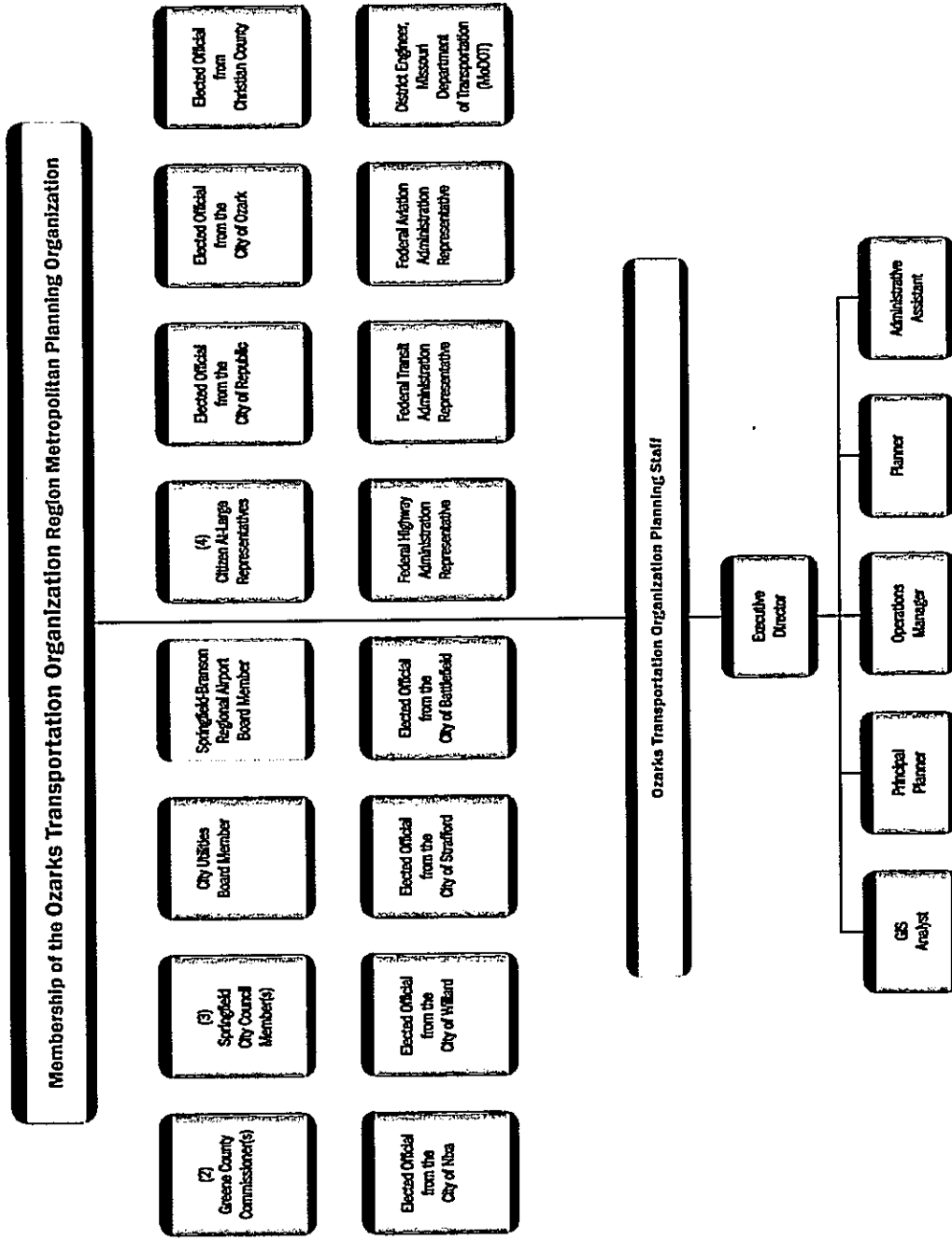


OTO Organization Chart



Board and Committee membership composition may be found at: <http://www.ozarkstransportation.or>

APPENDIX A
Fiscal Year 2018
July 1, 2017 - June 30, 2018

OTO UPWP DETAIL
Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

| <i>Cost Category</i> | <i>Approved Budgeted Amount FY17</i> | <i>Total Amount Budgeted FY17</i> | <i>Proposed Budgeted Amount FY18</i> | <i>Total Budget FY18</i> | <i>Increase/ Decrease</i> |
|--|--|---|--|------------------------------|-------------------------------|
| Building | | | | | |
| Building Lease | \$64,492 | | \$70,488 | | ↑ \$5,996 |
| Infill Costs | \$0 | | \$2,000 | | ↑ \$2,000 |
| Utilities | \$5,400 | | \$4,200 | | ↓ \$1,200 |
| Office Cleaning | \$3,300 | | \$3,300 | | SAME |
| Total Building | | \$73,192 | | \$79,988 | |
| Commodities | | | | | |
| Office Supplies/Furniture | \$12,000 | | \$9,500 | | ↓ \$2,600 |
| Publications | \$550 | | \$300 | | ↓ \$250 |
| Public Input Promotional Items | \$2,000 | | \$2,000 | | SAME |
| Total Commodities | | \$14,550 | | \$11,800 | |
| Information Technology | | | | | |
| Computer Upgrades/Equipment Replacement/Repair | \$6,000 | | \$9,000 | | ↑ \$3,000 |
| Data Backup/Storage | \$4,500 | | \$4,500 | | SAME |
| GIS Licenses | \$5,000 | | \$5,000 | | SAME |
| IT Maintenance Contract | \$9,000 | | \$12,000 | | ↑ \$3,000 |
| Software | \$3,000 | | \$3,000 | | SAME |
| Webhosting | \$800 | | \$1,500 | | ↑ \$700 |
| Total Information Technology | | \$28,300 | | \$35,000 | |
| Insurance | | | | | |
| Board of Directors Insurance | \$5,000 | | \$5,500 | | ↑ \$500 |
| Errors & Omissions | \$2,900 | | \$4,900 | | ↑ \$2,000 |
| Liability Insurance | \$1,300 | | \$1,700 | | ↑ \$400 |
| Workers Comp | \$1,200 | | \$1,350 | | ↑ \$150 |
| Total Insurance | | \$10,400 | | \$13,450 | |
| Operating | | | | | |
| Copy Machine Lease | \$3,000.00 | | \$4,000.00 | | ↑ \$1,000 |
| Dues/Memberships | \$8,000.00 | | \$6,000.00 | | ↓ \$2,000 |
| Education/Training/Travel | \$25,000.00 | | \$25,000.00 | | SAME |
| Food/Meeting Expense | \$4,500.00 | | \$4,000.00 | | ↓ \$500 |
| Legal/Bid Notices | \$6,000.00 | | \$3,500.00 | | ↓ \$2,500 |
| Postage/Postal Services | \$5,000.00 | | \$2,500.00 | | ↓ \$2,500 |
| Printing/Mapping Services | \$13,000.00 | | \$10,000.00 | | ↓ \$3,000 |
| Public Input Event Registrations | \$1,500.00 | | \$1,500.00 | | SAME |
| Staff Mileage Reimbursement | \$3,300.00 | | \$4,500.00 | | ↑ \$1,200 |
| Telephone/internet | \$5,650.00 | | \$5,000.00 | | ↓ \$650 |
| VOIP Phone System | | | \$6,500.00 | | ↑ \$6,500 |
| Total Operating | | \$74,950.00 | | \$72,500.00 | |

| <u>Cost Category</u> | <u>Budgeted Amount FY17</u> | <u>Total Amount Budgeted FY17</u> | <u>Budgeted Amount FY18</u> | <u>Total Amount Budgeted FY18</u> | <u>Increase/Decrease</u> |
|---|-----------------------------|-----------------------------------|-----------------------------|-----------------------------------|--------------------------|
| Personnel | | | | | |
| Salaries & Fringe | \$445,294 | | \$460,336 | | ↑ \$15,042 |
| Mobile Data Plans | \$2,700 | | \$2,700 | | SAME |
| Payroll Services | \$2,700 | | \$2,700 | | SAME |
| Total Personnel | | \$450,694 | | \$465,736 | |
| Services | | | | | |
| Aerial Photography | \$0 | | \$25,000 | | ↑ \$25,000 |
| Audit | \$7,000 | | \$4,600 | | ↓ \$2,400 |
| Professional Services | \$24,000 | | \$24,000 | | SAME |
| Regional Bicycle and Pedestrian Trail Investment Stud | \$150,000 | | \$63,980 | | ↓ \$86,020 |
| TIP Tool Maintenance | \$9,600 | | \$9,600 | | SAME |
| TIP Tool Software | \$25,000 | | \$0 | | ↓ \$25,000 |
| Transportation Consultant/Modeling Services (Formerly Travel Time Runs and Travel Model) | \$12,000 | | \$36,000 | | ↑ \$24,000 |
| Travel Model Consultant | \$20,000 | | \$0 | | ↓ \$20,000 |
| Total Services | | \$247,600 | | \$163,180 | |
| In-Kind Match, Donated | | \$899,686 | | \$841,654 | |
| Member Attendance at Meetings | \$10,000 | | \$10,000 | \$10,000 | SAME |
| TOTAL OTO Expenditures | | \$909,686 | | \$851,654 | |
| In-Kind Match, Direct Cost, Donated | | | | | |
| Direct Cost - MoDOT Salaries | \$89,500 | | \$91,679 | | ↑ \$2,179 |
| TOTAL OTO Budget | | \$999,186 | | \$943,333 | |
| Direct Outside Grant | | | | | |
| CU Transit Salaries* | \$216,000 | | \$210,000 | | |
| TOTAL EXPENDITURES | | \$1,215,186 | | \$1,153,333 | ↓ \$66,149 |

Notes * Cost includes federal and required 20% matching funds.

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

| | | | | | |
|---|-----------|-----------|-----------|-----------|------------|
| Consolidated FHWA/FTA PL Funds | \$799,349 | | \$754,666 | | |
| Local Jurisdiction Match Funds | \$100,337 | | \$86,988 | | |
| In-kind Match, Meeting Attendance** | \$10,000 | | \$10,000 | | |
| MoDOT Direct Service Match** | \$89,500 | | \$91,679 | | |
| Total Ozarks Transportation Organization Revenue | | \$999,186 | | \$943,333 | ↓ \$61,849 |

Direct Outside Grant

| | | | | | |
|-----------------------------------|-----------|-------------|-----------|-------------|--|
| City Utilities Transit Planning | | | | | |
| FTA 5307 | \$172,800 | | \$168,000 | | |
| City Utilities Local Match | \$43,200 | | \$42,000 | | |
| Total Direct Outside Grant | | \$216,000 | | \$210,000 | |
| TOTAL REVENUE | | \$1,215,186 | | \$1,153,333 | |

Notes: * Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

** In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

APPENDIX B

FY 2018

July 1, 2017 - June 30, 2018

ANTICIPATED CONSULTANT USAGE

| <i>Cost Category</i> | <i>Budgeted Amount FY17</i> | <i>Total Amount Budgeted FY17</i> | <i>Budgeted Amount FY18</i> |
|---|-------------------------------------|---|-------------------------------------|
| al Photography | | | \$25,000 |
| Audit | \$7,000 | | \$4,600 |
| Professional Services Fees | \$24,000 | | \$24,000 |
| Data Storage/Backup | \$4,500 | | \$4,500 |
| IT Maintenance Contract | \$9,000 | | \$12,000 |
| Online TIP Tool | \$9,600 | | \$9,600 |
| Online TIP Tool Software | \$25,000 | | \$0 |
| Regional Bicycle and Pedestrian Trail Investment Study | \$150,000 | | \$63,980 |
| Travel Time Runs and Traffic Counts | \$12,000 | | \$0 |
| Travel Model Consultant | \$20,000 | | \$0 |
| Transportation Consultant/Modeling Services (Formerly Travel Time Runs and Travel Model) combined | | | \$36,000 |
| VOIP Phone System | | | \$6,500 |
| Total Consultant Usage | | \$261,100.00 | \$186,180.00 |

TAB 10c

BOARD OF DIRECTORS AGENDA 6/15/2017; ITEM III.C.

