	10	0
	US 65	Capacity from 14 to F		30	6	10	0	0	5	2	1	1	1	0	4
	Rte 14 & 32nd	(Public Comment)		29	3	10	0	0	5	0	1	0	0	10	0
	Rte 14/Fremont	Intersection improvements		29	3	10	0	0	5	0	1	0	0	10	0

PRIORITY	Roadway	Project Description	Associated Improve- ments Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
	Rte MM/MO 360	Bridge Widening at MO 360 interchange		29	3	12	0	0	5	4	1	0	0	4	0
	Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan		28	3	14	0	0	0	0	1	0	0	10	0
	Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street		28	3	10	0	0	0	4	1	0	0	10	0
	I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)		28	5	12	0	0	0	0	1	2	2	4	2
	MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan		28	3	14	0	0	0	0	1	0	0	10	0
	US 60 & Main	Intersection improvements		28	3	14	0	0	0	0	1	0	0	10	0
	I-44	Widen to six lanes from Rte. MM to Loop 44 (Chestnut Expressway)		27	5	12	0	0	0	0	1	2	3	4	0
	Rte 14	Nicholas to OTO Western Limits		27	2	14	0	0	5	0	1	0	1	4	0
	Rte CC & Old Castle	(Public Comment/City of Nixa)		27	3	6	0	0	5	2	1	0	0	10	0
	Rte P/Miller Ave	Intersection Improvements		26	3	10	0	7	5	0	1	0	0	NAN	0
	US 160/FR 123	Intersection Improvements		26	3	12	0	0	0	0	1	0	0	10	0
	US 65/FR 94	Install J-Turn, Offset left improvements already installed/MoDOT SW Safety Plan		26	3	10	0	0	5	4	1	1	2	0	0
	I-44	Widen to six lanes from Rte. 360 to Rte. MM		25	5	10	0	0	0	0	1	2	3	4	0
	Rte 125/YY	Intersection Improvements		25	2	14	0	0	0	2	1	0	2	4	0
	US 65	6-lane 65 from F to EE		25	5	8	0	0	0	2	1	1	0	4	4
	Le Compte Rd/Rte YY	Intersection improvements		24	2	14	0	0	5	2	1	0	0	NAN	0
	Rte 413 & FR 115	(Public Comment)		24	3	10	0	0	0	0	1	0	0	10	0
	Rte CC	Widening from US 160 to Main MoDOT		24	3	10	0	0	0	0	1	0	0	10	0
	Rte CC	Extension from Main to 160		24	3	10	0	0	0	0	1	0	0	10	0
	Rte NN	Realign curve south of Route 60		24	2	14	0	0	5	2	1	0	0	NAN	0
	Rte ZZ/FR 174	Signal/Roundabout		24	2	12	0	0	5	4	1	0	0	NAN	0
	Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic		24	2	12	0	0	5	4	1	0	0	NAN	0
	US 60	Capacity improvements Rte FF to MO 360		24	5	12	0	0	0	0	1	1	1	4	0
	US 65/Rte AA	Intersection Improvements		24	3	12	0	0	5	0	1	1	2	0	0
	Division	RR seperation west of US 65		23	2	6	5	0	5	0	1	0	0	4	0
	Rte 125/DD	(City of Strafford)		23	2	6	0	0	0	2	1	0	2	10	0
	Rte 174	Capacity Improvements Main to 60		23	2	4	0	0	0	2	1	0	0	14	0
	I-44	Future Overpass by Exotic Animal Paradise		22	5	2	5	0	0	0	1	2	3	4	0
	Main/FR 168	Four way stop/Flashing light		22	2	16	0	0	0	2	1	0	1	NAN	0
	MO 413 - JRF to West Bypass	Six Lane		22	3	8	0	0	0	0	1	0	0	10	0
	Rte M/FR 168	Safety/Capacity Improvements		22	2	16	0	0	0	2	1	0	1	NAN	0
	Rte MM/Sawyer	Intersection Improvements		22	2	12	0	0	0	0	1	0	3	4	0
	US 160	Safety and Capacity 14 to OTO Southern Boundary		22	3	12	0	0	5	0	1	0	1	0	0
	US 160	Safety and operational improvements from Rte. 14 to the Finely River		22	3	12	0	0	5	0	1	0	1	0	0
	Rte 125 N. of JJ	Improve curve delineation (e.g., add or improve signage, pavement markings, etc. in response to curve-related crashes)/MoDOT SW Safety Plan		21	2	14	0	0	0	0	1	0	0	4	0
	Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves		21	2	14	0	0	0	0	1	0	0	4	0
	Rte 360	ITS Improvements from I-44 to 60		21	3	8	0	0	0	2	1	0	3	4	0
	US 65	Interchange improvements and bridge replacements at Business 65 (Chestnut Expressway)		21	6	10	0	0	0	0	1	2	0	0	2
	Rte AB	Railroad grade separation		20	2	6	5	0	5	0	1	0	1	NAN	0
	Rte NN	Capacity and Safety Improvements Weaver to Jackson		20	2	10	0	0	5	2	1	0	0	NAN	0
	Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)		20	2	8	0	0	5	4	1	0	0	NAN	0
	RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from e/o I-44 to Route 160 (West Bypass)		19	2	6	0	0	5	4	2	0	0	0	0
	US 160	Widening from Jackson to Hwy 123		19	2	6	0	0	0	0	1	0	0	10	0
	Rte AB & Rte EE	Intersection improvements		18	2	14	0	0	0	0	1	0	1	NAN	0
	Rte M/FR 101	Operational improvements		18	2	6	0	0	5	4	1	0	0	NAN	0
	Rte ZZ	Extension from M to 60 new intersection		18	2	8	0	0	5	2	1	0	0	NAN	0
	Rte ZZ/Repmo Dr	Signal/Roundabout		18	2	6	0	0	5	4	1	0	0	NAN	0

PRIORITY	Roadway	Project Description	Associated Improveme nts Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
	US 60 & Fremont	Fremont bridge over JRF (City of Springfield)		18	3	10	0	0	0	2	1	0	0	NAN	2
	Plainview & FR 141	(Public Comment)		17	2	14	0	0	0	0	1	0	0	NAN	0
	Rte 125	Safety Improvements FR 84 to OTO North Boundary		17	2	10	0	0	0	0	1	0	0	4	0
	Rte 125/FR 132	Intersection Improvements		17	2	4	0	0	0	4	1	0	2	4	0
	Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266		17	2	6	0	0	5	0	1	0	1	NAN	2
	Rte AB	Add shoulders, realign curves, add turn lanes from Route 160 to Route B		17	2	6	0	0	5	0	1	0	1	NAN	2
	Rte EE	Safety improvements I-44 to Airport Blvd		17	2	4	0	0	0	0	1	0	0	10	0
	Rte NN	Capacity and Safety Improvements J to Pheasant		17	2	14	0	0	0	0	1	0	0	NAN	0
	Rte NN/FR 194	Intersection improvements		17	2	12	0	0	0	2	1	0	0	NAN	0
	US 160	4 lane to Pembroke/Rosedale		17	3	12	0	0	0	0	1	0	1	0	0
	Rte 14	Capacity and Safety Improvements W to JJ		16	3	4	0	0	0	4	1	0	0	4	0
	Rte 14/Oak	Intersection Improvements		16	3	4	0	0	0	4	1	0	0	4	0
	Rte AA/Owen Rd	Intersection Safety Improvements		16	2	12	0	0	0	0	1	0	1	NAN	0
	Rte O (Willard)	(Public Comment)		16	2	12	0	0	0	0	1	0	1	NAN	0
	Rte MM	Capacity and Safety Improvements 360 to FR 160		15	2	6	0	0	0	0	1	0	2	4	0
	Rte FF & US 60	(Public Comment)		14	3	8	0	0	0	2	1	0	0	0	0
	Rte M	Capacity Improvements ZZ to FF		14	3	8	0	0	0	2	1	0	0	NAN	0
	US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037		14	4	2	0	0	5	0	1	0	0	0	2
	MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)		13	3	6	0	0	0	2	1	1	0	0	0
	Rte NN/Melton	Intersection improvements		13	2	10	0	0	0	0	1	0	0	NAN	0
	Rte YY	Intersection improvements at FR 193		13	2	8	0	0	0	2	1	0	0	NAN	0
	Rte FF	Capacity Improvements through Battlefield		12	3	6	0	0	0	2	1	0	0	NAN	0
	Rte 125/FR 84	Intersection Improvements		11	2	2	0	0	0	2	1	0	0	4	0
	Rte 266	Capacity & Safety improvements Rte B to Rte AB		11	2	8	0	0	0	0	1	0	0	NAN	0
	US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)		10	3	6	0	0	0	0	1	0	0	0	0
	US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)		10	3	4	0	0	0	0	1	1	1	0	0
	Rte AB	Safety Improvements from Rte 160 to EE in Willard		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte AB & FR 84	(Public Comment/City of Willard)		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte AB & FR 94	(Public Comment/City of Willard)		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte EE & Willard S. Elementary	(Public Comment)		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte NN/Sunset	Intersection improvements		9	2	4	0	0	0	2	1	0	0	0	0
	Rte P	Center turn lane from US 60 to Lombardy		8	2	4	0	0	0	0	1	0	1	NAN	0
	I-244	Interstate Loop													

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 10/18/2023; ITEM II.D.

2024 Performance Targets

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and subsequent surface transportation authorizations maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year safety targets will be reviewed. Transit asset management and transit safety targets did not change from last year, so no additional action is required. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The requirements for these targets are different than those that will be set during the Safe Streets and Roads for All planning process. The MoDOT targets are described below.

Safety

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2024
Number of Fatalities	972.4
Fatality Rate per 100 Million VMT	1.258
Number of Serious Injuries	4,861.8
Serious Injury Rate per 100 Million VMT	6.227
Number of Non-Motorized Fatalities and Serious Injuries	523.0

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 supports the statewide targets.”

OR

“Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations...”

MoDOT Statewide Safety Targets

August 2023 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2020-2024:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2018-2022)	5-year Rolling Average Statewide Target CY2024
	2021 Final	2022 Preliminary	2023 (Using Target Setting Methodology)	2024 (Using Target Setting Methodology)		
Number of Fatalities*	1016	1057	998	918	972.4	~972.4
Fatality Rate per 100 Million VMT*	1.273	1.340	1.253	1.141	1.258	~1.258
Number of Serious Injuries*	5268	5047	4766	4486	4861.8	~4861.8
Serious Injury Rate per 100 Million VMT^	6.602	6.398	5.982	5.575	6.281	6.227
Number of Non-Motorized Fatalities and Serious Injuries^	530	594	561	525	523.0	~523.0

*Performance Measures to be reported in the 2023 Highway Safety Plan.

