

Investment Plan

Currently, the FAST Act has been extended via continuing resolution through September 2021. The bill to reauthorize surface transportation funding and programs is still a work in progress and could introduce changes to the existing programs and policies presently in effect. That said, each transportation reauthorization introduces and eliminates programs, adjusting funding along the way. MoDOT, City Utilities Transit, and the OTO have continued to receive funding that can implement local, regional, and statewide priorities. While there is uncertainty in the contents of a future funding bill, OTO is confident that funding will continue to be available. MoDOT regularly updates its [Citizen's Guide to Transportation](#) and partners with OTO to provide revenue and spending estimates each year.

Revenue Sources

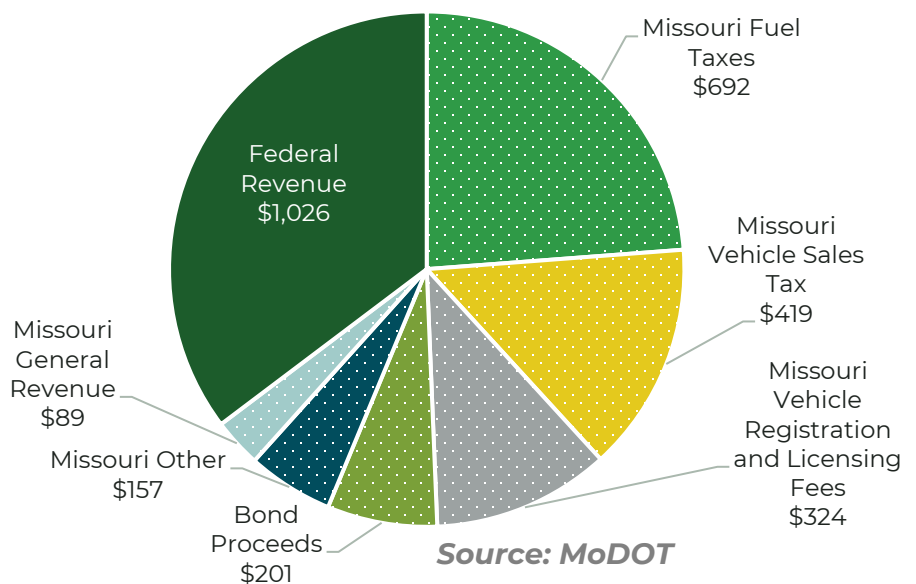
State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds derived from the sale of bonds. The largest single source of transportation revenue for MoDOT is the federal 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.

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. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature

92: MoDOT Statewide Revenue (in millions)



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. In 2021, the state legislature passed a bill to incrementally increase the fuel tax to 29.5-cents per gallon, also increasing alternative fuel vehicle fees. The bill goes into effect in October of 2021 and potential revenue from this increase is included in the *Destination 2045* revenue projections.

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. 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. Periodic reissuing of these bonds has continued to generate additional revenue. MoDOT intends to borrow another \$500 million in each 2023 and 2026 with Amendment 3 revenues used for debt repayment.

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. 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 State General Revenue Fund provides approximately 1 to 2 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation provides financial support to both public and private sponsors of eligible transportation projects and can assist financing any stage of the project's development. There are no federal share restrictions on the cost of the projects eligible to receive MTFC assistance. Any highway projects eligible for federal assistance under Title 23 of US Code and any transit capital project eligible for federal assistance under Title 49 if the US Code is eligible for MTFC assistance.

Statewide Transportation Assistance Revolving (STAR) Fund

Authorized by the Missouri General Assembly in 1997, the STAR fund provides loans to local entities for non-highway projects such as rail, waterway and air travel infrastructure. The STAR fund can also provide loans to fund rolling stock for transit and the purchase of vehicles for elderly or handicapped persons. The STAR fund can assist in the planning, acquisition, development and construction of facilities for

transportation by air, water, rail or mass transit; however, STAR fund monies cannot fund operating expenses.

Federal-Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses a variety of factors, depending on the purpose of funding, distributes this funding around the state. This funding distribution is detailed in the [Planning Framework for Transportation Decision-Making](#), which was developed through a collaborative process between MoDOT and Missouri's metropolitan planning organizations and regional planning commissions.

Funding to Support the National Highway System

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.

Flexible Transportation Funding

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.

Safety

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.

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.