Amendment Number Five to the *Transportation Plan 2040*

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Based on the passage of the FAST Act, MODOT has provided revised funding projections for *Transportation Plan 2040*, the Long Range Transportation Plan. These projections add a significant amount of funding through 2040. Incorporating this additional funding into the plan would allow for the consideration of adding additional projects to the constrained project list. These revised projections have also impacted the sub-allocated Transportation Alternatives Program funding for the region, so that has been captured as well.

Additional Funding

Statewide Interstate and Major Bridge Funding – \$300,000 per year, no inflation
Statewide Transportation Alternatives Funding – \$300,000 per year, no inflation
Flex Funding – Increased to match STIP projections for 2018 to 2021, with 1% inflation through 2040 which averages out to between \$9 and \$10 million per year.

Reduced Funding

Sub-Allocated Transportation Alternatives Funding – Reduced 2018 to \$400,000, with 1% inflation through 2040. Other funding projections still appeared reasonable and were not adjusted.

| | |
|---|----------------------|
| Current Total Revenue (2018-2040) | \$1,151,240,372 |
| Proposed Total Revenue (2018-2040) | \$1,367,180,598 |
| <u>Overall Revenue added to <i>Transportation Plan 2040</i></u> | <u>\$215,940,226</u> |

Included with the agenda is a series of tables showing the proposed and current funding projections with a third table highlighting the differences between the two, from 2018 through 2040.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment 5 to *Transportation Plan 2040*.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 5 to *Transportation Plan 2040*.”

OR

“Move to approve *Transportation Plan 2040* Amendment 5 with the following revisions...”

Table 6-7: Revenue Summary

| 2018-2040 | |
|---|------------------------|
| TCOS | \$230,174,837 |
| Safety | \$62,547,510 |
| Statewide Interstate and Major Bridge | \$6,900,000 |
| Statewide TAP | \$6,900,000 |
| Flex | \$844,501,074 |
| TOTAL | \$1,151,023,421 |
| STP-Urban | \$165,056,647 |
| TAP | \$10,26,521 |
| Local Match | \$40,814,008 |
| TOTAL | \$216,157,177 |
| MoDOT Allocated and Suballocated Total | \$1,367,180,598 |
| Operations and Maintenance | \$73,574,000 |
| TOTAL REVENUE | \$1,440,754,598 |

Table 7-2: Funding Summary

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

Funding for New Projects by Time Band

| Time Band | Funding Available for New Projects |
|--------------|------------------------------------|
| 2018-2022 | \$194,038,406 |
| 2023-2030 | \$324,626,224 |
| 2031-2040 | \$415,015,968 |
| TOTAL | \$933,680,598 |

Table 6-7: Revenue Summary

| 2018-2040 | |
|---|------------------------|
| TCOS | \$230,174,837 |
| Safety | \$62,547,510 |
| Flex | \$630,139,643 |
| TOTAL | \$922,861,990 |
| STP-Urban | \$165,056,648 |
| TAP | \$22,507,725 |
| Local Match | \$40,814,008 |
| TOTAL | \$228,378,381 |
| MoDOT Allocated and Suballocated Total | \$1,151,240,378 |
| Operations and Maintenance | \$73,574,000 |
| TOTAL REVENUE | \$1,224,814,372 |

Table 7-2: Funding Summary

| | |
|---------------------------------|----------------------|
| Projected Revenue | \$1,224,814,372 |
| Maintenance | (\$401,000,000) |
| Safety | (\$18,000,000) |
| Bike/Ped. | (\$10,000,000) |
| Rail | (\$4,000,000) |
| Scoping | (\$500,000) |
| Operations & Maintenance | (\$73,574,000) |
| Funding for New Projects | \$717,740,372 |

Funding for New Projects by Time Band

| Time Band | Funding Available for New Projects |
|--------------|------------------------------------|
| 2018-2022 | \$156,602,552 |
| 2023-2030 | \$248,294,522 |
| 2031-2040 | \$312,843,297 |
| TOTAL | \$717,740,372 |

PROPOSED LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| TCOS | \$9,200,000 | \$9,200,000 | \$9,200,000 | \$9,200,000 | \$9,292,000 |
| Safety | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,525,000 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$25,506,000 | \$33,497,000 | \$34,606,000 | \$34,102,000 | \$34,443,020 |
| TOTAL | \$37,806,000 | \$45,797,000 | \$46,906,000 | \$46,402,000 | \$46,860,020 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| STP-Urban | \$5,722,200 | \$5,836,644 | \$5,953,377 | \$6,072,444 | \$6,193,893 |
| TAP | \$400,000 | \$404,000 | \$408,040 | \$412,120 | \$416,242 |
| Local Match | \$1,414,944 | \$1,443,243 | \$1,472,108 | \$1,501,550 | \$1,531,581 |
| TOTAL | \$7,537,144 | \$7,683,887 | \$7,833,525 | \$7,986,115 | \$8,141,716 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$45,343,144 | \$53,480,887 | \$54,739,525 | \$54,388,115 | \$55,001,736 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

CURRENT LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| TCOS | \$9,200,000 | \$9,200,000 | \$9,200,000 | \$9,200,000 | \$9,292,000 |
| Safety | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,525,000 |
| Flex | \$24,172,220 | \$25,363,664 | \$25,375,338 | \$25,387,244 | \$25,399,389 |
| TOTAL | \$35,872,220 | \$37,063,664 | \$37,075,338 | \$37,087,244 | \$37,216,389 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| STP-Urban | \$5,722,200 | \$5,836,644 | \$5,953,377 | \$6,072,444 | \$6,193,893 |
| TAP | \$780,300 | \$795,906 | \$811,824 | \$828,061 | \$844,622 |
| Local Match | \$1,414,944 | \$1,443,243 | \$1,472,108 | \$1,501,550 | \$1,531,581 |
| TOTAL | \$7,917,444 | \$8,075,793 | \$8,237,309 | \$8,402,055 | \$8,570,096 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$43,789,664 | \$45,139,457 | \$45,312,646 | \$45,489,299 | \$45,786,485 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

DIFFERENCE IN FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| TCOS | \$0 | \$0 | \$0 | \$0 | \$0 |
| Safety | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$1,333,780 | \$8,133,336 | \$9,230,662 | \$8,714,756 | \$9,043,631 |
| TOTAL | \$1,933,780 | \$8,733,336 | \$9,830,662 | \$9,314,756 | \$9,643,631 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| STP-Urban | \$0 | \$0 | \$0 | \$0 | \$0 |
| TAP | -\$380,300 | -\$391,906 | -\$403,784 | -\$415,940 | -\$428,380 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | -\$380,300 | -\$391,906 | -\$403,784 | -\$415,940 | -\$428,380 |

| | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| TOTAL | \$1,553,480 | \$8,341,430 | \$9,426,878 | \$8,898,815 | \$9,215,250 |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|

2018-2022 ADDITIONAL FUNDING

\$37,435,853.61

PROPOSED LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2023 | 2024 | 2025 | 2026 | 2027 |
| TCOS | \$9,384,920 | \$9,478,769 | \$9,573,557 | \$9,669,292 | \$9,765,985 |
| Safety | \$2,550,250 | \$2,575,753 | \$2,601,510 | \$2,627,525 | \$2,653,800 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$34,787,450 | \$35,135,325 | \$35,486,678 | \$35,841,545 | \$36,199,960 |
| TOTAL | \$47,322,620 | \$47,789,846 | \$48,261,745 | \$48,738,362 | \$49,219,746 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| STP-Urban | \$6,317,771 | \$6,444,127 | \$6,573,009 | \$6,704,469 | \$6,838,559 |
| TAP | \$420,404 | \$424,608 | \$428,854 | \$433,143 | \$437,474 |
| Local Match | \$1,562,213 | \$1,593,457 | \$1,625,326 | \$1,657,832 | \$1,690,989 |
| TOTAL | \$8,300,388 | \$8,462,191 | \$8,627,189 | \$8,795,444 | \$8,967,022 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$55,623,008 | \$56,252,038 | \$56,888,934 | \$57,533,807 | \$58,186,768 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

CURRENT LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2023 | 2024 | 2025 | 2026 | 2027 |
| TCOS | \$9,384,920 | \$9,478,769 | \$9,573,557 | \$9,669,292 | \$9,765,985 |
| Safety | \$2,550,250 | \$2,575,753 | \$2,601,510 | \$2,627,525 | \$2,653,800 |
| Flex | \$25,659,577 | \$25,922,491 | \$26,188,160 | \$26,456,614 | \$26,727,885 |
| TOTAL | \$37,594,747 | \$37,977,012 | \$38,363,227 | \$38,753,432 | \$39,147,671 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| STP-Urban | \$6,317,771 | \$6,444,127 | \$6,573,009 | \$6,704,469 | \$6,838,559 |
| TAP | \$861,514 | \$878,745 | \$896,319 | \$914,246 | \$932,531 |
| Local Match | \$1,562,213 | \$1,593,457 | \$1,625,326 | \$1,657,832 | \$1,690,989 |
| TOTAL | \$8,741,498 | \$8,916,328 | \$9,094,654 | \$9,276,548 | \$9,462,078 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$46,336,245 | \$46,893,340 | \$47,457,881 | \$48,029,979 | \$48,609,749 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

DIFFERENCE IN FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| | 2023 | 2024 | 2025 | 2026 | 2027 |
| TCOS | \$0 | \$0 | \$0 | \$0 | \$0 |
| Safety | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$9,127,873 | \$9,212,834 | \$9,298,518 | \$9,384,930 | \$9,472,075 |
| TOTAL | \$9,727,873 | \$9,812,834 | \$9,898,518 | \$9,984,930 | \$10,072,075 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| STP-Urban | \$0 | \$0 | \$0 | \$0 | \$0 |
| TAP | -\$441,110 | -\$454,136 | -\$467,465 | -\$481,103 | -\$495,057 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | -\$441,110 | -\$454,136 | -\$467,465 | -\$481,103 | -\$495,057 |

| | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| TOTAL | \$9,286,763 | \$9,358,698 | \$9,431,053 | \$9,503,827 | \$9,577,019 |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|