^Performance Measures to be reported in the 2023 Highway Safety Improvement Program Annual Report.

Target Setting Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries and the Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline.



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2023

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported annually in the Highway Safety Plan (HSP) for NHTSA. The Infrastructure Investment and Jobs Act (IIJA) effective Nov. 15, 2021 requires the HSP to include these three performance measures to demonstrate constant or improved performance. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2023	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 13, 2023	MoDOT calculates 2018-2022 data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2023	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 10, 2023	MoDOT and MPOs finalize assumptions to use for CY2024 targets during the monthly partner collaboration webinar.
By July 1, 2023	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2023	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2024	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 10/18/2023; ITEM II.E.

Urban Area Smoothing

Ozarks Transportation Organization (Springfield, MO Area MPO)

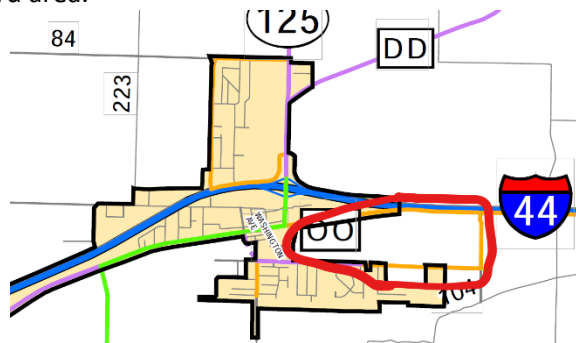
AGENDA DESCRIPTION:

The federal-aid highway system is based on the federal functional classification system. Federal funds can be spent on roadways that are identified as Major Collectors or above, as well as Minor Collectors and above within Urban Areas. This is all separate from OTO's Major Thoroughfare Plan, which looks at how a roadway will operate in the future.

The US Census Bureau establishes the Urban Area after each Census based on a series of factors, including population density. After the 2020 Census, the new Urban Areas in the OTO region have been split between Republic, Springfield, and Willard. The Urban Area is different than the MPO planning area, which is OTO's boundary.

While many programs rely on the exact boundaries of the Urban Area as established by the Census Bureau, the federal functional classification system can be adjusted based on a "smoothed" Urban Area. This means the boundaries can be adjusted to better match the transportation system, affecting the ability to spend federal funds on various roadways. MoDOT has kicked off this process by proposing the combination of the new and old boundaries.

OTO members met and discussed these proposed boundaries on October 5, 2023 and it was recommended to move forward with the boundaries as proposed by MoDOT, with one change to include more of the Strafford area.



This feedback has been shared with MoDOT. Any additional feedback from OTO members is requested.

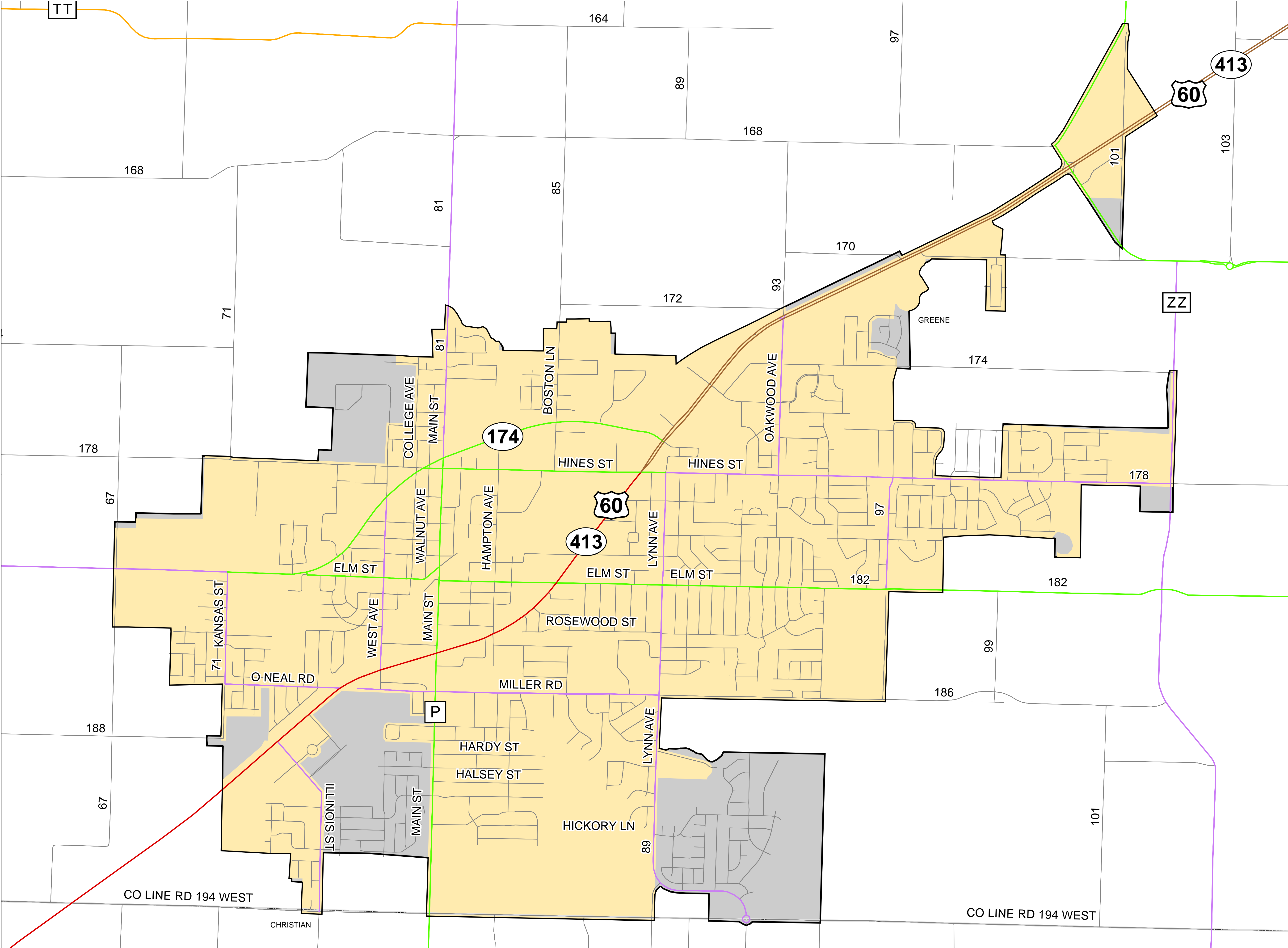
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors adjusts the urban areas within the OTO boundary as proposed.”

OR

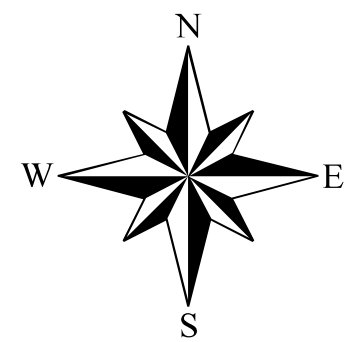
“Move to recommend that the urban areas are adjusted with the following considerations...”



FUNCTIONAL CLASSIFICATION
SYSTEM

REPUBLIC

Missouri



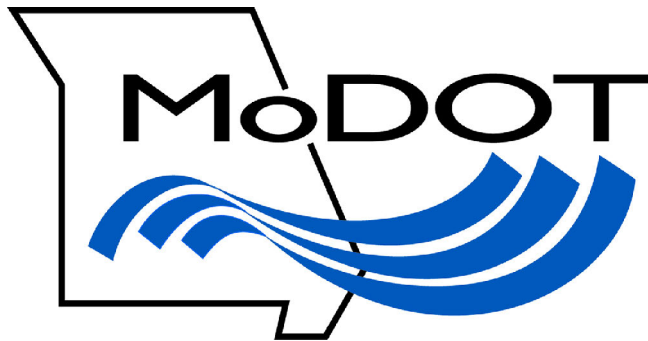
Functional Class

- INTERSTATE
- FREEWAY; EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

*Future routes are indicated by a dashed line

- County Boundary
- Current Urban Area
- New Urban Area (draft)

DRAFT



Transportation Planning

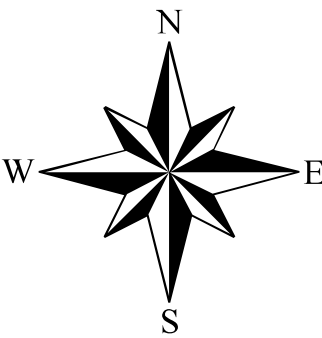
105 W. Capitol Ave.
Jefferson City, MO 65102
Phone (573) 526-8055
Fax (573) 526-8052

Date: Friday, June 2, 2023

FUNCTIONAL CLASSIFICATION
SYSTEM

SPRINGFIELD

Missouri



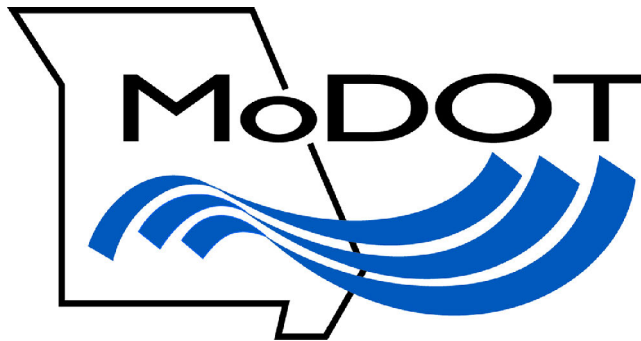
Functional Class

- INTERSTATE
- FREEWAY; EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

*Future routes are indicated by a dashed line

- County Boundary
- Current Urban Area
- New Urban Area (draft)