HSIP projects will be selected from needs identified through MoDOT's Southwest District Safety Plan. That plan incorporates needs derived through a crash analysis of the region with proposed countermeasures prioritized with a cost/benefit ratio. Additional safety features may be determined and incorporated into projects

identified as needs in system improvement projects selected by OTO and its constituent members, if eligible for HSIP funds.

Federal - Special Programs

A number of unique funding programs appear with each transportation authorization bill. This includes funding that may be directly allocated to MoDOT through a formula, as well as funding that is discretionary and available to a variety of project sponsors. Described here are two of those discretionary programs as they currently exist.

Infrastructure for Rebuilding America (INFRA) Grant Program

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

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Federal - Regional Suballocated

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

STBG-Urban

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the

funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

STBG-Set Aside (formerly TAP)

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

Carbon Reduction Program

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

Local

OTO's member jurisdictions receive revenue from a number of sources, including those dedicated to transportation. CART (County Aid Road Trust) funding is available to all OTO member jurisdictions, as it allows cities and counties to share in the state motor fuel tax revenues. This currently generates about \$14 million a year for the region. All municipal members, excepting Strafford, have a transportation and/or capital improvements sales tax. Christian and Greene Counties also have property taxes that can be used for transportation, though only Greene County's is dedicated.

Additional local and/or private sources of funding include transportation development districts, transportation corporations, community improvement districts, transportation increment financing, and other examples of private-public partnerships.

Transit - Federal, State, and Local

Section 5307 Urbanized Area Formula Program

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

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent

populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

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

MO HealthNet

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

State Operating Funding

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

Farebox

Each year, City Utilities receives bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

Advertising

Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

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

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

Programmed Projects

The OTO has already identified funding and programmed projects for the FY 2022-2025 Transportation Improvement Program. These are listed in Appendix 5, and all previously appeared in *Transportation Plan 2040*. The total cost of these projects is included in the constrained projects table and the FY 2022-2025 TIP projects are hereby incorporated via this reference.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2045. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

Several inflationary rates were used to develop estimates. MoDOT funding is inflated at 1 percent per year, consistent with their own projections and slow growth in fuel tax revenue. STBG suballocated funding has been inflated at 2 percent, consistent with past revenue growth in this specific program. Suballocated TAP funding has been periodically inflated by 2 percent every five years, based on the more limited growth seen within prior transportation bills. All transit funding is inflated at 2 percent, while CU Local Share is inflated at 1 percent. While conservative, the revenue projected for this plan is in-line with the overall projections found in *Transportation Plan 2040*. Initial year estimates were derived from MoDOT, City Utilities Transit, and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Funding projections are time banded in accordance with federal transportation law and guidance. The first four years are in alignment with the FY 2022-2025 TIP, while also accounting for the additional anticipated funding from Missouri's newly passed fuel tax increase, and planned revenue produced by reissuing Amendment 3 bonds. The first ten years are required to be individually fiscally constrained, while the outer years can be time banded. OTO has split the outer years into two bands – 2032 to 2037 and 2038 to 2045. These various splits are color coded into the revenue estimates shown below.

Revenue Estimates through 2045

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

93: Non-Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
MoDOT Directed Revenue	\$59,027,891	\$76,779,044	\$66,592,385	\$54,751,931	\$58,312,000
Cost Share Projected Revenue	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$6,902,309	\$7,040,356	\$7,181,163	\$7,324,786	\$7,471,282
Suballocated TAP/CRP	\$2,339,041	\$2,440,168	\$2,456,149	\$2,473,759	\$2,491,952
Local/Other	\$25,795,423	\$8,708,407	\$2,409,328	\$2,449,636	\$2,490,808
TOTAL	\$100,064,664	\$96,467,974	\$80,139,025	\$68,500,112	\$72,266,042

	2027	2028	2029	2030	2031
MoDOT Directed Revenue	\$55,390,100	\$55,944,001	\$56,503,441	\$57,068,475	\$57,639,160
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$7,620,707	\$7,773,121	\$7,928,584	\$8,087,156	\$8,248,899
Suballocated TAP/CRP	\$2,491,952	\$2,491,952	\$2,491,952	\$2,491,952	\$2,491,952
Local	\$2,528,165	\$2,566,268	\$2,605,134	\$2,644,777	\$2,685,213
TOTAL	\$69,530,924	\$70,275,343	\$71,029,111	\$71,792,360	\$72,565,224