2023-2027 ADDITIONAL FUNDING

\$47,157,359.33

PROPOSED LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2028 | 2029 | 2030 | 2031 | 2032 |
| TCOS | \$9,863,645 | \$9,962,282 | \$10,061,905 | \$10,162,524 | \$10,264,149 |
| Safety | \$2,680,338 | \$2,707,142 | \$2,734,213 | \$2,761,555 | \$2,789,171 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$36,561,960 | \$36,927,579 | \$37,296,855 | \$37,669,824 | \$38,046,522 |
| TOTAL | \$49,705,943 | \$50,197,003 | \$50,692,973 | \$51,193,903 | \$51,699,842 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| STP-Urban | \$6,975,330 | \$7,114,836 | \$7,257,133 | \$7,402,276 | \$7,550,321 |
| TAP | \$441,849 | \$446,267 | \$450,730 | \$455,237 | \$459,790 |
| Local Match | \$1,724,809 | \$1,759,305 | \$1,794,491 | \$1,830,381 | \$1,866,989 |
| TOTAL | \$9,141,988 | \$9,320,409 | \$9,502,354 | \$9,687,894 | \$9,877,100 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$58,847,931 | \$59,517,412 | \$60,195,327 | \$60,881,797 | \$61,576,941 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

CURRENT LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2028 | 2029 | 2030 | 2031 | 2032 |
| TCOS | \$9,863,645 | \$9,962,282 | \$10,061,905 | \$10,162,524 | \$10,264,149 |
| Safety | \$2,680,338 | \$2,707,142 | \$2,734,213 | \$2,761,555 | \$2,789,171 |
| Flex | \$27,002,002 | \$27,278,998 | \$27,558,902 | \$27,841,749 | \$28,127,568 |
| TOTAL | \$39,545,986 | \$39,948,421 | \$40,355,020 | \$40,765,828 | \$41,180,888 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| STP-Urban | \$6,975,330 | \$7,114,836 | \$7,257,133 | \$7,402,276 | \$7,550,321 |
| TAP | \$951,181 | \$970,205 | \$989,609 | \$1,009,401 | \$1,029,589 |
| Local Match | \$1,724,809 | \$1,759,305 | \$1,794,491 | \$1,830,381 | \$1,866,989 |
| TOTAL | \$9,651,320 | \$9,844,346 | \$10,041,233 | \$10,242,058 | \$10,446,899 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$49,197,306 | \$49,792,768 | \$50,396,254 | \$51,007,886 | \$51,627,787 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

DIFFERENCE IN FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2028 | 2029 | 2030 | 2031 | 2032 |
| TCOS | \$0 | \$0 | \$0 | \$0 | \$0 |
| Safety | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$9,559,957 | \$9,648,582 | \$9,737,953 | \$9,828,075 | \$9,918,954 |
| TOTAL | \$10,159,957 | \$10,248,582 | \$10,337,953 | \$10,428,075 | \$10,518,954 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| STP-Urban | \$0 | \$0 | \$0 | \$0 | \$0 |
| TAP | -\$509,332 | -\$523,938 | -\$538,879 | -\$554,164 | -\$569,800 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | -\$509,332 | -\$523,938 | -\$538,879 | -\$554,164 | -\$569,800 |

| | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| TOTAL | \$9,650,625 | \$9,724,644 | \$9,799,074 | \$9,873,911 | \$9,949,154 |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|

2028-2032 ADDITIONAL FUNDING

\$48,997,407.75

PROPOSED LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2033 | 2034 | 2035 | 2036 | 2037 |
| TCOS | \$10,366,790 | \$10,470,458 | \$10,575,163 | \$10,680,914 | \$10,787,724 |
| Safety | \$2,817,063 | \$2,845,233 | \$2,873,686 | \$2,902,422 | \$2,931,447 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$38,426,987 | \$38,811,257 | \$39,199,370 | \$39,591,363 | \$39,987,277 |
| TOTAL | \$52,210,840 | \$52,726,948 | \$53,248,218 | \$53,774,700 | \$54,306,447 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| STP-Urban | \$7,701,328 | \$7,855,354 | \$8,012,461 | \$8,172,711 | \$8,336,165 |
| TAP | \$464,388 | \$469,031 | \$473,722 | \$478,459 | \$483,244 |
| Local Match | \$1,904,328 | \$1,942,415 | \$1,981,263 | \$2,020,888 | \$2,061,306 |
| TOTAL | \$10,070,044 | \$10,266,801 | \$10,467,446 | \$10,672,058 | \$10,880,715 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$62,280,884 | \$62,993,749 | \$63,715,664 | \$64,446,758 | \$65,187,162 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

CURRENT LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2033 | 2034 | 2035 | 2036 | 2037 |
| TCOS | \$10,366,790 | \$10,470,458 | \$10,575,163 | \$10,680,914 | \$10,787,724 |
| Safety | \$2,817,063 | \$2,845,233 | \$2,873,686 | \$2,902,422 | \$2,931,447 |
| Flex | \$28,416,394 | \$28,708,260 | \$29,003,198 | \$29,301,242 | \$29,602,427 |
| TOTAL | \$41,600,247 | \$42,023,951 | \$42,452,046 | \$42,884,579 | \$43,321,597 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| STP-Urban | \$7,701,328 | \$7,855,354 | \$8,012,461 | \$8,172,711 | \$8,336,165 |
| TAP | \$1,050,181 | \$1,071,185 | \$1,092,608 | \$1,114,461 | \$1,136,750 |
| Local Match | \$1,904,328 | \$1,942,415 | \$1,981,263 | \$2,020,888 | \$2,061,306 |
| TOTAL | \$10,655,837 | \$10,868,954 | \$11,086,333 | \$11,308,060 | \$11,534,221 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$52,256,084 | \$52,892,905 | \$53,538,379 | \$54,192,639 | \$54,855,818 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

DIFFERENCE IN FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2033 | 2034 | 2035 | 2036 | 2037 |
| TCOS | \$0 | \$0 | \$0 | \$0 | \$0 |
| Safety | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Flex | \$10,010,593 | \$10,102,997 | \$10,196,172 | \$10,290,121 | \$10,384,850 |
| TOTAL | \$10,610,593 | \$10,702,997 | \$10,796,172 | \$10,890,121 | \$10,984,850 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| STP-Urban | \$0 | \$0 | \$0 | \$0 | \$0 |
| TAP | -\$585,793 | -\$602,153 | -\$618,887 | -\$636,002 | -\$653,506 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | -\$585,793 | -\$602,153 | -\$618,887 | -\$636,002 | -\$653,506 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TOTAL | \$10,024,799 | \$10,100,844 | \$10,177,285 | \$10,254,120 | \$10,331,344 |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|

2033-2037 ADDITIONAL FUNDING

\$50,888,392.06

PROPOSED LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|--|------------------------|
| | 2038 | 2039 | 2040 | | |
| TCOS | \$10,895,601 | \$11,004,557 | \$11,114,602 | | \$230,174,837 |
| Safety | \$2,960,761 | \$2,990,369 | \$3,020,272 | | \$62,547,510 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | | \$6,900,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | | \$6,900,000 |
| Flex | \$40,387,150 | \$40,791,021 | \$41,198,931 | | \$844,501,074 |
| TOTAL | \$54,843,512 | \$55,385,947 | \$55,933,806 | | \$1,151,023,421 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|---------------------|---------------------|---------------------|--|----------------------|
| STP-Urban | \$8,502,888 | \$8,672,946 | \$8,846,405 | | \$165,056,648 |
| TAP | \$488,076 | \$492,957 | \$497,886 | | \$10,286,521 |
| Local Match | \$2,102,532 | \$2,144,583 | \$2,187,475 | | \$40,814,008 |
| TOTAL | \$11,093,497 | \$11,310,486 | \$11,531,766 | | \$216,157,177 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|--|------------------------|
| TOTAL | \$65,937,008 | \$66,696,432 | \$67,465,572 | | \$1,367,180,598 |
|--------------|---------------------|---------------------|---------------------|--|------------------------|

CURRENT LRTP FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|--|----------------------|
| | 2038 | 2039 | 2040 | | |
| TCOS | \$10,895,601 | \$11,004,557 | \$11,114,602 | | \$230,174,837 |
| Safety | \$2,960,761 | \$2,990,369 | \$3,020,272 | | \$62,547,510 |
| Flex | \$29,906,788 | \$30,214,358 | \$30,525,175 | | \$630,139,644 |
| TOTAL | \$43,763,149 | \$44,209,284 | \$44,660,050 | | \$922,861,991 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|---------------------|---------------------|---------------------|--|----------------------|
| STP-Urban | \$8,502,888 | \$8,672,946 | \$8,846,405 | | \$165,056,648 |
| TAP | \$1,159,485 | \$1,182,674 | \$1,206,328 | | \$22,507,725 |
| Local Match | \$2,102,532 | \$2,144,583 | \$2,187,475 | | \$40,814,008 |
| TOTAL | \$11,764,905 | \$12,000,203 | \$12,240,207 | | \$228,378,381 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|--|------------------------|
| TOTAL | \$55,528,055 | \$56,209,487 | \$56,900,257 | | \$1,151,240,372 |
|--------------|---------------------|---------------------|---------------------|--|------------------------|

DIFFERENCE IN FUNDING PROJECTIONS

| MODOT Allocated Funding for OTO area | | | | | |
|--------------------------------------|---------------------|---------------------|---------------------|--|----------------------|
| | 2038 | 2039 | 2040 | | |
| TCOS | \$0 | \$0 | \$0 | | \$0 |
| Safety | \$0 | \$0 | \$0 | | \$0 |
| Interst./Brdg | \$300,000 | \$300,000 | \$300,000 | | \$6,900,000 |
| SW TAP | \$300,000 | \$300,000 | \$300,000 | | \$6,900,000 |
| Flex | \$10,480,362 | \$10,576,663 | \$10,673,756 | | \$803,687,067 |
| TOTAL | \$11,080,362 | \$11,176,663 | \$11,273,756 | | \$228,161,430 |

Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds

| Suballocated Funding | | | | | |
|----------------------|-------------------|-------------------|-------------------|--|----------------------|
| STP-Urban | \$0 | \$0 | \$0 | | \$0 |
| TAP | -\$671,409 | -\$689,718 | -\$708,442 | | -\$12,221,204 |
| Local Match | \$0 | \$0 | \$0 | | \$0 |
| TOTAL | -\$671,409 | -\$689,718 | -\$708,442 | | -\$12,221,204 |

| | | | | | |
|--------------|---------------------|---------------------|---------------------|--|----------------------|
| TOTAL | \$10,408,953 | \$10,486,945 | \$10,565,315 | | \$215,940,226 |
|--------------|---------------------|---------------------|---------------------|--|----------------------|

2038-2040 ADD'L \$ \$31,461,213

| |
|----------------------|
| \$215,940,226 |
|----------------------|

TAB 10d

BOARD OF DIRECTORS AGENDA 6/15/2017; ITEM III.D.