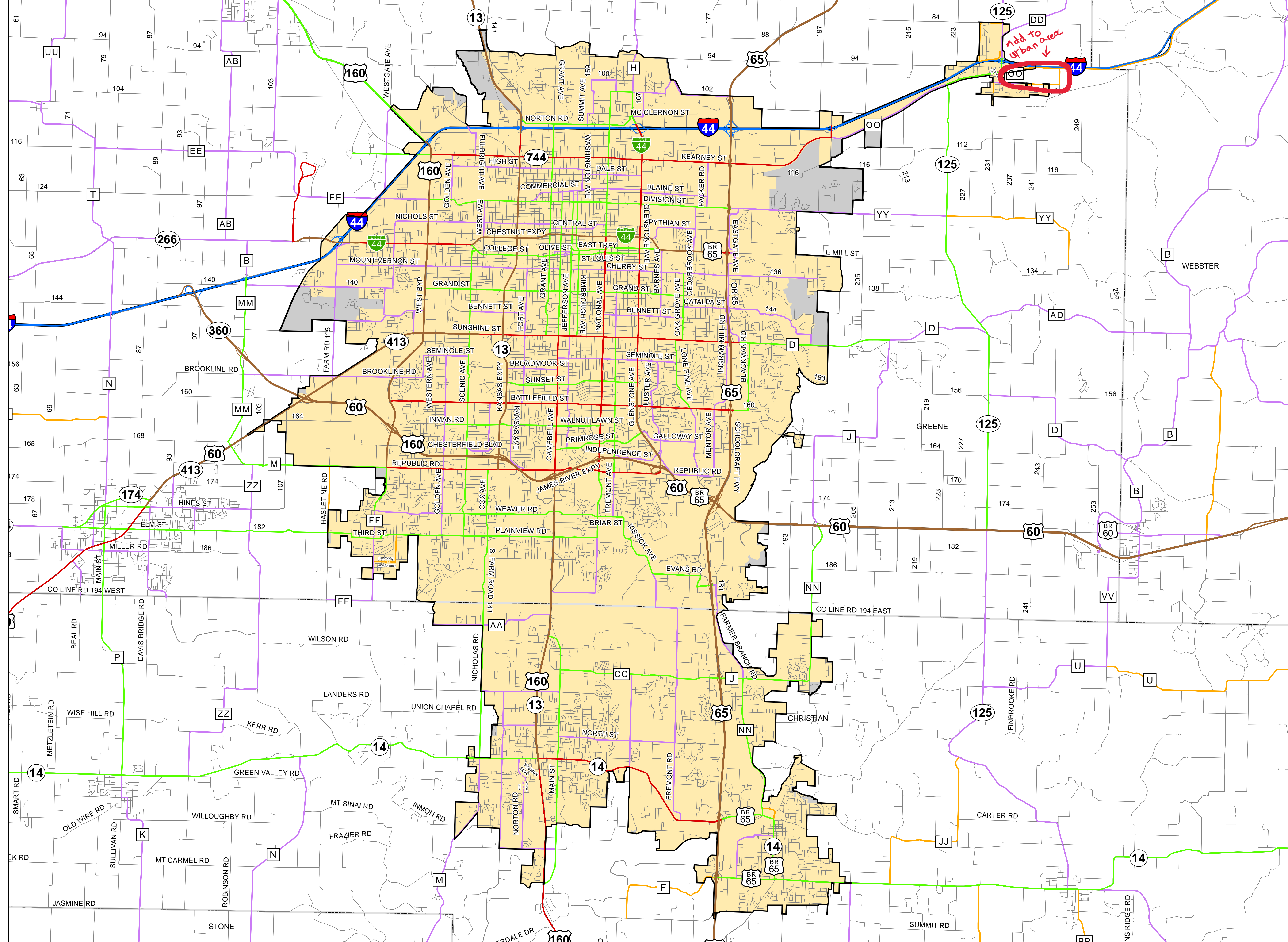
DRAFT



Transportation Planning

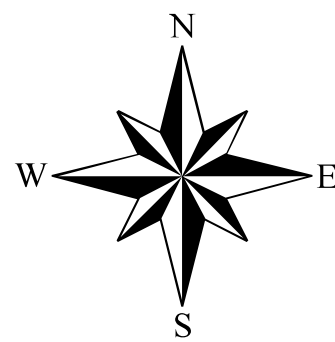
105 W. Capitol Ave.
Jefferson City, MO 65102
Phone (573) 526-8055
Fax (573) 526-8052

Date: Friday, June 2, 2023



FUNCTIONAL CLASSIFICATION
SYSTEM
WILLARD

Missouri



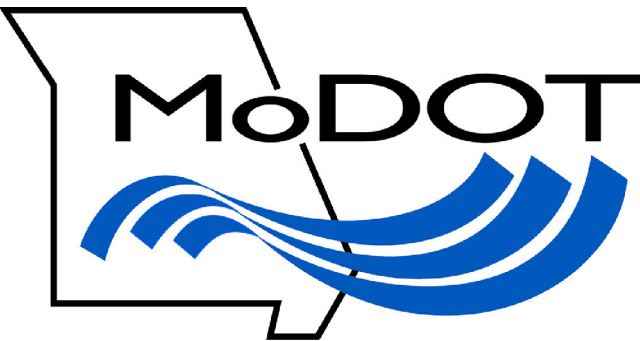
Functional Class

- INTERSTATE
- FREEWAY; EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

*Future routes are indicated by a dashed line

- County Boundary
- Current Urban Area
- New Urban Area (draft)

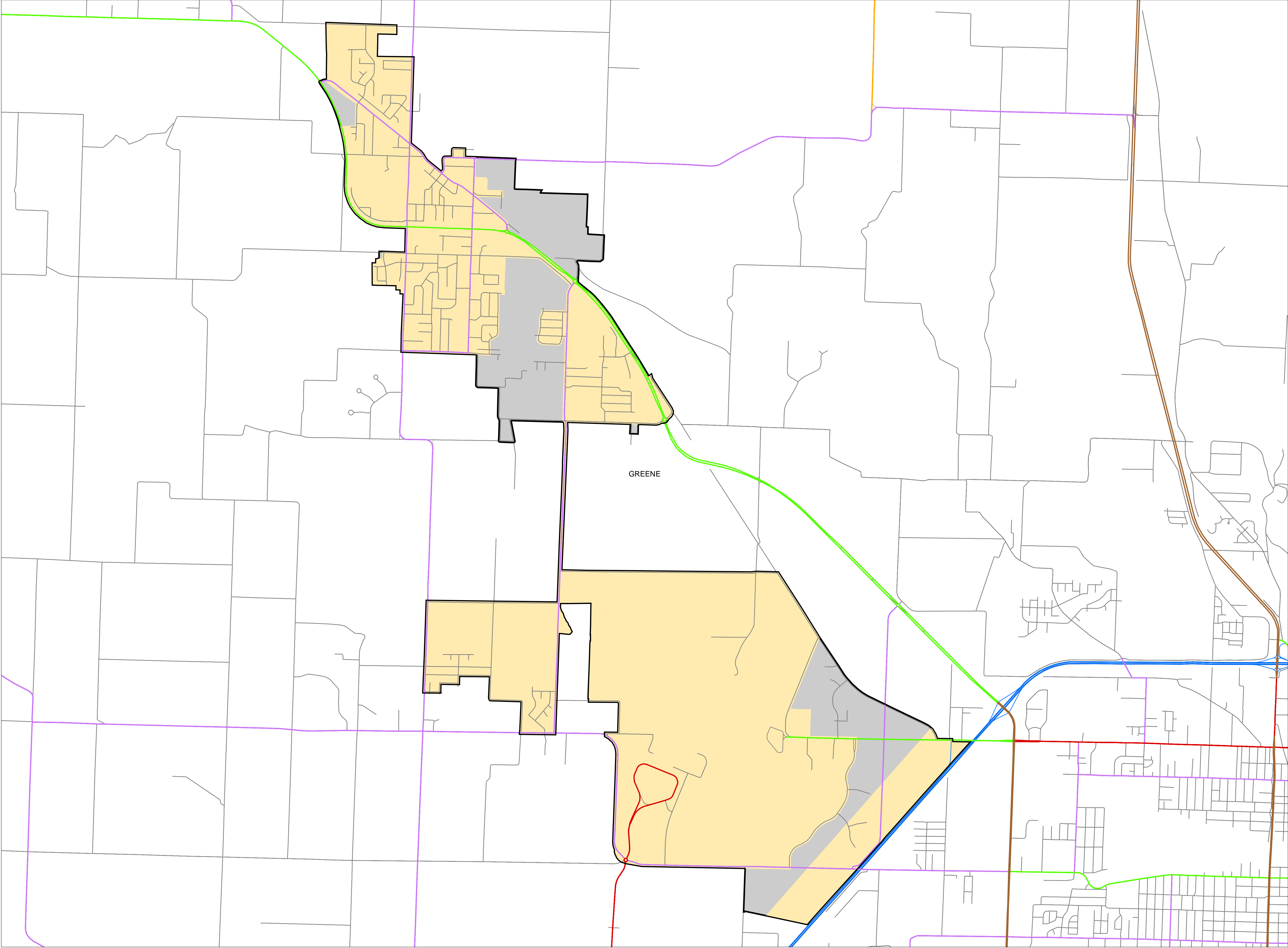
DRAFT



Transportation Planning

105 W. Capitol Ave.
Jefferson City, MO 65102
Phone (573) 526-8055
Fax (573) 526-8052

Date: Friday, June 2, 2023








TAB 8

City of Ozark wants public input on future preferences along three major road corridors



By [Joe Hickman](#)
Published: Oct. 10, 2023 at 5:52 PM CDT | Updated: 20 hours ago



OZARK, Mo. (KY3) - The City of Ozark is looking to the future and asking for the public’s input concerning the three main road corridors around the town.

The public survey is called “Onward Ozark-Planning Our Corridors” and is a part of the overall comprehensive planning process as the city looks down the road to the decades ahead.

“Christian County is consistently one of the top two fastest-growing counties in the state of Missouri,” said Anna Evans, the Vice-President of Show Me Christian County, an organization founded by county leaders to promote economic growth. “We are already a sought-after destination for new residents, but we want to make sure we continue to meet the demand of that growth. So this is an opportunity for folks to give their feedback on what Ozark is doing well and what they’d like to see that would potentially keep them here or attract new families here as well.”

The three main arteries are the north corridor, which includes Highway NN, running north and south, basically parallel to Highway 65 but on the east side of town. The central corridor runs along South 3rd Street to Highway 14 and passes just west of the square. The south corridor is South Street, running from Highway 65 to Highway W.

“The South Street corridor is a major thoroughfare that goes to Sparta and goes to one of Ozark’s large commercial hubs next to Highway 65,” Evans pointed out. “And I fully anticipate we will continue to see commercial growth along that corridor. Highway NN is a road that gives people a little bit more access to residential areas and our school district facilities.”

