

# Financial Capacity

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for the implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented through 2040.

## Revenue Sources

### State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds. With the passage of the FAST Act and an increase in state revenues, MoDOT has a more stable funding outlook than what has been the case for the previous few years. This will allow OTO to be confident in the funding levels projected to 2040. The cost share with MoDOT is still suspended, and OTO has not included that funding in its projections, but it should be noted that the availability of that funding would increase the number of projects that could be completed in the region.

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.

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 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. 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. 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 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

#### 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 – Special Programs

The FAST Act established, replaced, or continued several "special programs" that are unique compared to traditional federal funding. MoDOT receives this funding and uses it for projects and programs statewide.

##### *Disadvantaged Business Enterprise Program*

The FAST Act provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately \$300,000 annually for this program.

#### *On the Job Training Program*

The FAST Act provides funding for On the Job Training activities. Missouri receives approximately \$200,000 annually for this program.

#### *Prioritization of Projects to Improve Freight Movement Program*

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. FAST created a new federal funding category, the National Highway Freight Program, for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri Freight Plan Appendix G.

#### *Better Utilizing Investments to Leverage Development (BUILD) Grant*

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

#### *Infrastructure for Rebuilding America (INFRA) Grant*

INFRA discretionary grants support the Administration's commitment to fixing the nation's infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built. In addition to providing direct federal funding, the INFRA discretionary grant program aims to increase the total investment by state, local, and private partners.

#### Federal – Regional Suballocated

The Surface Transportation Block Grant Program (STP) funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

#### *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.

### *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 Highways and Transportation Commission allocates \$3.5 million in surface transportation program funds annually to this small-urban program. Project eligibility is the same as that described under the STP-Urban program. Currently, the City of Republic receives this funding in the OTO area, but this is changing now that they are part of the Springfield Urbanized area, while the City of Willard will start receiving Small-Urban as they are now their own urbanized area. As of July 7, 2016, the Missouri and Highways Commission discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

### *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. As of July 7, 2016, the Missouri and Highways Commission also discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

### *STP-Set Aside (formerly TAP)*

The STP-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School.

### Local

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein. In aggregate, these funding sources generate about \$50 million per year, however, the local system is vastly larger than the federal-aid system and much of this funding is dedicated to activities on the local system. The projected funding from local sources is that amount required to match federal-aid projects as requested by the local jurisdictions and to cover operations and maintenance needs.

### *Sales Tax*

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 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. Currently, most of the funds available under the Corporation are programmed for projects. 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.

### Programmed Projects

The OTO has already identified funding and programmed projects for the 2015-2018 Transportation Improvement Program. Additional projects will be programmed for 2019 with the new TIP to be developed this spring. These can be seen in the Appendix. For this reason, funding projections start in the year 2018.

### Funding Projections

The funding projections carry through the end of the Plan timeframe of 2040. 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.

OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act, as well as the improving economy. An inflation rate of 1 percent has been used to develop projections through 2040. Initial year estimates were derived from MoDOT and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

### Operations and Maintenance

MoDOT Operations and Maintenance Revenues are projected to be \$50,601,000 through 2040, based on the FY 2017 allocation of \$1,948,000 to the OTO region. The source of this funding is MoDOT Operations. Local funding for Operations and Maintenance is projected to be \$22,973,000. This funding is projected to grow one-percent per year.

Table 6-1: Operations and Maintenance Revenue

Timeframe	MoDOT	Local
2018-2022	\$ 10,037,000	\$ 4,557,000
2023-2027	\$ 10,549,000	\$ 4,789,000
2028-2032	\$ 11,087,000	\$ 5,034,000
2033-2037	\$ 11,653,000	\$ 5,290,000
2038-2040	\$ 7,275,000	\$ 3,303,000
TOTAL	\$ 50,601,000	\$ 22,973,000

### Discretionary Funding

While not guaranteed, the Ozarks Transportation Organization region is eligible to apply and receive funding that is made available through competitive grants at the discretion of USDOT. These include

programs such as BUILD and INFRA. As this funding is uncertain, awarded amounts will be amended into the Plan here, to reflect the additional funding available to the OTO region.