Amendment Number Six to *Transportation Plan 2040*

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

AGENDA DESCRIPTION:

After revising the funding projections for *Transportation Plan 2040*, additional projects can be added to the constrained project list in the plan. Any projects that appear in the unconstrained list may be added to the constrained list with this new funding. MoDOT has requested the I-44 capacity projects be moved from the unconstrained list of *Transportation Plan 2040* to the constrained list. The revised funding projections in proposed Amendment Five create enough funding to allow this.

New Constrained Projects:

| <u>ID</u> | <u>Description</u> | <u>Time Band</u> | <u>Inflated Cost</u> |
|-----------|--|------------------|----------------------|
| M12 | I-44 Capacity Improvements from Route 160 to Route 65 | 2023-2030 | \$50,432,207.73 |
| M30 | I-44 Capacity Improvements from Route 65 to Route 125 | 2023-2030 | \$49,058,438.62 |
| M35 | I-44 Interchange Improvements at Route 744 | 2031-2040 | \$27,909,269.36 |
| M10 | I-44 Capacity Improvements from Route 266 to Route 160 | 2031-2040 | \$25,164,679.65 |
| M7 | I-44 Capacity Improvements from Route 360 to Route 266 | 2031-2040 | \$30,281,735.48 |

After the inclusion of these projects, \$33 million remains through 2040 for additional projects on the constrained project list.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Proposed Amendment 5 for the addition of \$215 million in revenue.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment Six to *Transportation Plan 2040*.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve Amendment Six to *Transportation Plan 2040*."

OR

"Move to approve *Transportation Plan 2040* Amendment 6 with the following changes..."

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

| ID | Name | Roadway | Location | Description | 2018-2022 | 2023-2030 | 2031-2040 | TOTAL | CONSTRAINT |
|------|--------------------------------------|--|-----------------------------|--|-------------|--------------|--------------|--------------|---------------|
| M176 | ITS | N/A FROM N/A TO N/A | SPRINGFIELD, NIXA | ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA | \$2,106,778 | \$ | - | \$2,106,778 | \$265,499,793 |
| M177 | ITS | N/A FROM N/A TO N/A | SPRINGFIELD, NIXA, REPUBLIC | ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC | \$ | \$1,319,655 | - | \$1,319,655 | \$266,819,448 |
| SP30 | TRAFFIC MANAGEMENT CENTER OPERATIONS | N/A FROM N/A TO N/A | SPRINGFIELD | FUNDING OF ONGOING OPERATIONS | \$6,000,000 | \$11,975,000 | \$19,750,000 | \$37,725,000 | \$304,544,447 |
| C410 | NATIONAL EXTENSION | NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC | CHRISTIAN COUNTY | NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC | \$ | \$ | \$21,386,413 | \$21,386,413 | \$325,930,861 |
| R8 | OAKWOOD AVENUE IMPROVEMENTS | OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET | REPUBLIC | LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS | \$1,986,578 | \$ | - | \$1,986,578 | \$327,917,458 |

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

| ID | Name | Roadway | Location | Description | 2018-2022 | 2023-2030 | 2031-2040 | TOTAL | CONSTRAINT |
|------|---|--|-------------------------------|--|-------------|--------------|-----------|--------------|---------------|
| M150 | ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS | ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD | NIXA | CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS | \$2,098,036 | \$ | \$ | \$2,098,036 | \$345,664,438 |
| M151 | ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS | ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160 | NIXA | CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS | \$2,240,090 | \$ | \$ | \$2,240,090 | \$347,904,528 |
| M156 | ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS | ROUTE 14 FROM ROUTE 160 TO WATER STREET | NIXA | CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS | \$6,685,304 | \$ | \$ | \$6,685,304 | \$954,589,832 |
| M157 | ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS | ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD | NIXA | CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST | \$8,741,816 | \$ | \$ | \$8,741,816 | \$363,331,648 |
| M158 | ROUTE 14 (JACKSON STREET) IMPROVEMENTS | ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD | NIXA, OZARK, CHRISTIAN COUNTY | CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD | \$ | \$13,754,909 | \$ | \$13,754,909 | \$377,086,557 |

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

| ID | Name | Roadway | Location | Description | 2018-2022 | 2023-2030 | 2031-2040 | TOTAL | CONSTRAINT |
|------|--|---|---------------|--|-------------|-------------|-------------|-------------|---------------|
| M127 | ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD) | GREENE COUNTY | INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD) | \$499,376 | \$ | \$ | \$499,376 | \$450,780,597 |
| M113 | ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO ROUTE 744 | SPRINGFIELD | INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET) | \$2,921,952 | \$ | \$ | \$2,921,952 | \$453,702,549 |
| M132 | ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO ROUTE CC | NIXA | INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA | \$ | \$3,228,419 | \$ | \$3,228,419 | \$456,930,968 |
| M141 | ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD | NIXA | INTERSECTION IMPROVEMENTS AT TRACKER ROAD | \$1,381,207 | \$ | \$ | \$1,381,207 | \$458,312,175 |
| M142 | ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE | NIXA | INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE | \$ | \$ | \$1,461,405 | \$1,461,405 | \$459,773,580 |
| M143 | ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD | NIXA | INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD | \$1,115,510 | \$ | \$ | \$1,115,510 | \$460,889,090 |