“The 3rd Street corridor is our downtown area,” said Cameron Smith, Ozark’s City Planning and Development Director. “We’re looking to get some feedback there from more of a complete street scenario. Maybe the walkability or alternative modes of transportation or things like that. So we are looking for a little bit more information on the 3rd Street corridor as opposed to the other corridors that we’re including in the study.”

For each corridor, those who take the survey are asked a series of questions starting with what type of land usages they’d prefer to see along the corridors like residential, commercial, industrial, parks or farmland.

You’re also asked to pick the ratio of developed land to open space along each corridor and your thoughts on traffic congestion, the importance of having walking and biking areas, and what transportation improvements you’d like to see, ranging from additional/wider lanes to consistent sidewalks, more signal lights or roundabouts.

“We need a lot of input, but the more feedback and comments we can get, the better the plan is and the more inclusive it is,” he explained.

In about a year, the survey results will be a part of the city’s overall future plan for the Board of Aldermen to consider.

Here’s the project webpage: <https://ozarkmo.info/OnwardOzark>

Here’s the public survey: <https://ozarkmo.info/OnwardPublicSurvey>

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NEWS

Could Amtrak trains be coming to Springfield?

by: Mike Landis

Posted: Sep 19, 2023 / 04:07 PM CDT

Updated: Sep 20, 2023 / 08:21 AM CDT

SPRINGFIELD, Mo. – For the first time in nearly 60 years, travelers may soon be able to ride the rails in and out of the Ozarks.

MoDOT is looking into the possibility of starting Amtrak passenger train service between Kansas City and Springfield, and possibly Branson.

If the service to southwest Missouri becomes a reality, the Ozarks would be tied to the rest of the national Amtrak system. At Union Station in Kansas City, travelers could transfer to other passenger trains to Chicago, Los Angeles, and other destinations across the country.

The service is still far from becoming a reality. As a first step, the Missouri Department of Transportation is requesting \$500,000 as part of the Federal Railroad Administration's Corridor ID program. The money would study the feasibility of the proposed Springfield service, as well as a new route between Kansas City and Saint Joseph, extending a route out of Chicago to Hannibal, and adding additional trains to the current River Runner Route which runs between Kansas City, Jefferson City, and Saint Louis.

MoDOT wants to expand Amtrak in Kansas City to Springfield

A new rail service would provide an option for travelers not afforded since 1967 when the last Frisco passenger trains departed downtown Springfield. As seen on the carrier's system map, the Springfield metro is currently one of the largest in the nation not on the Amtrak network. The nearest Amtrak stations are more than 100 miles away in Kansas City, Warrensburg, and Sedalia.

According to the proposal, the service would operate on BNSF Railway freight lines between Kansas City and Springfield by way of Lamar and Ash Grove. A connection to Branson would be made over the Missouri & Northern Arkansas Railroad- the same tracks used by Branson Scenic Railway. The plans do not specify where, if any, intermediate stops would be made between Kansas City and Springfield/Branson.

The study would be the first step in a long process, and no timeline has been released for when the trains could start rolling. However, if the studies show the proposed service would be feasible, some of the money to get the trains rolling would already be in place. The state has already included \$76 million in federal funding and \$38 million in state funding in its 2025 fiscal year budget request. The money could pay for things like upgrades to freight tracks, improvements to road crossings and signals, construction of stations, and purchase of train locomotives and cars.

This wouldn't be the first time Amtrak and MoDOT have studied the possibility of passenger trains returning to the Ozarks. A 2007 project looked into the feasibility of a service linking Springfield with Saint Louis by way of Lebanon, Rolla, and Sullivan. The final report stated several million dollars would have been needed to pay for upgrades to the BNSF Railway and Union Pacific freight lines the trains would have utilized. It was determined, at that point, that the ridership numbers would not have justified the expenditures. In the 1990s, the state and Amtrak conducted a similar study for a service that would have linked Saint Louis and Springfield with Tulsa and Oklahoma City.

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SPRINGFIELD
DAILY CITIZEN

PUBLIC ORDER & SAFETY

Springfield police step up enforcement of 2017 law to keep pedestrians safe

Increased enforcement follows a death of a man who was hit by a tractor-trailer Sept. 29 on North Kansas Expressway



by Jack McGee

October 9, 2023 Updated 6 hours ago



The pedestrian safety ordinance requires pedestrians cross arterial roadways at crosswalks, where a pedestrian-control signal is located or, if neither are available, an intersection. (Photo by Jym Wilson)

Police officers will more actively enforce a pedestrian safety law adopted in 2018, according to the Springfield Police Department.

An announcement Oct. 5, followed the death of **Todd A. Tennison**, who was struck by a tractor-trailer turning onto North Kansas Expressway while Tennison was sitting on the ground near the road on Sept. 29. Tennison died from his injuries on Oct. 1. The driver of the tractor-trailer has been identified, according to Springfield Police Department spokesperson Cris Swaters, but the case remains an active investigation.

“In the wake of the fatality earlier this week, this effort’s goal is to protect pedestrians and drivers through education and enforcement, and help prevent another tragic incident,” Springfield Police Chief Paul Williams said in the Oct. 5 news release announcing the enforcement effort.

However, Williams told the Springfield Daily Citizen via email that he was planning to launch more active enforcement of the pedestrian safety ordinance prior to the recent death.

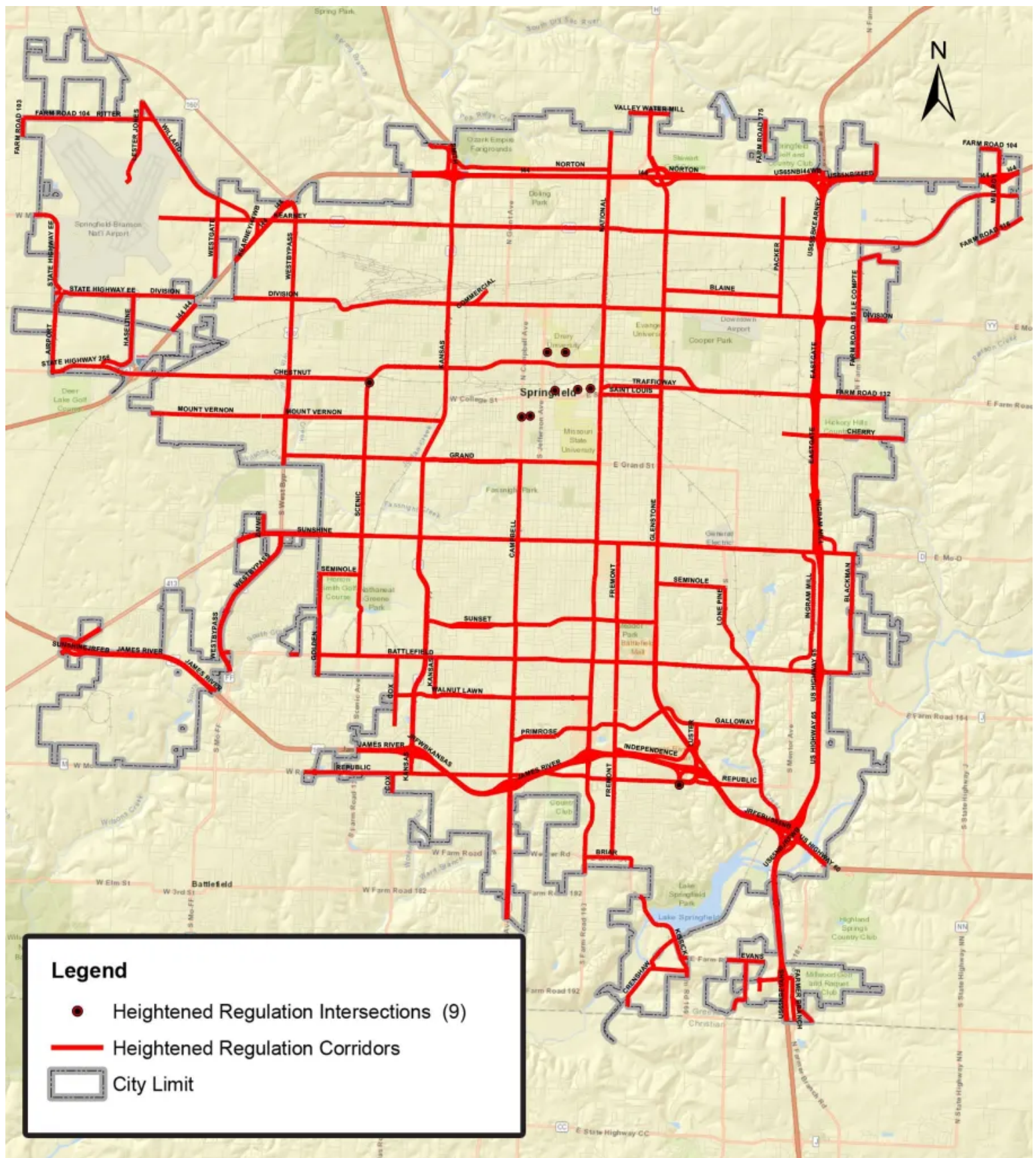
The pedestrian safety ordinance was passed by the City Council in 2017 and went into effect in January 2018, following the completion of the Street and Intersection Pedestrian Safety Study. The study authors examined pedestrian data and provided recommendations on how to improve safety for pedestrians and drivers.

What’s in the law

Springfield city code (Article VII, Section 106-455) prohibits the following, with exceptions:

- Crossing an arterial roadway anywhere except crosswalks, where pedestrian-control signals are located if there is no crosswalk, or at an intersection if there is neither a pedestrian-control signal or a crosswalk;
- Being on a median in an arterial intersection unless you are in the process of legally crossing the road;
- An occupant exiting a vehicle while in an arterial intersection unless in the event of an emergency;
- Approaching a vehicle in an arterial roadway unless it is legally parked;
- Vehicle occupants engaging in distribution conduct with a pedestrian in an arterial roadway.

“Arterial roadway” refers to a roadway with at least a 35 mile-per-hour speed limit, and/or an average of 15,000 cars a day and the relevant designation by a traffic engineer.



Certain corridors and intersections will be subject to heightened enforcement. (Photo from the City of Springfield)

In addition, the ordinance restricts pedestrians from crossing the road between one-half hour after sunset to one-half hour before sunrise, and enables officers to fine pedestrians and drivers a minimum of \$100 for violating right-of-way rules in crosswalks.

Under the new directives, officers working on a voluntary overtime basis will focus solely on enforcing the ordinance. Sign-ups for the overtime shifts began on Oct. 9, according to Williams.