Table 6-A11: Discretionary Funding

Timeframe	USDOT	Local
2018-2022	\$ 20,960,822	\$ 5,240,206
2023-2027	\$ 0	\$ 0
2028-2032	\$ 0	\$ 0
2033-2037	\$ 0	\$ 0
2038-2040	\$ 0	\$ 0
<b>TOTAL</b>	<b>\$ 20,960,822</b>	<b>\$ 5,240,206</b>

1. November 11, 2019 BUILD Grant for City of Springfield Grant Avenue Connect Parkway Project

USDOT	20,960,822
Local	5,240,206
<b>Total</b>	<b>26,201,028</b>

Roadway Revenue Estimates through 2040

## 2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

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
<b>TOTAL</b>	<b>\$37,806,000</b>	<b>\$45,797,000</b>	<b>\$46,906,000</b>	<b>\$46,402,000</b>	<b>\$46,860,020</b>
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
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
<b>TOTAL</b>	<b>\$7,537,144</b>	<b>\$7,683,887</b>	<b>\$7,833,525</b>	<b>\$7,986,115</b>	<b>\$8,141,716</b>
<b>TOTAL</b>	<b>\$45,343,144</b>	<b>\$53,480,887</b>	<b>\$54,739,525</b>	<b>\$54,388,115</b>	<b>\$55,001,736</b>

# 2023-2027

Table 6-3: Roadway Revenue Estimates 2023-2027

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
<b>TOTAL</b>	<b>\$47,322,620</b>	<b>\$47,789,846</b>	<b>\$48,261,745</b>	<b>\$48,738,362</b>	<b>\$49,219,746</b>
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
<b>TOTAL</b>	<b>\$8,300,388</b>	<b>\$8,462,191</b>	<b>\$8,627,189</b>	<b>\$8,795,444</b>	<b>\$8,967,022</b>
<b>TOTAL</b>	<b>\$55,623,008</b>	<b>\$56,252,038</b>	<b>\$56,888,934</b>	<b>\$57,533,807</b>	<b>\$58,186,768</b>

# 2028-2032

Table 6-4: Roadway Revenue Estimates 2028-2032

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
<b>TOTAL</b>	<b>\$49,705,943</b>	<b>\$50,197,003</b>	<b>\$50,692,973</b>	<b>\$51,193,903</b>	<b>\$51,699,842</b>
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
<b>TOTAL</b>	<b>\$9,141,988</b>	<b>\$9,320,409</b>	<b>\$9,502,354</b>	<b>\$9,687,894</b>	<b>\$9,877,100</b>
<b>TOTAL</b>	<b>\$58,847,931</b>	<b>\$59,517,412</b>	<b>\$60,195,327</b>	<b>\$60,881,797</b>	<b>\$61,576,941</b>



# 2033-2037

Table 6-5: Roadway Revenue Estimates 2033-2037

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
<b>TOTAL</b>	<b>\$52,210,840</b>	<b>\$52,726,948</b>	<b>\$53,248,218</b>	<b>\$53,774,700</b>	<b>\$54,306,447</b>
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
<b>TOTAL</b>	<b>\$10,070,044</b>	<b>\$10,266,801</b>	<b>\$10,467,446</b>	<b>\$10,672,058</b>	<b>\$10,880,715</b>
<b>TOTAL</b>	<b>\$62,280,884</b>	<b>\$62,993,749</b>	<b>\$63,715,664</b>	<b>\$64,446,758</b>	<b>\$65,187,162</b>

# 2038-2040 and TOTAL

Table 6-6: Roadway Revenue Estimates 2038-2040 and Total

MODOT Allocated Funding for OTO area					
	2038	2039	2040		2018-2040
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
<b>TOTAL</b>	<b>\$54,843,512</b>	<b>\$55,385,947</b>	<b>\$55,933,806</b>		<b>\$1,151,023,421</b>
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
<b>TOTAL</b>	<b>\$11,093,497</b>	<b>\$11,310,486</b>	<b>\$11,531,766</b>		<b>\$216,157,177</b>
<b>TOTAL</b>	<b>\$65,937,008</b>	<b>\$66,696,432</b>	<b>\$67,465,572</b>		<b>\$1,367,180,598</b>

With the funding projected for operations and maintenance and discretionary funding, the total revenue projected through 2040 is \$1,466,955,626.