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Unconstrained Project Lists

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

Table 7-6: Roadways Unconstrained List

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|-----|-------------------------|--|--|---|--------------------|
| Q20 | OZARK, CHRISTIAN COUNTY | MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH | 17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET | IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING | \$6,953,000 |
| O1 | OZARK, CHRISTIAN COUNTY | FRONTAGE ROAD | 18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM | NEW ROADWAY | \$3,744,000 |
| R10 | REPUBLIC, GREENE COUNTY | BAILEY AVENUE EXTENSION | BAILEY AVENUE FROM WADE STREET TO ROUTE 60 | NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS | \$1,539,000 |
| R11 | REPUBLIC, GREENE COUNTY | BAILEY AVENUE IMPROVEMENTS | BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET | LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS | \$1,595,000 |
| M55 | SPRINGFIELD | BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS | BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65 | UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65 | \$2,845,000 |
| M77 | SPRINGFIELD | CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS | CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE | INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD) | \$535,000 |
| N6 | NIXA, CHRISTIAN COUNTY | CHEYENNE ROAD - ROUTE CC TO NORTH STREET | CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET | ROAD WIDENING | \$4,279,000 |
| N7 | NIXA, CHRISTIAN COUNTY | CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET) | CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14 | ROAD WIDENING | \$2,139,000 |
| G10 | GREENE COUNTY | EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY | EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY | NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS | \$25,000,000 |
| R16 | REPUBLIC, GREENE COUNTY | EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS | ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ | LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS | \$3,505,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|---------------------------------------|---|---|--|--------------------|
| SP16 | SPRINGFIELD | GRAND STREET CAPACITY IMPROVEMENTS | GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE | CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE | \$1,337,000 |
| N13 | CHRISTIAN COUNTY | GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD | GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD | ROAD WIDENING | \$2,674,000 |
| N5 | NIXA, CHRISTIAN COUNTY | GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD | GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD | ROAD WIDENING | \$2,139,000 |
| N9 | NIXA, CHRISTIAN COUNTY | GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD | GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD | ROAD WIDENING | \$2,674,000 |
| R12 | REPUBLIC | EAST HINES STREET TRANSPORTATION IMPROVEMENTS | HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ | LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS | \$2,270,000 |
| R6 | REPUBLIC | HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS | HINES STREET FROM HINES STREET TO LYNN AVENUE | INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS | \$209,000 |
| M10 | SPRINGFIELD, GREENE COUNTY | I-44 CAPACITY IMPROVEMENTS | I-44 FROM ROUTE 266 TO ROUTE 160 | CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160 | \$17,650,000 |
| M12 | SPRINGFIELD, GREENE COUNTY | I-44 CAPACITY IMPROVEMENTS | I-44 FROM ROUTE 160 TO ROUTE 65 | CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65 | \$41,006,000 |
| M30 | SPRINGFIELD, STRAFFORD, GREENE COUNTY | I-44 CAPACITY IMPROVEMENTS | I-44 FROM ROUTE 65 TO ROUTE 125 | CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125 | \$29,889,000 |
| M35 | SPRINGFIELD | I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS | I-44 FROM I-44 TO ROUTE 744 | INTERCHANGE IMPROVEMENTS AT ROUTE 744 | \$19,575,000 |
| M7 | GREENE COUNTY | I-44 CAPACITY IMPROVEMENTS | I-44 FROM ROUTE 360 TO ROUTE 266 | CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266 | \$21,239,000 |
| W3 | WILLARD | DOWNTOWN REVITALIZATION | JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET | LANE ADDITIONS | \$374,000 |
| G401 | GREENE COUNTY, CHRISTIAN COUNTY | KANSAS EXPRESSWAY EXTENSION | KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD | NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD | \$20,000,000 |
| N3 | CHRISTIAN COUNTY | KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD | KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD | NEW CONSTRUCTION | \$1,605,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|---------------------------------|---|---|--|--------------------|
| R17 | REPUBLIC | SOUTH LYNN AVENUE IMPROVEMENTS | LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY | LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS | \$900,000 |
| N11 | NIXA, CHRISTIAN COUNTY | MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD | MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD | ROAD WIDENING | \$6,418,000 |
| N402 | NIXA | MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS | MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET | INTERSECTION IMPROVEMENTS AT NORTH STREET | \$500,000 |
| N404 | NIXA | MAIN STREET - NORTH STREET TO ROUTE 14 | MAIN STREET FROM NORTH STREET TO ROUTE 14 | CAPACITY IMPROVEMENTS | \$1,673,000 |
| R5 | REPUBLIC | MAIN STREET IMPROVEMENTS | MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60 | LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS | \$1,906,000 |
| R18 | REPUBLIC, GREENE COUNTY | EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS | MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ | LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS | \$2,732,000 |
| M179 | GREENE COUNTY, CHRISTIAN COUNTY | NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14 | N/A FROM EAST-WEST ARTERIAL TO ROUTE 14 | NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION | \$300,000 |
| G402 | GREENE COUNTY, CHRISTIAN COUNTY | NATIONAL EXTENSION | NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE | NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE | \$3,000,000 |
| C401 | CHRISTIAN COUNTY | NICHOLAS ROAD WIDENING | NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14 | CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14 | \$12,000,000 |
| N4 | CHRISTIAN COUNTY | NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD | NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD | NEW CONSTRUCTION | \$1,605,000 |
| N10 | NIXA, CHRISTIAN COUNTY | NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD | NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD | ROAD WIDENING, NEW CONSTRUCTION | \$2,139,000 |
| SP29 | SPRINGFIELD | REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE) | REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60 | CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY) | \$3,744,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|------------------------|---|---|---|--------------------|
| N14 | CHRISTIAN COUNTY | RIVERDALE ROAD - GREGG ROAD TO ROUTE 160 | RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160. | ROAD WIDENING | \$4,000,000 |
| N12 | NIXA, CHRISTIAN COUNTY | ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET | ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET | ROAD WIDENING, NEW CONSTRUCTION | \$16,045,000 |
| M37 | STRAFFORD | ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD | ROUTE 125 FROM ROUTE 125 TO ROUTE OO | NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO | \$12,755,000 |
| M79 | GREENE COUNTY | ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT | ROUTE 125 FROM ROUTE 125 TO ROUTE D | REALIGN INTERSECTION OF ROUTES 125 AND D | \$321,000 |
| M17 | SPRINGFIELD | ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT | ROUTE 13 FROM I-44 TO ROUTE 744 | IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET) | \$1,733,000 |
| M402 | SPRINGFIELD | ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS | ROUTE 13 FROM KEARNEY TO CHESTNUT | SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT | \$2,000,000 |
| M66 | SPRINGFIELD | ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS | ROUTE 13 FROM COLLEGE STREET TO ROUTE 60 | CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT | \$2,118,000 |
| M145 | NIXA, CHRISTIAN COUNTY | ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS | ROUTE 14 FROM MAYNARD ROAD TO ROUTE M | CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M | \$824,000 |
| O24 | OZARK | ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS | ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE | SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES | \$1,162,000 |
| M140 | NIXA | ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS | ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14 | CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14 | \$21,244,000 |
| M154 | NIXA, CHRISTIAN COUNTY | ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS | ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE | CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE | \$5,360,000 |
| M64 | SPRINGFIELD | ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS | ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET | INTERSECTION IMPROVEMENTS AT MT. VERNON STREET | \$1,500,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|----------------------------|--|--|---|--------------------|
| M106 | REPUBLIC | ROUTE 174 CAPACITY EXPANSION | ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60 | CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60 | \$2,910,000 |
| M107 | REPUBLIC | ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS | ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE | ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE | \$261,000 |
| M108 | REPUBLIC | ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS | ROUTE 174 FROM ROUTE 174 TO HINES STREET | ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET | \$261,000 |
| M109 | REPUBLIC | ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS | ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC) | INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC | \$1,162,000 |
| M110 | REPUBLIC | LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL | ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE | ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL | \$295,000 |
| M111 | REPUBLIC | LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE | ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE | ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE | \$236,000 |
| M112 | REPUBLIC | ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION | ROUTE 174 FROM ROUTE 174 TO BNSF RR | WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE | \$13,371,000 |
| R1 | GREENE COUNTY | ROUTE 266 IMPROVEMENTS | ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD | LANE ADDITIONS, ACCESS MANAGEMENT | \$1,719,000 |
| M61 | SPRINGFIELD, GREENE COUNTY | ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS | ROUTE 413 FROM ROUTE 60 TO ROUTE 160 | CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS) | \$17,971,000 |
| M65 | SPRINGFIELD | ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS | ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13 | CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY) | \$4,386,000 |
| M103 | ROGERSVILLE | ROUTE 60 FREEWAY IMPROVEMENTS | ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247 | UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE) | \$23,233,000 |
| M104 | ROGERSVILLE | ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS | ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223 | INTERSECTION IMPROVEMENTS AT FARM ROAD 223 | \$374,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|--------------------------------------|--|---|--|--------------------|
| R14 | REPUBLIC | ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS | ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103 | INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103 | \$1,337,000 |
| R15 | REPUBLIC | ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS | ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107 | INTERSECTION IMPROVEMENTS AT FARM ROAD 107 | \$1,337,000 |
| R402 | REPUBLIC | ROUTE 60 WEST IMPROVEMENTS | ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS | IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS | \$8,168,000 |
| M63 | REPUBLIC, SPRINGFIELD, GREENE COUNTY | ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS | ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360 | CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY) | \$9,000,000 |
| M161 | OZARK | ROUTE 65 - LONGVIEW ROAD NEW OVERPASS | ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD | NEW OVERPASS AT LONGVIEW ROAD | \$16,045,000 |
| M16 | SPRINGFIELD | ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS | ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD | INTERSECTION IMPROVEMENTS AT MELVILLE ROAD | \$374,000 |
| M19 | SPRINGFIELD | ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS | ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE | INTERSECTION IMPROVEMENTS AT GRANT AVENUE | \$2,139,000 |
| M20 | SPRINGFIELD | ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS | ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE | INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE | \$1,070,000 |
| M32 | SPRINGFIELD | ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS | ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE | INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE | \$457,000 |
| M403 | SPRINGFIELD | ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY | ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY | SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY | \$3,000,000 |
| M404 | SPRINGFIELD | ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE | ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE | SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE | \$7,000,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|--|--|---|---|--------------------|
| M33 | SPRINGFIELD, STRAFFORD, GREENE COUNTY | ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS | ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125 | CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125 | \$17,115,000 |
| R2 | GREENE COUNTY | ROUTE B IMPROVEMENTS | ROUTE B FROM ROUTE 266 TO I-44 | LANE ADDITIONS, ACCESS MANAGEMENT | \$1,550,000 |
| M131 | NIXA, CHRISTIAN COUNTY | ROUTE CC WESTWARD EXTENSION | ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160 | EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION | \$14,876,000 |
| M133 | NIXA, CHRISTIAN COUNTY | ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD) | ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA) | CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET | \$2,625,000 |
| M134 | NIXA | ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS | ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA) | INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA) | \$718,000 |
| M136 | OZARK | ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT | ROUTE CC FROM ROUTE CC TO 21ST STREET | INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET | \$4,000,000 |
| M9 | SPRINGFIELD, GREENE COUNTY | ROUTE EE (DIVISION STREET) IMPROVEMENTS | ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160 | PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS) | \$7,638,000 |
| M123 | BATTLEFIELD, GREENE COUNTY | ROUTE FF IMPROVEMENTS | ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194 | CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194 | \$31,502,000 |
| M125 | BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY | WEST BYPASS EXTENSION | ROUTE FF FROM FARM ROAD 194 TO ROUTE 14 | CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14 | \$54,233,000 |
| G404 | GREENE COUNTY | ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68 | ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68 | CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68 | \$2,000,000 |
| M4 | GREENE COUNTY | ROUTE H CAPACITY IMPROVEMENTS | ROUTE H FROM ROUTE KK TO FARM ROAD 68 | CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68 | \$2,139,000 |
| M5 | GREENE COUNTY | ROUTE H CAPACITY IMPROVEMENTS | ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94 | CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94 | \$1,669,000 |
| M6 | SPRINGFIELD, GREENE COUNTY | ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION | ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET | CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET | \$2,236,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|---|---|---|--|--------------------|
| M138 | OZARK | ROUTE J IMPROVEMENTS | ROUTE J FROM 17TH STREET TO ROUTE NN | CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN | \$1,193,000 |
| M82 | BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC | ROUTE M (REPUBLIC ROAD) IMPROVEMENTS | ROUTE M FROM ROUTE 60 TO ROUTE FF | CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF | \$20,000,000 |
| M105 | GREENE COUNTY | ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS | ROUTE N FROM ROUTE N TO FARM ROAD 168 | INTERSECTION IMPROVEMENTS AT FARM ROAD 168 | \$457,000 |
| R4 | GREENE COUNTY | ROUTE N (FARM ROAD 81) IMPROVEMENTS | ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS | LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS | \$1,137,000 |
| M139 | OZARK | ROUTE NN IMPROVEMENTS | ROUTE NN FROM ROUTE J TO PHEASANT DRIVE | CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE | \$8,012,000 |
| M163 | CHRISTIAN COUNTY | ROUTE NN IMPROVEMENTS | ROUTE NN FROM ROUTE J TO ROUTE 14 | VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET) | \$8,012,000 |
| M36 | STRAFFORD, GREENE COUNTY | ROUTE OO (OLD ROUTE 66) IMPROVEMENTS | ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY | VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249 | \$1,391,000 |
| M115 | REPUBLIC, GREENE COUNTY | ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS | ROUTE P FROM ROUTE 60 TO FARM ROAD 194 | CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194 | \$3,063,000 |
| M46 | SPRINGFIELD | ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS | ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD | INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD | \$1,299,000 |
| SP4 | SPRINGFIELD | ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS | ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD | CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD | \$1,750,000 |
| M118 | REPUBLIC, GREENE COUNTY | ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS | ROUTE ZZ FROM ROUTE M TO FARM ROAD 194 | PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD | \$21,372,000 |

| ID | Location | Name | Roadway | Description | 2018 Cost Estimate |
|------|-------------------------|--|--|--|--------------------|
| M119 | REPUBLIC | ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS | ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178 | INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS | \$792,000 |
| M120 | GREENE COUNTY | ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS | ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182 | ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET) | \$374,000 |
| M121 | GREENE COUNTY | ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS | ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186 | ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) | \$374,000 |
| M80 | REPUBLIC, GREENE COUNTY | ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION | ROUTE ZZ FROM ROUTE M TO ROUTE MM | EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM | \$10,601,000 |
| R13 | REPUBLIC | ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS | ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174 | INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS | \$428,000 |
| N1 | CHRISTIAN COUNTY | TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160 | TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160 | ROAD WIDENING | \$6,418,000 |
| N403 | NIXA | TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD | TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD | CAPACITY IMPROVEMENTS | \$2,500,000 |

TAB 10e

BOARD OF DIRECTORS AGENDA 6/15/2017; ITEM III.E.

Amendment Number Seven to the Long Range Transportation Plan

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

AGENDA DESCRIPTION:

The City of Springfield has requested a Major Thoroughfare Plan reclassify Grant Avenue from Grand Street to Norton Road as a Secondary Arterial. This section of Grant Avenue is currently classified as a Primary Arterial.

The City of Springfield states that the entire corridor functions as a secondary arterial and development along the corridor varies from commercial to residential. The concern is that the right-of-way requirements for a primary arterial hinders redevelopment.

The design service volume of a secondary arterial is 6,000 to 20,000 vehicles per day, while for a primary arterial it is 10,000 to 30,000 vehicles per day. Current traffic counts range from 4,000 to 12,000, to 14,000 depending on location along the corridor. The OTO Traffic model for 2040 ranges from 10,000 to 14,000 to 19,000.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.
Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.
Amendment 3 to the LRTP was for the revised design standards.
Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.
Proposed Amendment 5 for the addition of \$215 million in revenue.
Proposed Amendment 6 for the addition of I-44 capacity projects to the constrained project list.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 7.