“Officers have discretion when they approach these situations, but the focus of this directed patrol is enforcing the ordinance through citations and arrests, as necessary,” Williams told the Daily Citizen.

Five-year effort to make Springfield safer for pedestrians

More proactive enforcement of the ordinance comes alongside the SGF Yields campaign, the city’s pedestrian safety program that launched in 2017. SGF Yields has received state and national recognition, receiving the 2022 **Exceptional Performance in Safety from the American Public Works Association** and the Show Me Zero 2022 Southwest Regional Award at the Missouri Highway Safety and Traffic Conference.

While education and awareness are the two primary pillars of the program, which was created by the Public Works Department and the Department of Public Information, **SPD has engaged in driver yield checks**. The enforcement of the pedestrian safety ordinance will compliment SGF Yields, according to Williams.

In total, an average of 70 pedestrians are hit on Springfield roadways every year, with 28 deaths since the ordinance was adopted in 2018, according to Swaters. Three of those deaths have occurred in 2023.

On the evening of Oct. 5 — the day SPD announced it would more actively enforce the pedestrian safety ordinance — a pedestrian was struck by a vehicle near the intersection of Sunshine Street and Robberson Avenue. The pedestrian was transported to a Springfield hospital and was in critical condition, but is now stable and expected to live as of Oct. 9, Swaters said.



Pedestrians crossing Sunshine at Campbell near Bass Pro have a small waiting island, allowing cars to make right turns when heading east on Sunshine and turning south onto Campbell. (Photo by Shannon Cay)



Jack McGee

Jack McGee is the government affairs reporter at the Springfield Daily Citizen. He previously covered politics and business for the Daily Citizen. He's an MSU graduate with a Bachelor of Science degree in journalism and a minor political science. Reach him at jmcgee@sgfcitizen.org or (417) 837-3663. **More by Jack McGee**



BUSINESS

Above the chatter: Downtown Springfield is safe and growing, but still needs improvement

Missouri Department of Revenue data shows downtown Springfield sales and use tax revenues have risen above pre-pandemic levels. The number of stores operating in downtown, while below the 2018 high, remains steady.



by Ryan Collins
October 10, 2023



Downtown Springfield as the sun sets on a September evening. Hotel Vandivort and Gailey's Breakfast Cafe, seen looking toward the west on East Walnut Street. (Photo by Ryan Collins)

IN-DEPTH

Addison Jones wanted to get as far away from downtown Springfield as possible after graduating from Drury University in 2017.

When he and his wife landed jobs in the Queen City after college, Jones decided “to make the most of it” and started Better Block SGF, a nonprofit focused on enriching the city’s oldest neighborhood.

In 2023, it’s hard to find someone more invested in improving downtown Springfield than Jones.

Coincidentally, he’s also one of downtown’s biggest critics.



Addison Jones (Photo:Dake Wells
Architecture)

“There are a lot of good things downtown, but there’s a lack of, like, cohesive identity and collaboration between those,” Jones said.

“It’s fragmented. There are too many gaps and there hasn’t been a central focus.”

In 2019, Jones started Better Block SGF, an effort to improve downtown Springfield with a creative approach to community building and urban design, he said.

“Better Block, it kind of started out of frustration that I had with Springfield,” Jones said. The group formed from “this common thread” of people who “really felt like Springfield could be better and were really eager to actually start doing something about it.”

Jones thinks downtown has a perception problem: Whether you’re watching the local news or overhearing conversations at your neighborhood watering hole, if downtown is mentioned, it’s usually has a negative connotation.



“For Lease” signs at 400 W. Walnut St. in downtown Springfield. (Photo by Jack McGee)

In the vision statement of **Forward SGF**, Springfield’s **comprehensive plan for 2040**, even the city government’s position is clear that downtown needs significant improvements.

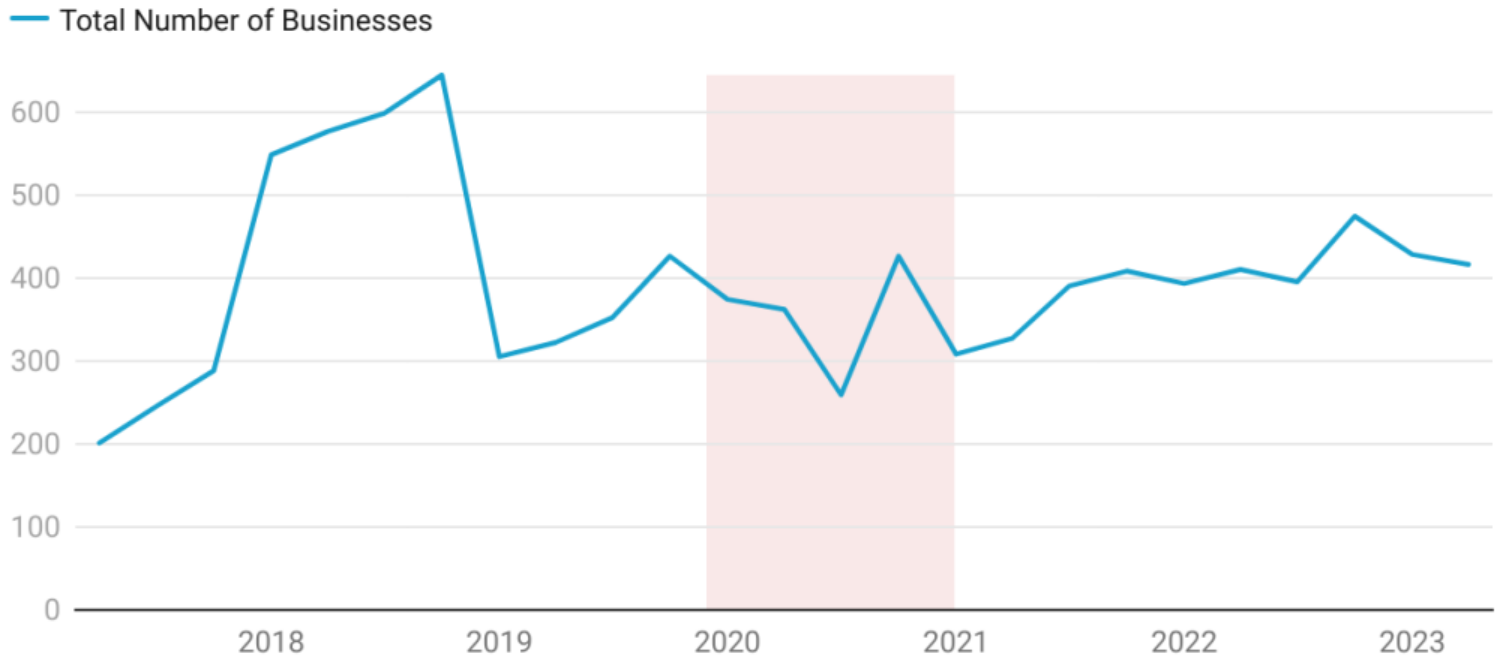
“Despite its many assets, downtown also faces various challenges,” part of the Forward SGF plan reads. Certain areas in the corridor “feel uncomfortable or unsafe to walk” in. And with many vacant storefronts and some dilapidated buildings, “there is a need to draw more foot traffic to boost the local economy.”

Regardless of the negative stigma, economic data compiled by the Springfield Daily Citizen paints a different picture of downtown. It shows significant growth since the depths of the coronavirus pandemic, when stores closed for significant periods and mask mandates shuttered retail and restaurants alike.

Sales and use tax revenues, which account for a third of the overall funds for the City of Springfield, have risen well above pre-pandemic levels. The number of stores operating downtown, while below the 2018 high, continue to show growth year-after-year.

Downtown stores and companies

The number of businesses reporting sales and use tax has see-sawed, even fluctuating during the coronavirus pandemic, with current levels far below the 2018 spike.



Note: The shaded region represents the coronavirus pandemic

Chart: Springfield Daily Citizen • Source: Missouri Department of Revenue • Created with Datawrapper

Most importantly, downtown's growth tracks that of Springfield's overall growth, showing the metro area's economic engine is running full throttle post-pandemic.

Number of Springfield businesses growing steady

Since the coronavirus pandemic began, the total number of annual business licenses in Springfield has grown steadily.



Note: 2023 shows preliminary numbers through Sept. 26, 2023

Chart: Springfield Daily Citizen • Source: City of Springfield • Created with Datawrapper

Even with year-over-year growth, downtown business owners and other stakeholders agree that downtown Springfield has a long path to fitting the criteria laid out in Forward SGF.

They agree there needs to be a continued push to clean up downtown streets, including more lighting. The city also needs to incentivize the homeless population to find other areas to congregate besides popular downtown

destinations, like the square.

The greater Springfield region needs further capital investments, in the form of more storefronts and corporate offices opening. There is also a need for partnerships, among the city government and the other stakeholders to incentivize the development of large projects, such as a convention center, which developers like O'Reilly Hospitality Management are eager to make a reality.

Clean streets, safe streets



New graffiti was seen in June 2023 in downtown Springfield. (Photo by Shannon Cay)

Bruce Adib-Yazdi, who sits on the Downtown Springfield Community Improvement District (CID), boils down the negative perception of downtown Springfield to one thing: People think it's unsafe, he said.

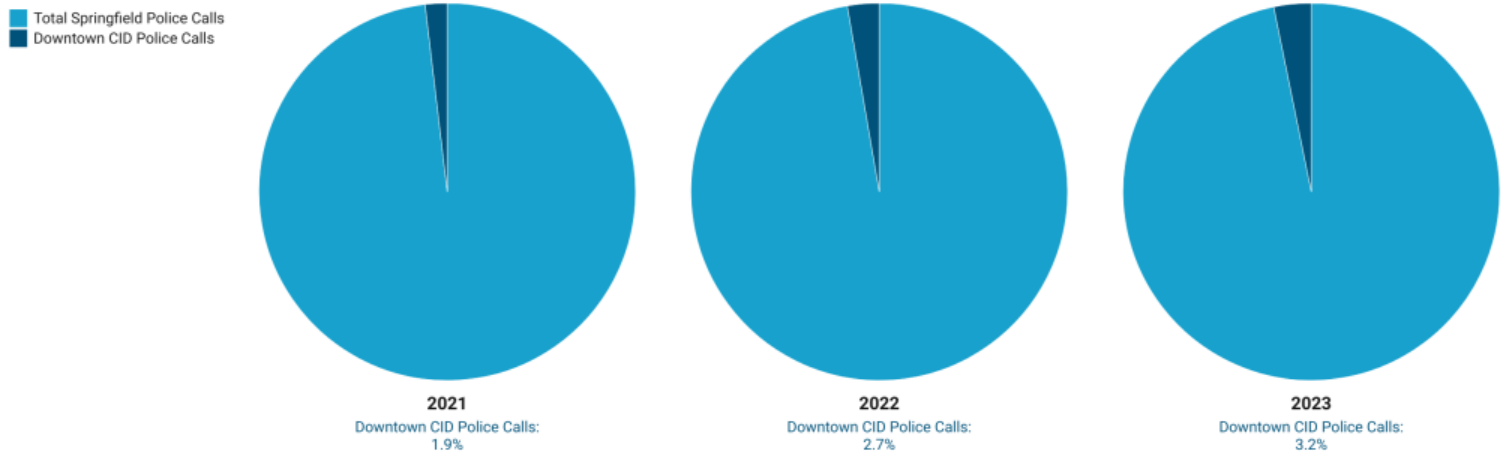
"I really feel like the issue, from 1990 to today; it's a perception of what downtown is," said Adib-Yazdi, vice president of development at Vecino Group. His offices have been somewhere downtown for the last three decades, he said.