Table 6-7: Revenue Summary

2018-2040	
TCOS	\$230,174,837
Safety	\$62,547,510
Interst./Brdg	\$6,900,000
SW TAP	\$6,900,000
Flex	\$844,501,074
<b>TOTAL</b>	<b>\$1,151,023,421</b>

  

STP-Urban	\$165,056,648
TAP	\$10,286,521
Local Match	\$40,814,008
<b>TOTAL</b>	<b>\$216,157,177</b>

  

<b>MoDOT Allocated and Suballocated Total</b>	<b>\$1,367,180,598</b>
<b>Operations and Maintenance</b>	<b>\$73,574,000</b>
<b>Discretionary Funding</b>	<b>\$26,201,028</b>
<b>TOTAL REVENUE</b>	<b>\$1,466,955,626</b>

## Transit Funding Projections

### Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

### Federal Transit Funding

#### *Urbanized Area Formula Program (5307)*

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

#### *Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)*

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

*Bus and Bus Facilities (5339)*

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Revenue Estimates

# 2018-2022

*Table 6-8: Transit Revenue Estimates 2018-2022*

Source	2018	2019	2020	2021	2022
FTA 5307	\$2,655,918	\$2,709,036	\$2,763,217	\$2,818,481	\$2,874,851
FTA 5310	\$276,610	\$282,142	\$287,785	\$293,540	\$299,411
FTA 5339	\$278,608	\$284,180	\$289,864	\$295,661	\$301,575
City Utilities Local Share	\$7,842,000	\$7,791,000	\$7,907,000	\$8,548,000	\$8,804,440
State of Missouri	\$29,324	\$29,617	\$29,913	\$30,213	\$30,515
Medicaid	\$29,279	\$29,572	\$29,867	\$30,166	\$30,468
Other local agencies	\$29,864	\$30,461	\$31,070	\$31,691	\$32,325
<b>TOTAL</b>	<b>\$11,141,603</b>	<b>\$11,156,008</b>	<b>\$11,338,716</b>	<b>\$12,047,752</b>	<b>\$12,373,585</b>

# 2023-2027

*Table 6-9: Transit Revenue Estimates 2023-2027*

Source	2023	2024	2025	2026	2027
FTA 5307	\$2,932,348	\$2,990,995	\$3,050,815	\$3,111,831	\$3,174,068
FTA 5310	\$305,399	\$311,507	\$317,737	\$324,092	\$330,574
FTA 5339	\$307,606	\$313,758	\$320,033	\$326,434	\$332,963
City Utilities Local Share	\$9,068,573	\$9,340,630	\$9,620,849	\$9,909,475	\$10,206,759
State of Missouri	\$30,820	\$31,128	\$31,439	\$31,754	\$32,071
Medicaid	\$30,772	\$31,080	\$31,391	\$31,705	\$32,022
Other local agencies	\$32,972	\$33,631	\$34,304	\$34,990	\$35,690
<b>TOTAL</b>	<b>\$12,708,490</b>	<b>\$13,052,729</b>	<b>\$13,406,568</b>	<b>\$13,770,281</b>	<b>\$14,144,147</b>

# 2028-2032

*Table 6-10: Transit Revenue Estimates 2028-2032*

Source	2028	2029	2030	2031	2032
FTA 5307	\$3,237,549	\$3,302,300	\$3,368,346	\$3,435,713	\$3,504,427
FTA 5310	\$337,186	\$343,929	\$350,808	\$357,824	\$364,980
FTA 5339	\$339,622	\$346,414	\$353,343	\$360,410	\$367,618
City Utilities Local Share	\$10,512,962	\$10,828,351	\$11,153,201	\$11,487,797	\$11,832,431
State of Missouri	\$32,392	\$32,716	\$33,043	\$33,373	\$33,707
Medicaid	\$32,342	\$32,665	\$32,992	\$33,322	\$33,655
Other local agencies	\$36,404	\$37,132	\$37,874	\$38,632	\$39,404
<b>TOTAL</b>	<b>\$14,528,457</b>	<b>\$14,923,507</b>	<b>\$15,329,607</b>	<b>\$15,747,071</b>	<b>\$16,176,222</b>