BOARD OF DIRECTORS ACTION REQUESTED:

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

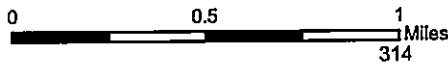
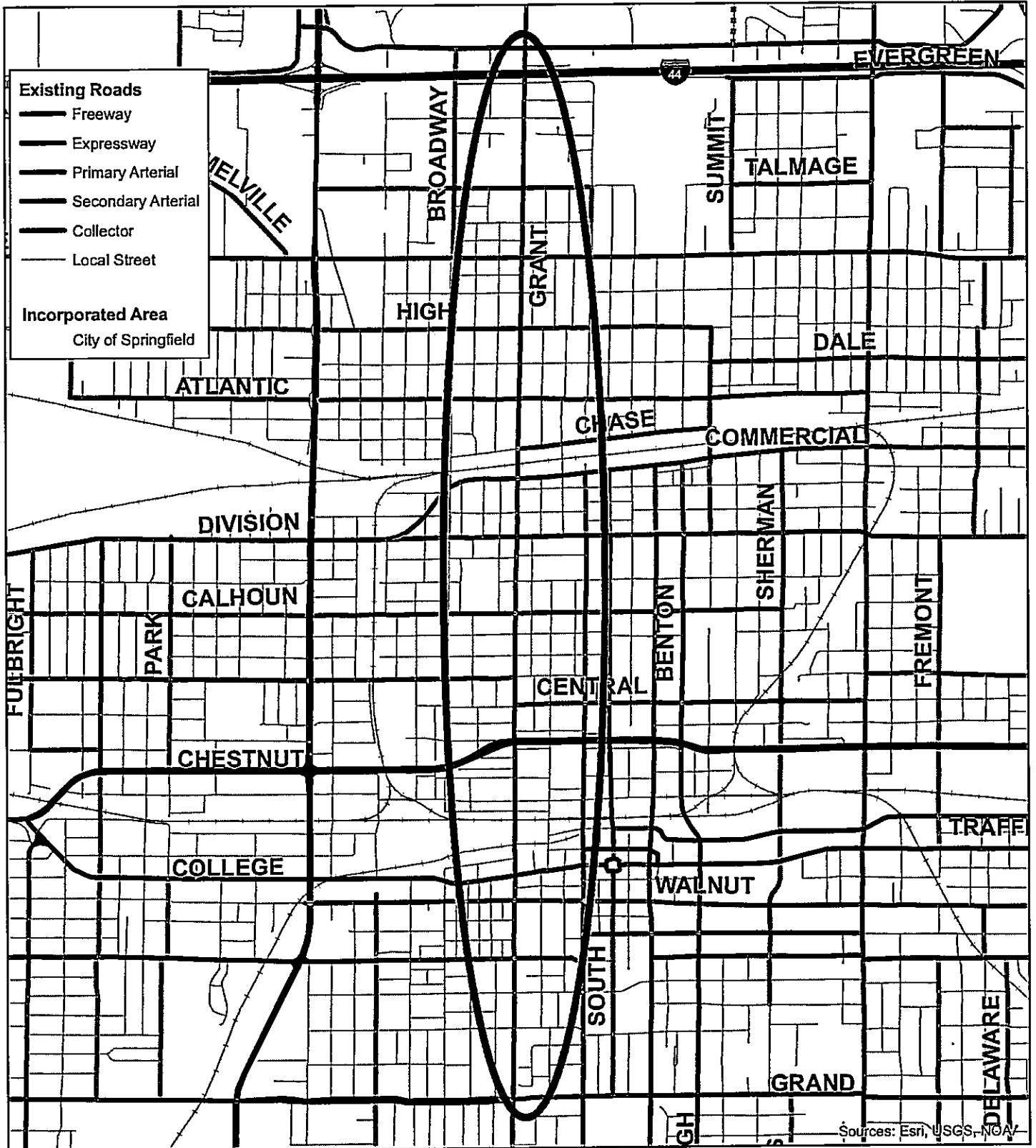
"Move to approve *Transportation Plan 2040* Amendment 7."

OR

"Move to approve *Transportation Plan 2040* Amendment 7 with the following changes..."

Major Thoroughfare Plan

City of Springfield Grant Street Amendment
Proposed

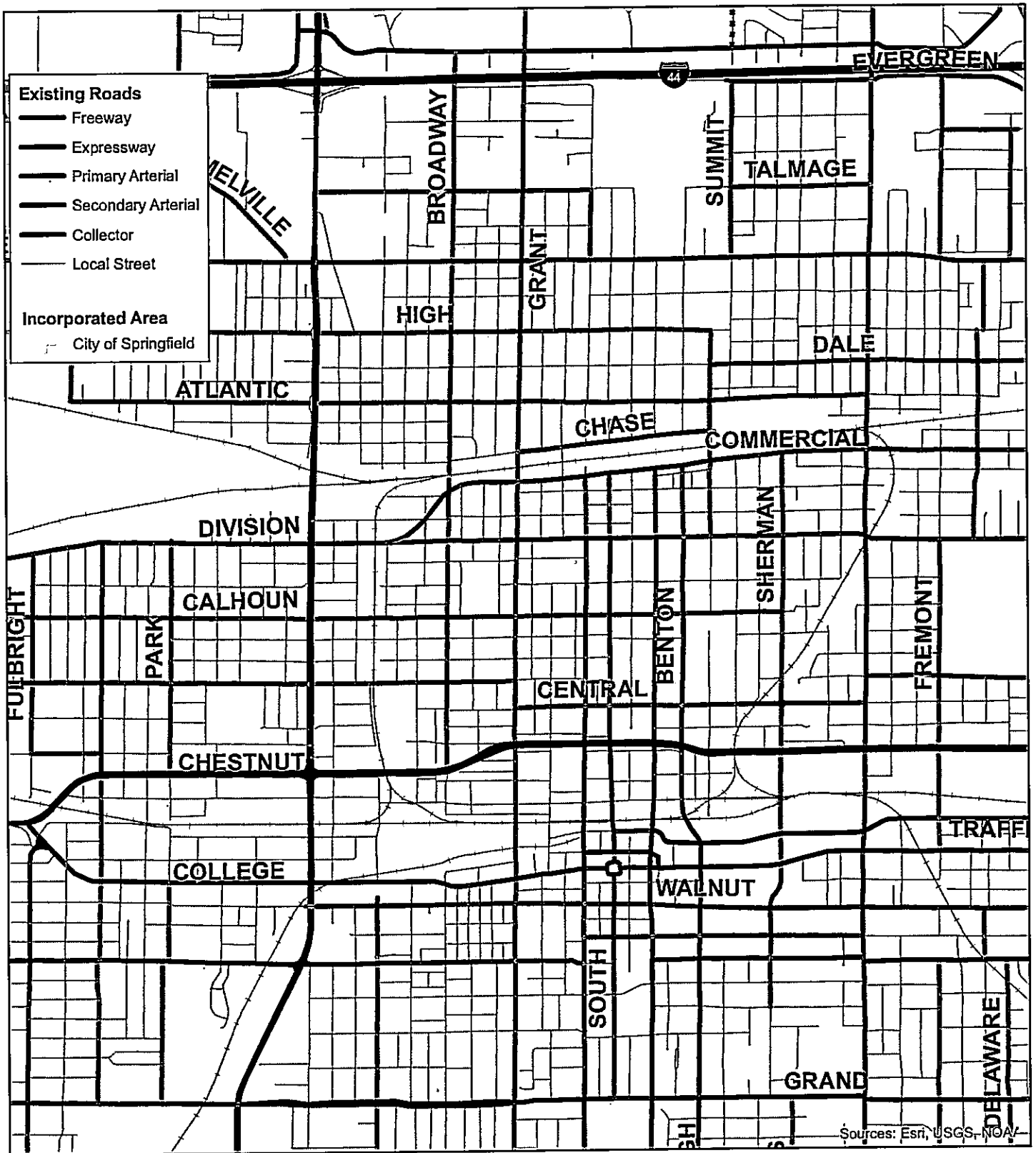


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Sources: Esri, USGS, NOAA

Major Thoroughfare Plan

City of Springfield Grant Street Amendment
Original

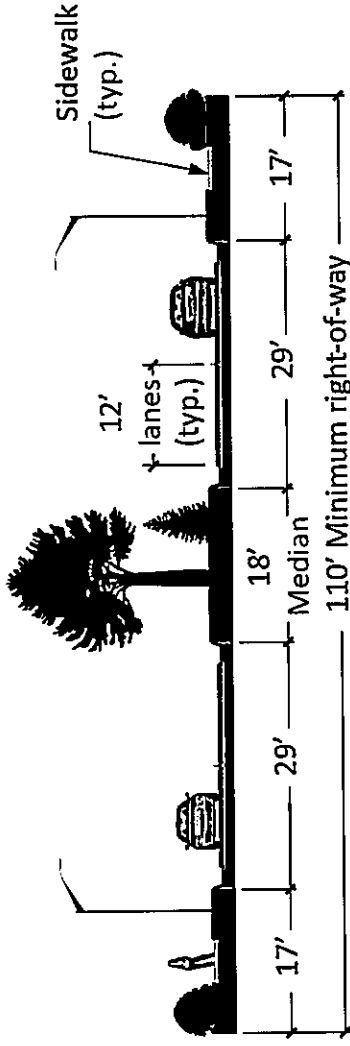


Sources: Esri, USGS, NOAA

0 0.5 1 Miles
315



Primary Arterial



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

Description

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

Basics

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

Access

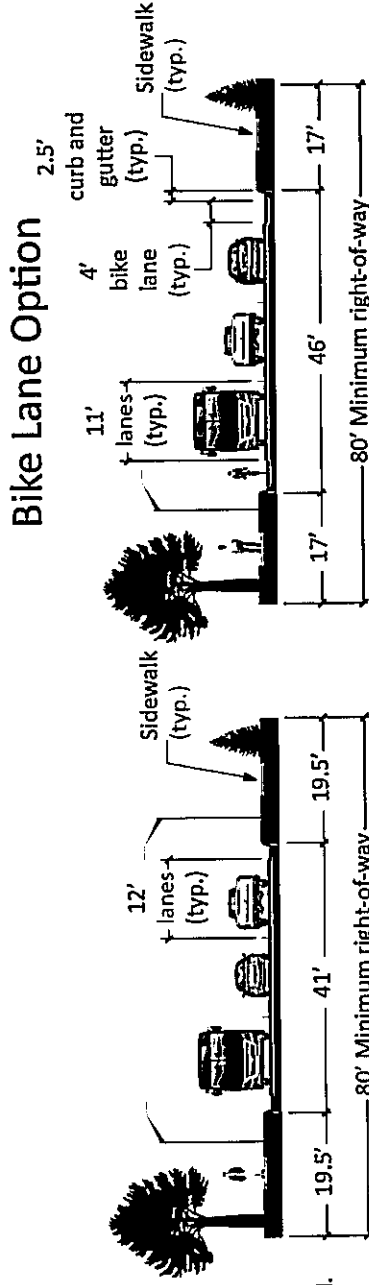
| | |
|---|---|
| Median | 18' |
| Median Breaks | Allowed at signalized intersections only |
| Directional Median Break Spacing | 660' |
| Full Access Intersection Spacing | 1/4 mile |
| Intersection | Left and right turn lanes desired |
| Residential Driveway Spacing | No residential drives permitted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

Multi-Modal

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

Secondary Arterial

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



Description

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

Basics

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

Access

| | |
|----------------------------------|--|
| Median | Not required |
| Full Access Intersection Spacing | 660' |
| Intersection | 4 lanes |
| Residential Driveway Spacing | No residential drives permitted |
| Commercial Driveway Spacing | 2.10' center-to-center. Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided. |

Multi-Modal

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

April 27, 2017

Natasha Longpine, AICP
Ozarks Transportation Organization
2208 W Chesterfield Blvd, Suite 101
Springfield, MO 65807

RE: MTP Amendment – Grant Avenue

Dear Natasha:

The City of Springfield requests an amendment to the Major Thoroughfare Plan for Grant Avenue from Grand Street to Norton Road. This section of Grant Avenue is currently classified as a Primary Arterial. The City requests this portion of Grant Avenue be reclassified as a Secondary Arterial. Grant Avenue is currently classified as a Secondary Arterial north of Norton Road into the county and south of Grand Street to Sunshine Street, where the corridor ends.