“We’ve not been able to overcome that,” Adib-Yazdi said. “In some form or fashion, it’s kind of continued to be a stigma.”

Springfield Police Department call data shows that it is, indeed, a stigma. In the last three years, the total number of police calls in the downtown CID zone has accounted for less than 4% the city’s total calls.

A thin slice of the pie

The number of police calls from the downtown CID represents a tiny percentage of the overall calls for all of Springfield.



Note: 2023 represents preliminary data through Sept. 30, 2023

Chart: Springfield Daily Citizen • Source: Springfield Police Department Research and Development • Created with Datawrapper

The CID continues to fund the cleaning of downtown streets. It also pays for the off-duty police officers who patrol downtown in high-traffic times, Adib-Yazdi said.

Inside Springfield’s heart

The city’s efforts to clean up downtown have room for improvement, said Chris Brown, co-owner of the MudLounge, located at 321 E. Walnut St.

“I think the city just needs to continue to focus on making it more presentable,” Brown said. “There just needs to be a focus on continuing to clean it up” and to make the “heart” of Springfield “more of an attraction.”

One area that needs the attention is the Park Central Square, where a concentration of negative activity occurs, adding to the perception that downtown is unsafe, Brown said. The proliferation of homeless persons around the square doesn’t help the situation, he said.

“We’ve got a beautiful square and the other day there was 27 homeless [people] with 22 carts out there,” Brown said. “I just drove around and was counting them.”

Brown added the scene on that particular day was “just wild.”

Rusty Worley, executive director of the Downtown Springfield Association said a “purpose-driven” day shelter was in the works, with \$3 million in funding secured.

“We can’t get that fast enough,” Worley said. Worley believes the city government needs it to fill “a void that’s in this area.”

“Right now, the square and the library are absorbing that.”



A group of men gather on the corner of Park Central Square across from the Park Central Brach Library and Coffee Ethic. (Photo by Jym Wilson)

For now, the downtown association is continuing to work with police to ensure trespassing is being enforced, Worley said, noting there is a “peak time of the year” these issues occur, notably, at the end of the summer.

Focus on Park Central



Two men dressed in suits having lunch in Park Central Square is both an unusual weekday sight and a marked contrast to the gathering of unsheltered persons seated on the ground nearby. (Photo by Jym Wilson)

While Jones applauds any effort to clean up the square, he said problems will occur as long as there is unfilled space. The square has been a focus of his nonprofit since it formed. Every day, Better Block SGF members set out yellow metal patio furniture on the square, to encourage people to interact with the space in a positive manner.

“Anytime you have a space that’s not occupied, people will occupy it and use it,” Jones said.

Improving the aesthetic of the downtown streets in general has been a focus of Better Block SGF since it formed, Jones said.

The organization wants people to reimagine the physical spaces they pass through daily, like the square, where the nonprofit will host one of its “tactical urbanism pop-ups” this month, Jones said.

STORY CONTINUES BELOW



Lighting up the downtown alley: Sculpture Walk Springfield's new installation

by Jeff Kessinger September 29, 2023



Youths share insights into gritty life on Springfield streets for homeless and at-risk teens

by Kathleen O'Dell October 9, 2023



New Chinese restaurant hits heart of downtown Springfield

by [Ryan Collins](#) August 22, 2023

The approach focuses on quick, cheap and short-term changes to the physical landscape, Jones said. Their pop-ups allow people to “reimagine a space” and “really transform that place” in a way that people can “tangibly interact with it” and “see the potential for something different.”

Sometime in October, Better Block will place a mural in the northwest corner of the square, in front of the abandoned Newbury building, Jones said. The mural will highlight Springfield artists and will change as the installment grows.

The mural, an “eight-foot wall with just a cool, free-form design,” is a partnership between Better Block SGF, the Park Central West Branch of the Springfield-Greene County Library and the Downtown Springfield Association, Jones said. Better Block is waiting on a city permit to begin installing the project, he said.

“We’re creating a temporary mural wall that will kind of cover up the vacant storefront as it is right now,” Jones said. The nonprofit is “talking to a bunch of different artists” and they plan to “paint it a bunch of

different times and do different things on it.”

‘Alleyscapes’ and Streetscapes

This year, there’s been a big push to improve alleyways and footpaths downtown in order to make them more pedestrian-friendly, both by private businesses and the city government, Worley said.

Worley highlighted the alleyway behind MudLounge, which has been unofficially coined “backstage alley.” Significant improvements have been made: A new staircase was added, a mural was painted in order to liven the space and some of the gravel areas were paved, he said.

The transformation made for a “nice pedestrian thoroughfare to connect folks who are going to the Little Theater, Hotel Vandivort and other places,” Worley said. “It’s one of those small-scale projects that add up to enhance the character of downtown.”



Stairs, a mural and some paving work make “backstage alley” in downtown Springfield a more colorful and safer place for pedestrians to pass through. (Photo by Shannon Cay)

Sculpture Walk Springfield's **newest installment, "Alleyscapes,"** will project a new video art piece, with sound, from sunset to midnight in the backstage alley. One of the goals of the immersive artworks is to "put light and to put art in the alleyways and make them safer," said Sculpture Walk Springfield executive director Bridget Bechtel.

A few blocks away, a 5,000 square-foot public space next to Nonna's Italian Cafe, located at 306 South Avenue, debuted in early August, dubbed "The Pocket Park," according to the Downtown Springfield Association.

The park will highlight various local food trucks throughout the Fall and provide an area for pedestrians to sit, eat and enjoy downtown, Worley said.



The "Pocket Park," located at 306 South Avenue next to Nonna's Italian Cafe, opened in early August. (Photo by Shannon Cay)

The city has focused a little bigger, with its improvements focused on "streetscaping," or improving the appearance of all buildings, footpaths, gardens and landscaping along a street.

The **Jefferson Avenue streetscaping** project — which took place between St. Louis Street and Walnut Street — improved ADA accessibility, stormwater infrastructure and the roadway itself, as well as the streetscape,

which included new decorative street lighting and pedestrian and traffic signals.

The \$1.8 million project, which was initially anticipated to last 90 days, encountered several delays, opening prior to the **Birthplace of Route 66 Festival** in August.

The project directly interfered with foot traffic, greatly affecting the businesses and restaurants in the area, which rely on pedestrian traffic for a majority of sales, MudLounge owner Brown said.

“That affected a lot of people and that affected our happy hour specifically,” Brown said



MudLounge, located at 321 E. Walnut Street, saw sales plummet in the face of the Jefferson Avenue “Streetscape” construction, owner Chris Brown said. (Photo by Ryan Collins)

MudLounge’s sales were doing exceptionally well in the beginning of the year, with month-over-month sales climbing more than 30 percent for January, February and March, Brown said.

“As soon as the construction hit here, we went from 31% up to 13%,” Brown said. “And then July was 5%, and that’s when they really started tearing up Walnut.”

Brown said clearer communication from the city is needed on any construction in the future.

Downtown Springfield's growth

Even with the COVID-19 pandemic and construction interruptions, sales and use tax revenues for the downtown CID surged to \$22.3 million for the fourth quarter of 2022, according to Missouri Department of Revenue data.

That's more than double the low seen in the second quarter of 2020, when stay-at-home orders limited business operations, gutting sales.

Downtown Springfield sales and use tax revenues

Sales and use tax revenues dropped significantly during the coronavirus pandemic, but have since corrected.