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	\$58,215,552	\$58,797,707	\$59,385,684	\$59,979,541	\$60,579,337
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$8,413,877	\$8,582,154	\$8,753,797	\$8,928,873	\$9,107,451
Suballocated TAP/CRP	\$2,541,791	\$2,541,791	\$2,541,791	\$2,541,791	\$2,541,791
Local	\$2,738,917	\$2,780,986	\$2,823,897	\$2,867,666	\$2,912,310
TOTAL	\$73,410,136	\$74,202,639	\$75,005,170	\$75,817,872	\$76,640,889

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	\$61,185,130	\$61,796,981	\$62,414,951	\$63,039,101	\$63,669,492
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$9,289,600	\$9,475,392	\$9,664,900	\$9,858,198	\$10,055,361
Suballocated TAP/CRP	\$2,592,627	\$2,592,627	\$2,592,627	\$2,592,627	\$2,592,627
Local	\$2,970,557	\$3,017,005	\$3,064,382	\$3,112,706	\$3,161,997
TOTAL	\$77,537,913	\$78,382,004	\$79,236,859	\$80,102,631	\$80,979,477

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	\$64,306,187	\$64,949,248	\$65,598,741	\$66,254,728	\$1,468,180,809
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$40,500,000
Suballocated STBG	\$10,256,469	\$10,461,598	\$10,670,830	\$10,884,247	\$209,981,107
Suballocated TAP/CRP	\$2,644,479	\$2,644,479	\$2,644,479	\$2,644,479	\$60,910,835
Local	\$3,225,237	\$3,276,519	\$3,328,827	\$3,382,182	\$97,546,347
TOTAL	\$81,932,372	\$82,831,845	\$83,742,878	\$84,665,636	\$1,877,119,099

Revenue Directed to Transit Projects

94: Transit Revenue Estimates 2022-2045

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

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

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

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

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

Range of Alternatives

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

Project Prioritization Process

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

95: Prioritization Points

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

2045 Goals

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

Constrained Project Lists

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

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

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

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

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

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

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

96: Non-Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	\$58,933,279	\$11,842,409	\$17,963,103	\$35,779,494
Projected Funding	\$100,064,664	\$96,467,974	\$80,139,025	\$68,500,112
Inflated Constrained Project Costs	(\$147,155,534)	(\$90,347,280)	(\$62,322,634)	(\$103,499,870)
Remaining Funding	\$11,842,409	\$17,963,103	\$35,779,494	\$779,736

	2026	2027	2028	2029
Prior Year Funding	\$779,736	\$909,861	\$3,734,457	\$5,754,827
Projected Funding	\$72,266,042	\$69,530,924	\$70,275,343	\$71,029,111
Inflated Constrained Project Costs	(\$72,135,917)	(\$66,706,329)	(\$68,254,973)	(\$68,823,084)
Remaining Funding	\$909,861	\$3,734,457	\$5,754,827	\$7,960,854

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$7,960,854	\$10,788,395	\$13,117,071	\$51,344,045
Projected Funding	\$71,792,360	\$72,565,224	\$452,614,618	\$651,873,702
Inflated Constrained Project Costs	(\$68,964,819)	(\$70,236,547)	(\$414,387,645)	(\$625,531,072)
Remaining Funding	\$10,788,395	\$13,117,071	\$51,344,045	\$77,686,674

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

97: Non-Transit Constrained Project List

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

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

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

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

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

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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2028	\$32,958,231
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2027	\$22,316,026
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
TOTAL COST					(\$1,858,365,703)
Prior Year Funding*					\$58,933,279
Projected Funding					\$1,877,119,099
Remaining Funding					\$77,686,674
*Prior year funding identified in FY 2022-2025 TIP					

Fiscal Constraint for Transit

98: Transit Fiscal Constraint

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

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

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

Constrained Project List for Transit

99: Transit Constrained Project List

<i>Expected Sponsor</i> Expenses	2022	2023	2024	2025
<i>CU Transit</i> Operating Expenses	\$0	\$0	\$0	\$0
<i>CU Transit</i> Preventative Maintenance	\$0	\$0	\$0	\$0
<i>CU Transit</i> Planning	\$0	\$0	\$0	\$0
<i>CU Transit</i> Security	\$0	\$0	\$0	\$0
<i>CU Transit</i> ADA Enhancements	\$0	\$0	\$0	\$0
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$2,000,000
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$560,000	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$0	\$0	\$0	\$0
<i>CU Transit</i> ITS	\$0	\$0	\$0	\$0
<i>Various</i> Other Agency Vehicles	\$0	\$0	\$0	\$0
<i>Various</i> FY 2022-2025 TIP	\$12,041,900	\$10,956,718	\$9,968,154	\$9,446,454
Total	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