# 2033-2037

Table 6-11: Transit Revenue Estimates 2033-2037

Source	2033	2034	2035	2036	2037
FTA 5307	\$3,574,516	\$3,646,006	\$3,718,926	\$3,793,305	\$3,869,171
FTA 5310	\$372,280	\$379,726	\$387,320	\$395,067	\$402,968
FTA 5339	\$374,970	\$382,469	\$390,119	\$397,921	\$405,880
City Utilities Local Share	\$12,187,404	\$12,553,026	\$12,929,617	\$13,317,505	\$13,717,031
State of Missouri	\$34,044	\$34,385	\$34,729	\$35,076	\$35,427
Medicaid	\$33,992	\$34,332	\$34,675	\$35,022	\$35,372
Other local agencies	\$40,192	\$40,996	\$41,816	\$42,653	\$43,506
<b>TOTAL</b>	<b>\$16,617,398</b>	<b>\$17,070,940</b>	<b>\$17,537,202</b>	<b>\$18,016,549</b>	<b>\$18,509,355</b>

# 2038-2040 and TOTAL

Table 6-12: Transit Revenue Estimates 2038-2040 and Total

Source	2038	2039	2040	2018-2040
FTA 5307	\$3,946,554	\$4,025,485	\$4,105,995	<b>\$76,609,853</b>
FTA 5310	\$411,027	\$419,248	\$427,633	<b>\$7,978,793</b>
FTA 5339	\$413,997	\$422,277	\$430,723	<b>\$8,036,445</b>
City Utilities Local Share	\$14,128,542	\$14,552,398	\$14,988,970	<b>\$253,227,961</b>
State of Missouri	\$35,781	\$36,139	\$36,500	<b>\$754,106</b>
Medicaid	\$35,726	\$36,083	\$36,444	<b>\$752,944</b>
Other local agencies	\$44,376	\$45,263	\$46,169	<b>\$861,415</b>
<b>TOTAL</b>	<b>\$19,016,003</b>	<b>\$19,536,893</b>	<b>\$20,072,433</b>	<b>\$348,221,517</b>

Table 6-13: Transit Revenue Summary

Source	2018-2040
FTA 5307	<b>\$76,609,853</b>
FTA 5310	<b>\$7,978,793</b>
FTA 5339	<b>\$8,036,445</b>
City Utilities Local Share	<b>\$253,227,961</b>
State of Missouri	<b>\$754,106</b>
Medicaid	<b>\$752,944</b>
Other local agencies	<b>\$861,415</b>
<b>TOTAL</b>	<b>\$348,221,517</b>

# Range of Alternatives

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

## Project Submissions

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

## Project Prioritization Process

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

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

## Prioritization Factors

Table 7-1: Prioritization Factors

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

## Programmatic Project List

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

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

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

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

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

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

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

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

### Scoping - \$500,000

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

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

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

## Funding Shortfall

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

### Roadways

Projected revenue through 2040 is \$1,466,955,626. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,785,293,629. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

### Transit

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

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

## Constrained Project Lists

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

Table 7-2: Funding Summary

Projected Revenue	\$1,466,955,626
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	\$959,881,626

Available Funding (through 2040)	\$1,466,955,626
Constrained Costs (Uninflated)	(\$762,477,629)
Unconstrained Costs (Uninflated)	(\$515,742,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$318,338,003)



Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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



Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

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

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$15,380,000	\$10,007,326	\$ -	\$25,387,326	\$922,884,527
D1	SPRINGFIELD	GRANT AVENUE PARKWAY	GRANT AVENUE FROM SUNSHINE TO COLLEGE	SAFETY, BICYCLE, PEDESTRIAN AND OTHER NON-ROADWAY IMPROVEMENTS	\$26,201,028	\$ -	\$ -	\$26,201,028	\$949,085,555