Grant Avenue is a two-lane section roadway from Norton Road to Kearney Street and then turns into a three-lane section until it ends at Sunshine Street. The entire corridor functions as a secondary arterial. 24-hour traffic counts show the highest amount of traffic north of the intersection at Commercial Street with 14,662 vehicles per day. Traffic counts decrease as traffic is distributed to the neighborhoods along this corridor to Kearney Street and continues to decrease north of Kearney. The most recent 24-hour traffic count on Grant Avenue south of Commercial Street is 12,881 vehicles per day. Traffic volumes vary along the Grant Avenue corridor from Commercial Street through downtown Springfield and decrease to 4,182 vehicles per day north of Grand Street.

Development along the downtown section of Grant Avenue varies from commercial to residential. The current classification of Grant Avenue along this corridor hinders any type of redevelopment as the right-of-way requirement of 50 feet from centerline puts an undue burden on the property owners and frequently makes redevelopment impossible.

The City of Springfield has tentatively scheduled this amendment for public hearing on the June 15, 2017 agenda of the Planning and Zoning Commission followed by the public hearing and first reading for City Council on July 10, 2017 City Council and second reading and vote of City Council on July 24, 2017.

We hope that the OTO Technical Committee and Board of Directors approve this request. If you have further questions, please do not hesitate to contact us.

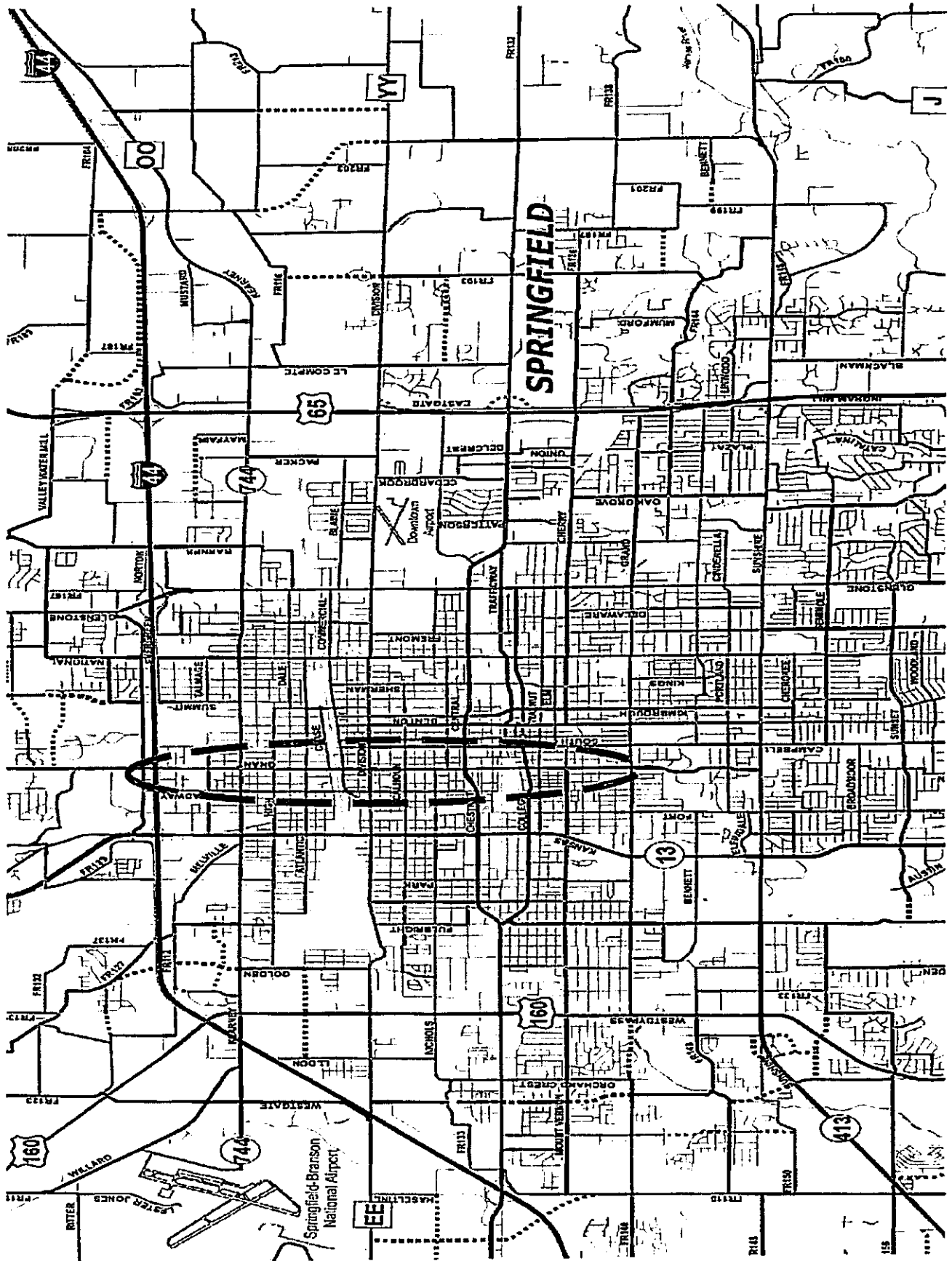
Sincerely,



Dan Smith, P.E.
Director of Public Works

Office of the Director
Busch Municipal Building • 840 Boonville Avenue
Springfield, Missouri 65802 • 417-864-1902 • springfieldmo.gov





TAB 10f

BOARD OF DIRECTORS AGENDA 6/15/2017; ITEM III.F.

Amendment Number Six to the FY 2017-2020 Transportation Improvement Program

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

AGENDA DESCRIPTION:

One change is proposed for Amendment Number 6 to the FY 2017-2020 Transportation Improvement Program.

1. ***New*** East/West Arterial – Campbell to Kissick (GR1707-17A6)
Scoping for the East-West Arterial from Campbell to Kissick, programmed with local funding for a total amount of \$63,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 17, 2017, the Technical Planning Committee unanimously recommended that the Board of Directors approve FY 2017-2020 Transportation Improvement Program Amendment Number Six.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve FY 2017-2020 Transportation Improvement Program Amendment Number Six.”

OR

“Move to approve FY 2017-2020 Transportation Improvement Program Amendment Number Six with the following changes...”



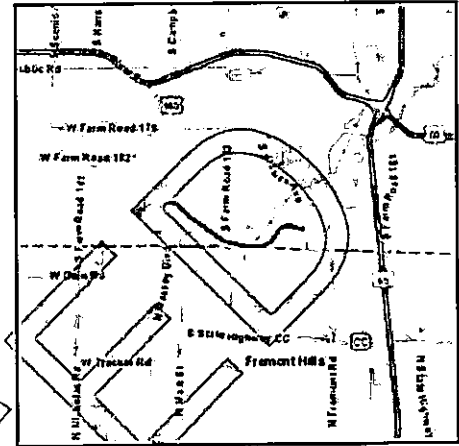
Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR1707-17A6 EAST/WEST ARTERIAL-CAMPBELL TO KISSICK

Route East-West Arterial
 From Campbell
 To Kissick
 Location Greene County
 Federal Agency None
 Project Sponsor Greene County
 Federal Funding Category None
 MoDOT Funding Category N/A
 Bike/Ped Plan? Yes EJ?
 STIP #
 Federal ID #



Project Description
 Scoping for the East-West Arterial from Campbell to Kissick

| Fund Code | Source | Phase | FY2017 | FY2018 | FY2019 | FY2020 | Total |
|---------------|--------|-------|-----------------|-----------------|----------------|----------------|-----------------|
| LOCAL | Local | ENG | \$10,000 | \$1,000 | \$1,000 | \$1,000 | \$13,000 |
| LOCAL | Local | ROW | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| Totals | | | \$10,000 | \$51,000 | \$1,000 | \$1,000 | \$63,000 |

PROPOSALS

Notes

Source of Non-Federal Funding: Greene County Road and Bridge Fund

| | |
|-------------------|-----------------|
| Prior Cost | \$0 |
| Future Cost | \$0 |
| Total Cost | \$63,000 |

PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2017-2021 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.54 percent, but in recent years has been just over 3 percent.

ADVANCE CONSTRUCTION

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation System (STP) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

Previous TIPs specifically identified which projects would use AC, however, current practice is to show the actual federal funding category to be used on each project. A few outstanding projects still show MoDOT-AC, though they will be phased out in future TIPs.

OPERATIONS AND MAINTENANCE

ROADWAYS

MODOT

Maintenance costs include MoDOT's salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; facilities to house equipment and materials such as salt, asphalt and fuel. Maintenance Operations expenditures are projected to increase one percent annually. In fiscal year 2017, MoDOT is budgeting for \$467,168,000 in maintenance expenditures that would grow to \$481,323,658 at the end

FINANCIAL CONSTRAINT

Roadways

| STBG-JJ | Federal Funding Source | | | | | | | | | | | | MODOJ Programmed Funds | Other | State Operations and Maintenance | TOTAL |
|-----------------------|------------------------|---------------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|------------------|------------------------|--------------------|---------------------|------------------------------|---------------------|-------------------------------------|-------|
| | Safety | STP | IM | 130 | NHS | BRM | BRO | NHPP | HPP | TOTAL Federal Funds | Local | | | | | |
| 2017 Funds Programmed | \$1,905,198 | \$8,872,600 | \$7,365,688 | \$3,659,800 | \$2,250,000 | \$1,001,063 | \$379,206 | \$14,732,306 | \$0 | \$45,460,787 | \$2,692,464 | \$8,645,823 | \$4,12,736 | \$9,649,603 | \$54,060,335 | |
| 2018 Funds Programmed | \$5,317,650 | \$5,392,800 | \$18,186,050 | \$9,000 | \$0 | \$0 | \$515,753 | \$1,972,314 | \$166,134 | \$41,559,711 | \$1,594,912 | \$8,714,419 | \$607,505 | \$8,715,089 | \$59,181,656 | |
| 2019 Funds Programmed | \$1,275,004 | \$121,600 | \$12,512,638 | \$9,000 | \$0 | \$0 | \$158,567 | \$18,812,800 | \$0 | \$32,690,009 | \$411,806 | \$7,982,749 | \$197,248 | \$8,782,240 | \$48,054,052 | |
| 2020 Funds Programmed | \$1,120,000 | \$27,000 | \$5,038,800 | \$9,000 | \$0 | \$0 | \$0 | \$9,371,800 | \$0 | \$15,568,600 | \$281,000 | \$3,886,400 | \$0 | \$8,650,063 | \$26,564,063 | |
| Total | \$15,617,852 | \$12,414,900 | \$43,123,185 | \$3,821,600 | \$2,250,000 | \$1,001,063 | \$1,053,828 | \$54,689,220 | \$166,134 | \$135,277,087 | \$5,286,122 | \$29,129,391 | \$1,207,481 | \$26,995,995 | \$187,890,068 | |

Funds from Other Sources for FY 2017 include one-time Federal and State Rail Funding and Cost Share funding for the Chestnut Railroad Overpass as well as Cost Share Funding for Division and US 65.