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

Expected Sponsor Expenses	2030	2031	2032-2037	2038-2045
<i>CU Transit</i> Operating Expenses	\$11,257,740	\$11,257,740	\$72,435,489	\$110,991,562
<i>CU Transit</i> Preventative Maintenance	\$1,623,840	\$1,623,840	\$10,448,247	\$16,009,655
<i>CU Transit</i> Planning	\$246,050	\$250,971	\$1,614,816	\$2,474,353
<i>CU Transit</i> Security	\$40,352	\$41,159	\$264,826	\$405,789
<i>CU Transit</i> ADA Enhancements	\$173,581	\$177,053	\$1,139,207	\$1,745,585
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$54,329	\$55,416	\$356,562	\$546,354
<i>CU Transit</i> ITS	\$111,443	\$113,672	\$731,396	\$1,120,705
<i>Various</i> Other Agency Vehicles	\$267,811	\$273,167	\$1,826,933	\$2,693,189
<i>Various</i> FY 2022-2025 TIP	\$0	\$0	\$0	\$0
Total	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

unconstrained Projects

The following tables include those projects not prioritized for funding.

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
74	10th	<i>Ozark</i> 10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	<i>Battlefield</i> New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	<i>Springfield</i> Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	<i>Springfield</i> Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000
46	EW Arterial	<i>Greene</i> East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	<i>Greene</i> East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	<i>Greene</i> East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	<i>Greene</i> E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	<i>Greene</i> Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	<i>Greene</i> Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	<i>Greene</i> Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	<i>Greene</i> Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	<i>MoDOT</i> Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	<i>Ozark</i> Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
73	Fremont	<i>Ozark</i> Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	<i>MoDOT</i> Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	<i>Republic</i> Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	<i>Willard</i> Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
121	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - US 65 to Rte 125	\$4,080,000
116	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000
117	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	<i>MoDOT</i> I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	<i>MoDOT</i> Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	<i>MoDOT</i> Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	<i>MoDOT</i> Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	<i>Greene</i> Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	<i>Ozark</i> McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	<i>Ozark</i> Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	\$2,000,000
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	\$5,800,000

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

Transit unconstrained Needs

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

101: Unconstrained Transit List – Unfunded Needs

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

Model Results

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



Part III

Are we there yet?

Implementation Plan

Major Thoroughfare Plan

The OTO Major Thoroughfare Plan (MTP) provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area. The MTP was first adopted by the OTO Board of Directors in October 2004, with several amendments since then. The MTP has also been extensively reviewed with each long range transportation plan update.

The MTP classifies roadways based on their intended function and shows both existing and future roadways. These future major transportation corridors should serve as a general guide for securing street rights-of-way, though the locations are general in nature and final alignments will depend upon a detailed location study. The classifications shown on the MTP map direct the application of the OTO design standards, found in Appendix 3. Additional considerations should be made regarding the application of the MTP roadway classifications besides potential function, including alignment and corridor preservation, as well as land use and development.

Network Updates

With the adoption of *Transportation Plan 2040*, over 300 changes were made to the major thoroughfare plan. Since then, it has been amended six more times. *Transportation Plan 2040* introduced the concept of rural collectors and also amended the OTO design standards. With *Destination 2045*, OTO is recommending minor changes to address the realignment of MM across US 60 and that associated roadway network. OTO has also added the extension of 4th Street in Battlefield to correspond to projects submitted for consideration on the constrained project list. Two collectors south of west Sunshine have also been removed. These changes can be found in Appendix 6.

Street Typologies

Most modifications and variances to the Major Thoroughfare Plan are the result of incongruencies between proposed functional classifications, and associated design standards, and the physical limitations of the surrounding land use. It has become clear that one-size does not fit all.

Functional street classifications take into account both the design characteristics of the roadway network and the character those roadways are meant to provide. The OTO Major Thoroughfare Plan implements functional class as a hierarchy of roadways that range from high travel mobility (arterials) to high access (local or residential). Street typologies supplement the traditional functional classification

system to better emphasize a more balanced street function, considering land use and all users – pedestrians, cyclists, transit users, and motorists. Where sufficient public right-of-way exists, all design elements may be accommodated. Within constrained public-right-of-way, trade-offs must be balanced and should encourage healthy and active transportation options.

Incorporating into MTP

OTO worked with the *Destination 2045* planning committee to determine how street typologies could be integrated into the OTO Major Thoroughfare Plan.