— Total Sales and Use Tax Revenue

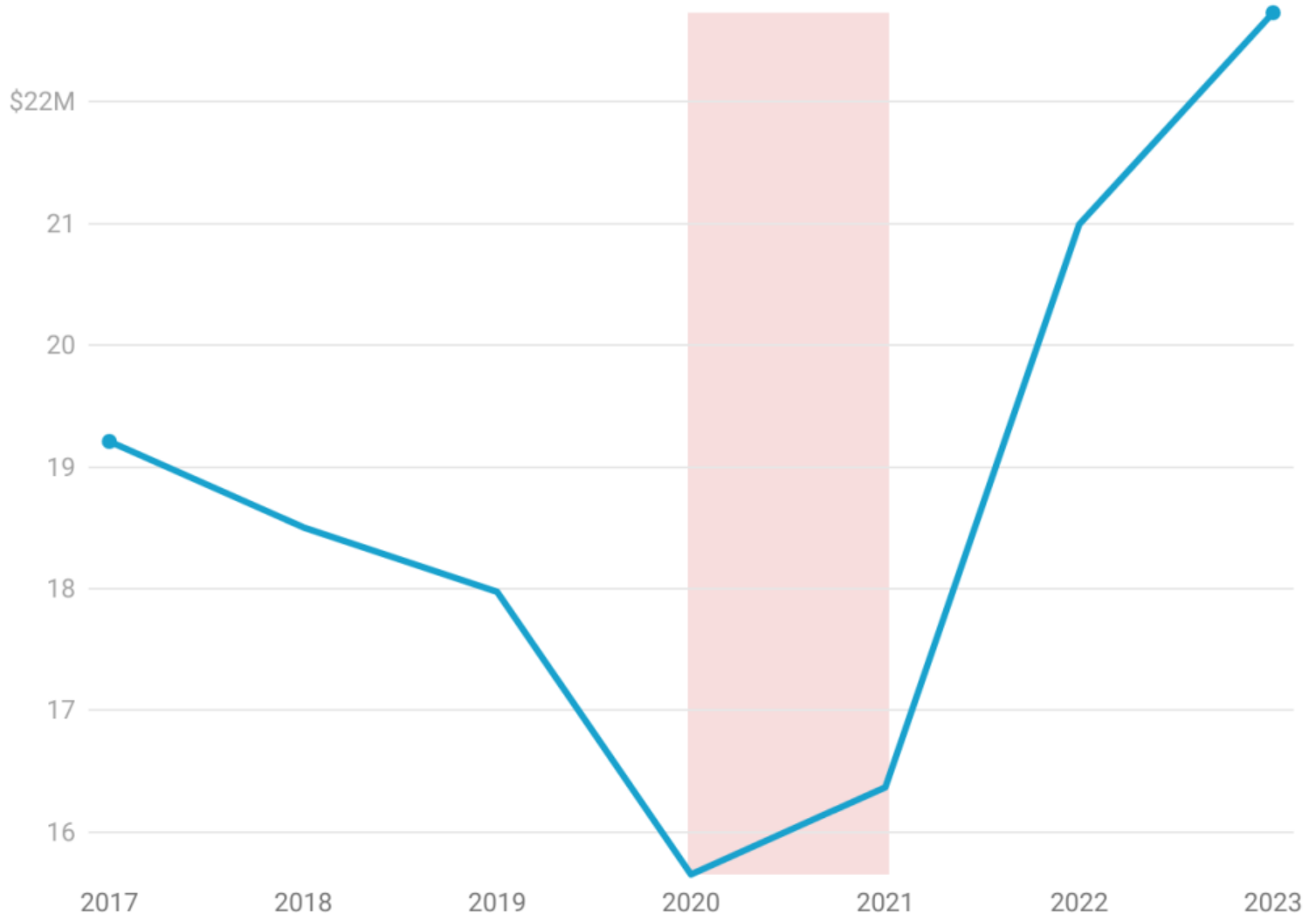


Chart: Ryan Collins • Source: Missouri Department of Revenue • Created with Datawrapper

“Things flew to heck in a handbasket quick,” Adib-Yazdi said.

Adib-Yazdi said ahead of the stay-at-home orders, the CID board had to prepare for a “major downturn” in sales tax revenues, which is a “big chunk” of the the CID’s total revenue.

The board gutted staff, leaving a “skeleton crew” to run operations, he said. By the end of the ordeal, Adib-Yazdi said he was surprised to see how quickly downtown Springfield bounced back financially.

MudLounge sales matched the regional trend, with steady sales growth year-over-year since 2018, when Brown and his wife, Nicole, purchased the restaurant and bar.

Despite his critiques, “I certainly think downtown is moving in the right direction,” Brown said.

Downtown’s growth tracks that of the city’s overall economic growth. Springfield sales and use tax revenues totaled \$1.79 billion in the fourth quarter of 2022, up 53 percent from the low seen in the first quarter of 2020.

Springfield Sales and Use Tax Revenues

Since 2020, sales and use tax revenues for Springfield have been on an upward trajectory.

— Sales and Use Tax Revenues

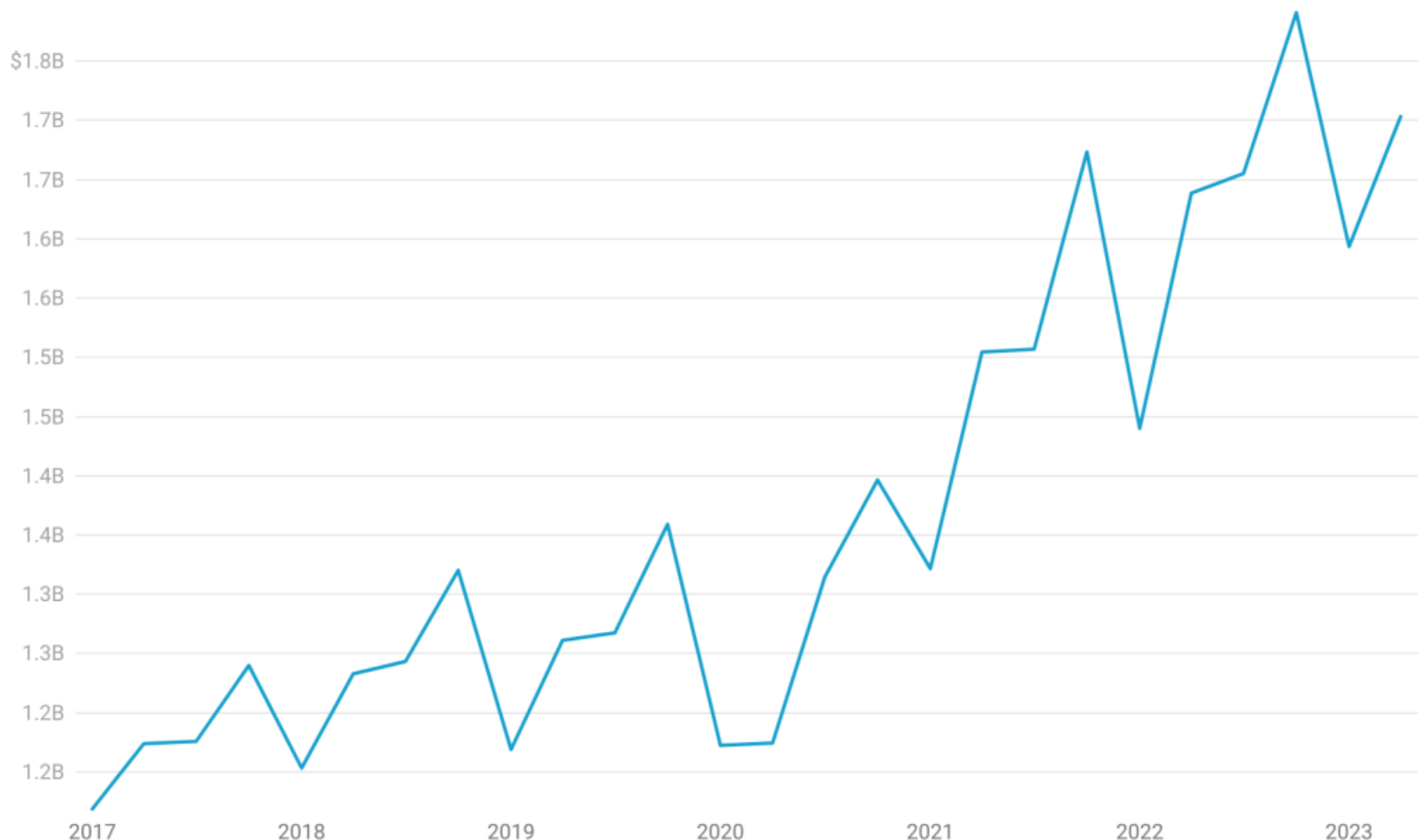


Chart: Springfield Daily Citizen • Source: Missouri Department of Revenue • Created with Datawrapper

“Initially, when the pandemic hit, we thought we were in trouble,” said David Holtmann, director of finance at the city of Springfield. Holtmann notes one third of the city’s total revenues come from sales and use tax. But by the end of pandemic, the drop in revenues was “a lot smaller than we thought it would be.”

And post-pandemic, sales figures have continued to be strong, Holtmann said.

“If you look at it prior to the pandemic versus now, we’re still seeing that it’s not tremendous growth, but we’re see solid growth year-after-year,” he said. “Which has been very good for the city.”

The retail stores and restaurants that survived the pandemic emerged from it stronger, more nimble, with a string of creative business practices that kept sales up despite the crisis, Holtmann said.

To be sure, downtown has empty retail storefronts and restaurants, like J.O.B. Public House and the Albatross Hookah Lounge on Walnut Street, that for one reason or the other didn’t make it out of the COVID-19 economy.

But for every closure, there seems to be another opening.

Just in the past few months, local-favorite Harbell’s Grill and Sports Bar, located at 315 Park Central West, has re-opened. Next to it, Jamaican Patty **opened its second location** earlier this year. On Walnut Street, the Chinese **restaurant Lucky Time opened in July**. The following month, pop-culture **collectible store Funky Town** opened at 212 S. Campbell Ave., next to Soap Refill Station.

Across the Park Central Square, the Big Easy Arcade will have a soft opening right before Halloween, owners Matt Faucett and Levi Grant said. The arcade will have multiple state-of-the-art golf simulators and large variety of classic arcade games, including pinball and skee-ball machines.

Downtown openings mimic the overall trend across Springfield: New store openings in Springfield have shown steady growth over the past four years, according to data from the City of Springfield.

Even with a vibrant economy, downtown will need significant capital investments that will only come about with construction incentives and development partnerships with the city.

STORY CONTINUES BELOW



Downtown Moxy hotel to open in February following string of delays

by [Ryan Collins](#) October 2, 2023



Study identifies problems, solutions for parking in downtown Springfield

by Jack McGee August 21, 2023



Pop-culture store Funky Town, based in New York, adds location in downtown Springfield

by Ryan Collins September 11, 2023

A new convention center

Tim O'Reilly, Chief Executive Officer at O'Reilly Hospitality Management, said a new convention center would give downtown the economic boost it needs, and he is eager to build it.

"There's been several feasibility studies that have indicated downtown Springfield could benefit tremendously from an upscale convention center," O'Reilly said.

"We develop convention center hotels and convention centers in many other cities across the U.S., so we have a good feeling of how its done in a lot of other cities," O'Reilly said. "We'd love to do that in our backyard here."

A convention center would bring loads of more people downtown and hold them there for days at a time, giving a boost to local restaurants and retail, O'Reilly said. The return on a downtown convention center

investment could be millions of dollars for the city, he said.

“That just brings a sales tax and revenue return that’s really off the charts for local business owners and the city.”

While O’Reilly is not currently in any firm talks to develop a downtown Springfield convention center at this time, he said he is hopeful his company will get the opportunity in the future.

“Obviously, it’s my hometown, where I was born and raised, and I I’d like to see it happen,” O’Reilly said. “But it takes a very significant initiative that starts with the city.”

“We have a lot of dreams about what could happen” downtown, he said. “I think we’re just on the front end of what downtown Springfield can be and I’m excited to be a part of it going forward.”