Additional Funds from Other Sources for FY 2017 and Funds from Other Sources for FY 2018 and FY 2019 include one-time FEIMA and SEMA grant funding for the Riverside Bridge Replacement.

| Prior Year | FY 2017 | FY 2018 | FY 2019 | FY 2020 | TOTAL |
|--|---------------------|---------------------|--------------------|--------------------|---------------------|
| Available State and Federal Funding | \$0 | \$38,890,000 | \$38,872,220 | \$37,063,664 | \$151,909,222 |
| Available Operations and Maintenance Funding | \$0 | \$6,648,603 | \$6,715,089 | \$6,782,240 | \$26,995,995 |
| Funds from Other Sources | \$0 | \$8,777,738 | \$607,505 | \$197,248 | \$9,672,491 |
| Available Suballocated Funding | \$17,300,705 | \$5,192,459 | \$5,606,788 | \$5,922,934 | \$40,264,289 |
| TOTAL AVAILABLE FUNDING | \$17,300,705 | \$59,518,800 | \$52,001,812 | \$49,868,086 | \$228,741,896 |
| Prior Year Funding | \$17,300,705 | \$12,757,170 | \$5,567,146 | \$7,469,180 | \$42,994,061 |
| Funds from State and Federal Funding | — | — | — | — | — |
| TOTAL REMAINING | \$17,300,705 | \$12,757,170 | \$5,567,146 | \$7,469,180 | \$30,851,910 |

EXPLANATION OF FISCAL CONSTRAINT

REVENUE SOURCES

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act, which authorizes the federal surface transportation program for highways, highway safety, transit, freight, ports and rail for the five-year period from 2016 through 2020. According to the MoDOT Statewide Transportation Improvement Program, it is estimated that the FAST Act will provide 2.9 percent or \$27 million more in federal funds to Missouri, annually. The passage of the Fast Act allows MoDOT to have a more stable funding outlook than what has been the case for the previous few years.

STATE

MoDOT combines Federal Highway and Transit Administrations funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

MoDOT has continued to cost-effectively maintain a safe and efficient transportation system, improving the condition of Missouri's roads and bridges over the past decade. These improvements, however, have been funded with temporary funding sources, such as Amendment 3 bonding and the American Recovery and Reinvestment Act. With the conclusion of these programs, MoDOT's construction budget significantly declined between 2011 and 2015.

About 65 percent of every dollar MoDOT receives comes from fuel taxes, however the fuel tax has not changed since 1996 and vehicles continue to become more efficient, while the cost of concrete has tripled, steel prices have doubled, and asphalt costs more than twice what it did 20 years ago. This means that a 1996 purchasing power of 17 cents is the equivalent of 8 cents today. Through this, MoDOT has operated efficiently, keeping operating expenses flat. In the past 10 years, MoDOT has completed 4,560 projects, \$12.8 billion, at 6 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2017-2021 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$800 million, down from \$1.2 billion, with nearly 88 percent aimed at taking care of the system, up from 50 percent. At the same time, revenue projections are up and MoDOT now assumes matching federal funds, bringing more revenue to the state than previously assumed.

The table below indicates the total amount of federal and state funding that MoDOT has projected as available for the OTO area in the 2017-2021 STIP. This table does not include OTO sub-allocated federal funding, such as STBG-Urban or Transportation Alternatives. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding. MoDOT experienced awards savings of \$8.5 million going from FY 2016 to FY 2017, which increased the amount of funding available for FY 2017.

| Table G.1 | 2017 | 2018 | 2019 | 2020 |
|-----------------|--------------|--------------|--------------|--------------|
| Roadway Funding | \$38,898,000 | \$38,872,220 | \$37,063,664 | \$37,075,338 |
| Transit Funding | \$3,114,802 | \$3,211,136 | \$3,365,008 | \$3,431,717 |

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants. Approximately 41 percent of Missouri's transportation revenue comes from the federal government.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. These tax revenues provide approximately 26 percent of transportation revenues. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 17 percent of transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 13 percent of transportation revenues MoDOT's transportation revenue. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The interest earned on invested funds and other miscellaneous collections provides approximately 2 percent of transportation revenues. Cash balances in all funds for roads and bridges are declining. The cash balance of all funds for roads and bridges is expected to decline from \$758 million at the beginning of fiscal year 2017 to approximately \$215 million by the end of fiscal year 2021. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

FEDERAL-STATEWIDE

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Transfer Provision

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

FEDERAL- REGIONAL SUBALLOCATED

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

| Table G.2 STBG-Urban/Small Urban | |
|--|---------------------|
| Carryover Balance through FY2016 | \$15,739,262 |
| Anticipated Allocation FY2017 | \$5,692,939 |
| Anticipated Allocation FY2018 | \$5,806,798 |
| Anticipated Allocation FY2019 | \$5,922,934 |
| Anticipated Allocation FY2020 | \$6,041,392 |
| Programmed through FY2020 | (\$16,638,332) |
| Estimated Carryover Balance Through FY 2020 | \$22,564,993 |

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. In an effort to demonstrate that the local jurisdictions, as well as the airport

LOCAL

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

Bridge Rehabilitation and Maintenance
 This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. The Missouri and Highways Commission has discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

Small-Urban
 The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri and Highways Commission has discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

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

Table G.4 Transportation Alternatives Program

| | |
|--|--------------------|
| Carryover Balance through FY2016 | \$715,391 |
| Anticipated Allocation FY2017 | \$405,085 |
| Anticipated Allocation FY2018 | \$413,187 |
| Anticipated Allocation FY2019 | \$421,450 |
| Anticipated Allocation FY2020 | \$429,879 |
| Programmed through FY2020 | (\$901,955) |
| Estimated Carryover Balance Through FY 2020 | \$1,511,748 |

Table G.3 On-System Bridge (BRM)

| | |
|--|-----------------|
| Carryover Balance through FY2016 | \$963,132 |
| Actual Allocation FY2017 | \$0 |
| Actual Allocation FY2018 | \$0 |
| Anticipated Allocation FY2019 | \$0 |
| Anticipated Allocation FY2020 | \$0 |
| Programmed through FY2020 | (\$944,968) |
| Estimated Carryover Balance Through FY 2020 | \$18,164 |

The Cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and

Sales Tax

| TOTAL | | 2017 | 2018 | 2019 | 2020 | TOTAL |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Willard | \$1,862,919 | \$28,500 | \$28,500 | \$28,500 | \$28,500 | \$114,000 |
| Stafford | \$1,862,919 | \$16,120 | \$16,120 | \$16,120 | \$16,120 | \$64,480 |
| Springfield | \$1,862,919 | \$1,684,139 | \$1,684,139 | \$1,684,139 | \$1,684,139 | \$6,736,554 |
| Republic | \$1,862,919 | \$101,920 | \$101,920 | \$101,920 | \$101,920 | \$407,680 |
| Battlefield | \$1,862,919 | \$32,240 | \$32,240 | \$32,240 | \$32,240 | \$128,960 |
| TOTAL | | | | | | |

Table G.7 Projected Greene County Road and Bridge Fund Distribution

| TOTAL | | 2017 | 2018 | 2019 | 2020 | TOTAL |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Christian County two 1/2-cent | \$200,000 | \$200,000 | \$13,253,800 | \$13,253,800 | \$13,253,800 | \$800,000 |
| Greene County Sales Tax | \$13,253,800 | \$13,253,800 | \$5,155,550 | \$5,155,550 | \$5,155,550 | \$20,622,200 |
| Greene County Property Tax | \$5,155,550 | \$1,325,000 | \$1,325,000 | \$1,325,000 | \$1,325,000 | \$5,300,000 |
| City of Nixa 1/2-cent | \$1,325,000 | \$964,890 | \$964,890 | \$964,890 | \$964,890 | \$3,859,560 |
| City of Republic 1/2-cent | \$964,890 | \$4,887,500 | \$4,887,500 | \$4,887,500 | \$4,887,500 | \$19,550,000 |
| City of Springfield 1/8-cent | \$4,887,500 | \$9,775,500 | \$9,775,500 | \$9,775,500 | \$9,775,500 | \$39,102,000 |
| City of Springfield 1/4-cent | \$9,775,500 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,000,000 |
| City of Willard 1/2-cent | \$250,000 | \$35,812,240 | \$35,812,240 | \$35,812,240 | \$35,812,240 | \$143,248,960 |
| TOTAL | | | | | | |

Table G.6 Local Tax Revenue Projections

| TOTAL | | 2017 | 2018 | 2019 | 2020 | TOTAL |
|--------------|-------------|--------------|--------------|--------------|--------------|--------------|
| Christian | \$1,469,998 | \$1,469,998 | \$3,589,907 | \$3,589,907 | \$3,589,907 | \$14,359,628 |
| Greene | \$3,589,907 | \$216,483 | \$216,483 | \$216,483 | \$216,483 | \$865,932 |
| Battlefield | \$216,483 | \$736,662 | \$736,662 | \$736,662 | \$736,662 | \$2,946,648 |
| Nixa | \$736,662 | \$690,112 | \$690,112 | \$690,112 | \$690,112 | \$2,760,448 |
| Ozark | \$690,112 | \$571,259 | \$571,259 | \$571,259 | \$571,259 | \$2,285,036 |
| Republic | \$571,259 | \$6,176,852 | \$6,176,852 | \$6,176,852 | \$6,176,852 | \$24,707,408 |
| Springfield | \$6,176,852 | \$91,318 | \$91,318 | \$91,318 | \$91,318 | \$365,272 |
| Stafford | \$91,318 | \$204,787 | \$204,787 | \$204,787 | \$204,787 | \$819,148 |
| Willard | \$204,787 | \$13,747,378 | \$13,747,378 | \$13,747,378 | \$13,747,378 | \$54,989,512 |
| TOTAL | | | | | | |

Table G.5 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections

PROJECTED REVENUES

and transit agencies within the OTO boundary, are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

Neighborhood Improvement District (or Community Improvement District)

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

Charges for Services

Charges for curb cuts and other transportation-related services generate \$400,000. These funds are included in the Feasible Funding Sources section.

The City of Republic levies a fee for street lights which nets about \$105,550 per year.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$106,800 for the road and bridge fund.

County Funding Sources

The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.