First, the committee was asked to consider how generalized flexibility should be incorporated. There was a definite preference for implementing a street typology system, compared to adjusting specific corridors or limiting the design standards.

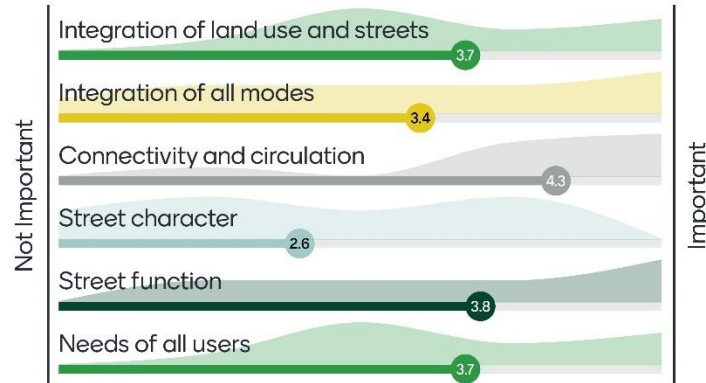
105: Flexibility in the OTO Design Standards

How should flexibility be addressed in the OTO Design Standards?



Next, the committee was asked which principles should guide the OTO design approach. Connectivity and circulation were identified as most important, followed by street function, and then a tie between integration of land use and streets and needs of all users. Street character ranked lowest, but was still slightly weighted toward important.

What principles should guide the OTO design approach?



OTO also separately asked how each community implements the OTO Major Thoroughfare Plan and Design Standards. Just over 60 percent responded that they serve as guidance for how to functionally classify streets, but the community uses their own design standards. A quarter stated that the MTP serves as the Major Street Plan and is directly implemented through code. Just over 10 percent stated that they are useful to enforce some things but not everything. No one said they do not use them at all.

Next Steps

Implementation of street typologies is a recommendation in the City of Springfield *Forward SGF* Comprehensive Plan, which will be finalized in later 2021. Coupled with place types, these concepts will introduce another tool for assessing the transportation and land use connection.

Destination 2045 will carry forward the functional classification and proposed road system of the OTO Major Thoroughfare Plan with some amendments as described. It is recommended that OTO work with the region to apply the street typology recommendations to the OTO Major Thoroughfare Plan, providing flexibility and limiting the need for future variances and amendments. It is recognized that multiple OTO members use the OTO Major Thoroughfare Plan as their Major Street Plan. It will be important to maintain this use of the MTP as well.

Bicycle/Pedestrian/Trail Facilities

The Bicycle and Pedestrian map shows those facilities which currently exist, and facilities proposed in prior planning efforts. The map is comprehensive, but it is not meant to be the sole source of the region's priorities. Instead, it is meant to be a current representation of the projects and policies in the Plan. Also, while the map shows existing trails, a separate map has been provided showing the trails considered through the Regional Bicycle Pedestrian Trail Investment Study.

This map was first produced with the Comprehensive OTO Area Bicycle-Pedestrian Plan. That version of the map illustrated the trails from Vision 20/20, the on-street connections between communities and trails, connections to the interior city systems, and can be characterized as primarily a bicycle-oriented map. *Journey 2035* incorporated the bicycle-pedestrian plan and its map included both bicycle and pedestrian improvements, emphasizing the connection between modes. Introduced in *Journey 2035* was the Priority Sidewalk Corridor. This concept highlights corridors in need of continuous sidewalk along both sides of the street. The Link was also new to the prior plan. The Link is an enhanced corridor that connects trails across town. *Transportation Plan 2040* further refined alignments and proposed routes.

It is OTO's goal that through implementation of complete streets, OTO's design standards, and the trail implementation plan, *Towards a Regional Trail System*, construction of future facilities will rely less on a map and more on the needs of the system and users. Bicycle and pedestrian needs should be considered along all corridors and with every project. The OTO should continue to focus on connecting communities with trail and completing trail gaps, so they can support transportation-related usage.

OTO Official Trail Map

Through the planning process for the implementation plan, *Towards a Regional Trail System*, OTO identified priority trails and gaps throughout the system. This has led to the creation of the OTO Official Trail Map. See Figure 110 for the Official Trail Map. This map should serve as a guide to acquire right-of-way, construct new trail and connectors, and bring existing connectors up to the current trail standard.



OTO Trail Plan

- Trail Status**
- Connector
 - Existing Trails & Greenways
 - Trail Gaps