Ryan Collins

Ryan Collins is the business and economic development reporter for the Springfield Daily Citizen. Collins graduated from Glendale High School in 2011 before studying journalism and economics at the University of Missouri-Columbia. He previously worked for Bloomberg News. Contact him at (417) 849-2570 or rcollins@sgfcitizen.org. **More by Ryan Collins**



Press Releases

Chairman Graves Opening Statement from DOT Oversight Hearing with Sec. Buttigieg

Opening remarks, as prepared, of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) from today's hearing, entitled "Oversight of the Department of Transportation's Policies and Programs":

Thank you, Secretary Buttigieg, for being here today. We certainly have a lot to discuss.

As we near the two-year mark since passage of the *Infrastructure Investment and Jobs Act (IIJA)*, my focus remains on oversight of this funding and ensuring it is implemented efficiently, effectively, and adheres to the letter of the law.

Due to persistently high inflation, Americans continue to struggle to pay for food, clothing, gasoline, and other necessities with their hard-earned dollars. Companies working in the transportation space continue to face high prices on commodities and materials such as aggregates, asphalt and concrete, diesel fuel, and others.

The August 2023 Consumer Price Index (CPI) report found that the all-item index increased 3.7 percent, with the highest increase in the cost of gasoline, once again raising concerns that *IIJA*'s purchasing power may be eroded. That's why the Department and Congress must ensure every single dollar from *IIJA* counts and is directed toward projects that safely and efficiently move people, move goods, and prepare our supply chain for future challenges.

However, many stakeholders have already expressed concerns about this Administration's implementation of the infrastructure law, including the pace of implementation and whether it's following the intent of the law. A 2023 Associated General Contractors (AGC) survey of its member companies found that just a mere five percent of companies who responded that they have worked on *IIJA*-funded projects to date, and only six percent who responded indicated they had even successfully bid on projects for which work had yet to begin.

We must ensure that regulatory burdens and confusion over guidance are removed in order to efficiently administer infrastructure programs. According to DOT, they have distributed or announced more than \$184 billion in infrastructure funding. The DOT Office of Inspector General (OIG) repeatedly recognized the risks of fraud, waste, and abuse associated with *IIJA* funds.

For example, my understanding is that in a memo to you, the Inspector General warned of "significant implementation and oversight challenges" presented by these funds. Responding to OIG concerns, DOT indicated plans were in place for every program that received *IIJA* funding to complete a fraud risk assessment by the end of fiscal year 2023.

We look forward to receiving those assessments on time.

Furthermore, DOT has issued a number of grant requests and awards. As we've raised before, these grant programs should follow the intent of the law and focus on projects that actually improve our infrastructure network and mobility, and not use guidance that undercuts congressional direction just to accelerate projects that fit the Administration's own agenda.

So it's clear, we have work to do in managing current transportation policy and funding. But today we also are going to hear about fiscal year 2024 funding requests. After historic transportation funding increases from *IIJA*, the *CARES Act*, *FY 2021 Consolidated Appropriations Act*, the *American Rescue Plan*, and the *Inflation Reduction Act*, the Department's 2024 budget requests a seven percent increase over 2023 levels.

Notable increases include a 300 percent increase for the Thriving Communities Initiative, a 93 percent increase for the Office of Civil Rights, a 29 percent increase for transit Capital Investment Grants (CIG), and new funding for a DOT EV fleet. Frankly, these requested increases seem ill-advised and unjustifiable after years of record spending.

We are responsible for targeting infrastructure investments to programs and projects that improve and expand our infrastructure and supply chain network to safely and efficiently move people and goods. Now more than ever, this Administration should be focused on real infrastructure improvements and policies that can help get us out of these crises.

With that, I again want to thank the Secretary for being with us today and I look forward to a productive hearing.

Click [here](#) for more information from today's hearing, including video and witness testimony.

NHTSA: Traffic Fatalities Down for First Half of 2023

October 6, 2023



The National Highway Traffic Safety Administration estimates that 19,515 people died in motor vehicle traffic crashes in the first half of 2023; a decline of 3.3 percent compared to 20,190 fatalities in the first half of 2022. *[Above photo by the Kansas DOT]*

Those figures track with estimates released by the National Safety Council in [early September](#).

NHTSA added that traffic fatalities have now declined for five straight quarters, even as vehicle miles traveled or VMT continues to increase.

The agency noted that its preliminary data shows VMT in the first half of 2023 increased by about 35.1 billion miles or roughly 2.3 percent compared to the first half of 2022 – and more miles driven combined with fewer traffic deaths resulted in a fatality rate of 1.24 fatalities per 100 million VMT, down from the projected rate of 1.31 fatalities per 100 million VMT in the first half of 2022.

[Editor's note: The American Association of State Highway and Transportation Officials [2023 Safety Summit](#) takes place in Kansas City October 17-19. That summit is being held in conjunction with a joint meeting of AASHTO's [Committee on Safety](#), [Council on Active Transportation](#), and [Committee on Planning](#), which will meet after the event concludes to craft a "safety action plan" designed to advance safety consistently throughout the transportation project development lifecycle and across the functions and services of state departments of transportation.]

NHTSA's data also marked a decrease in traffic fatalities in 29 states, while 21 states, Puerto Rico, and the District of Columbia, are projected to have experienced increases during the first half of 2023 compared to the

same six-month period in 2022. “While we are encouraged to see traffic fatalities continue to decline from the height of the pandemic, there’s still significantly more work to be done,” NHTSA Acting Administrator Ann Carlson noted in a [statement](#). “NHTSA is addressing traffic safety in many ways, including new rulemakings for lifesaving vehicle technologies and increased ... funding for state highway safety offices,” she added. “We will continue to work with our safety partners to meet the collective goal of zero fatalities.”

State DOTs have been engaged in a number of efforts since the start of 2023 to reduce the number of traffic fatalities across the country.

For example, [in August](#), Governor Mike DeWine (R) and the Ohio Department of Transportation highlighted the investment of \$61 million in funding for 27 new traffic safety projects in numerous counties statewide. That round of funding from the Ohio DOT’s Highway Safety Improvement Program includes the installation of [Restricted Crossing U-Turns](#) or RCUTs, [roundabouts](#), sidewalks, and other safety measures.



Photo by Ohio DOT



Image by AASHTO

The agency is also studying a range of safety improvements for the U.S. 23 Corridor; a major connector for economic activity in Northwest Ohio.

“Our engineers have been working to improve travel along the U.S. 23 corridor for several years now. While we’ve made improvements, more clearly needs to be done,” said Ohio DOT Director Jack Marchbanks in a [statement](#).

“We’ll be engaging the public in the coming months to ensure that those who live, work, and travel here have a voice in its future,” he said.

[In July](#), the Kansas Department of Transportation helped

launch a new five-year Safety Corridor pilot program to reduce fatalities and serious injuries along specific stretches of four major interstates. Increased law enforcement, traffic safety education campaigns, low-cost engineering improvements and a review of emergency response issues are part of the comprehensive approach of the program's goals.

To address the rising number of fatalities on California roadways, the California Office of Traffic Safety launched the "Go Safely Movement" campaign [in May](#) with the help of the California State Transportation Agency, California Department of Transportation, and California Highway Patrol.

Additionally, AASHTO hosted a [knowledge session](#) – sponsored by HDR – at its 2023 Spring Meeting in Seattle that detailed the vital role state DOTs play in achieving zero roadway fatalities across the United States.

"It really has to be a collaborative and national effort; we can no longer just worry about what's happening in our own backyard," explained session moderator Bernie Arseneau, highways and roads director for HDR, at that session.

"We also need to shift from a reactive to a proactive stance when it comes to reducing roadway fatalities – and that is not an easy shift to make; it's one with a lot of challenges," he added. "It really means we must incorporate safety into every part of the transportation project cycle now."

USDOT Equity Committee Working on Recommendations

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Following its first meeting in late September, a revived U.S. Department of Transportation equity advisory committee plans to recommend new federal policies and practices by June 2024.

[Above photo by USDOT]

The USDOT's 24-member [Advisory Committee on Transportation Equity](#) or ACTE – which formally relaunched in August – is made up of representatives from state departments of transportation, private industry stakeholders, and nonprofit transportation groups.

According to the USDOT, the committee's objective is to "provide advice and recommendations" about:

- Practices to institutionalize equity into programs, policies, regulations, and activities;
- Establishing and strengthening partnerships with "overburdened and underserved communities" that the department hasn't reached in the past;
- Offering a forum about equity concerns in local and regional transportation decisions;
- Providing "strength, objectivity, and confidence" to the department's decision-making process.

The state DOT representatives [on the committee](#) are Roger Millar – secretary of the Washington State Department of Transportation and president of the American Association of State Highway and Transportation Officials – and Tunya Smith, director of the Office of Civil Rights for the North Carolina Department of Transportation.

USDOT Secretary Pete Buttigieg asked the committee at its inaugural meeting to “deliberate bold ideas ... not as a theoretical exercise of what may be, but as a real opportunity to shape real work.” Buttigieg added that he wants the committee to join him in “working to change patterns of exclusion that literally have been cemented into American life for generations.”

Former USDOT Secretary Anthony Foxx – selected by Buttigieg to chair the re-constituted committee – originally established the ACTE during his 2013-2017 tenure at the agency. While the committee took no action at its

first meeting, remarks from the members set the tone for committee’s work, which will include documenting past examples of inequity in transportation planning to inform future policies and practices.

“The promise of our democracy depends, in part, on correcting past mistakes,” Foxx said. “Transportation errors, as all of you know, can last a long time. Our responsibility will be not to engineer history but to tell it as pure and straight as it can be told.”

WSDOT’s Millar agreed that transportation “is not an end unto itself; it is a means to a lot of things, to economic prosperity, to social equity, to environmental justice, things that matter to our communities.” But he also reminded committee members that “the actions of transportation agencies did not happen in a vacuum ... It’s really important that we remember that and we are not alone in our ability to do harm or to do good.”

Many comments from ACTE members focused more on the practical nature of the task at hand. NCDOT’s Smith, for example, said the ACTE should create dashboards and metrics “to look at how we evaluate these programs and how we frame and structure our policy decisions to lead to sustainable change.” She also said discussions of climate change should translate into actions to help communities, “particularly communities of color that are often impacted more heavily from storms, in not having proper drainage systems.”

Smith, who also manages the NCDOT Disadvantaged Business Enterprise program, urged the committee to include feedback from Historically Black Colleges and Universities, Minority Serving Institutions, and faith-based organizations “to really help us inform the work.”



USDOT Sec. Pete Buttigieg (at left) with WSDOT Sec. Roger Millar.
Photo by AASHTO.