Transportation Improvement Program

Program Years 2017 - 2021

July 1, 2016 – June 30, 2021

CAMPO
Capital Area Metropolitan Planning Organization

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Administration of the Capital Area MPO is provided by the City of Jefferson
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RESOLUTION

RS-2016-07

A RESOLUTION ADOPTING THE
2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Board of Directors of the Capital Area Metropolitan Planning Organization (CAMPO) is the Executive Body of the metropolitan planning organization designated by the Governor of the State of Missouri for the Jefferson City Urbanized Area, and responsible for carrying out the provisions of Section 134 Title 23 U.S. Code and Section 5303 Title 49 U.S. Code; and

WHEREAS, the federal regulations for Metropolitan Transportation Planning and Programming, as specified in 23 CFR Part 450.324, requires that CAMPO develop a Transportation Improvement Program as part of the continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, the Transportation Improvement Program has been developed in compliance with approved procedures and processes, and is consistent with the CAMPO Metropolitan Transportation Plan; and

WHEREAS, the Technical Committee endorsed the Program Year 2017-2021 Transportation Improvement Program and recommend its approval and adoption.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Capital Area Metropolitan Planning Organization hereby approves and adopts the 2017-2021 Transportation Improvement Program.

Adopted this 15th day of June, 2016.

Jeff Hoelscher, Chairman

Attest: Anne Stratman

Anne Stratman, Administrative Assistant

Capital Area Metropolitan Planning Organization

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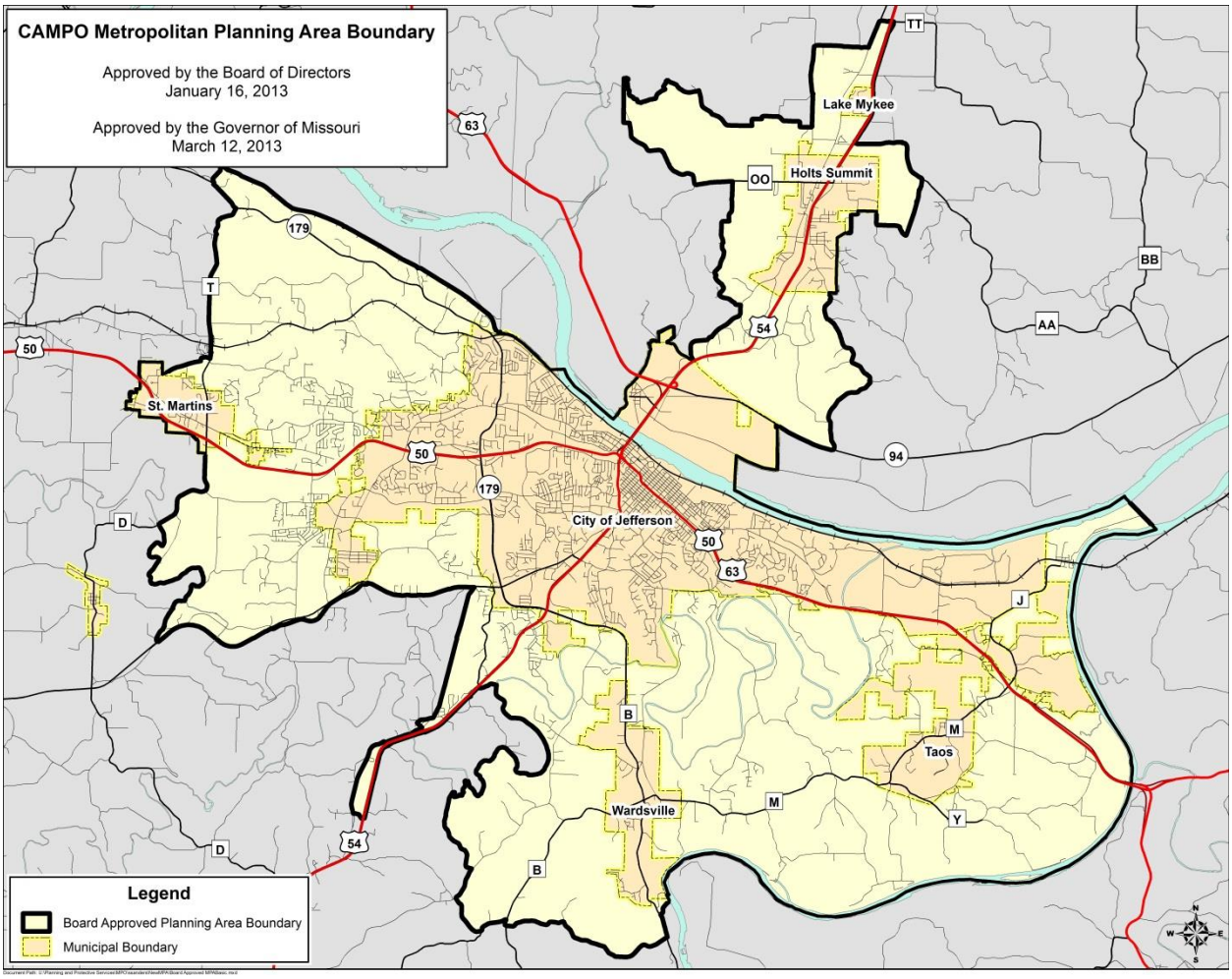
Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) is the designated metropolitan planning organization for the Jefferson City, Missouri Urbanized Area whose purpose is to carry out a continuing, cooperative, and comprehensive long range transportation planning process. As part of this process, in 2015, CAMPO updated the *2013-2035 Metropolitan Transportation Plan*, a long range transportation plan addressing the current and future transportation needs for the Metropolitan Planning Area (MPA). The MPA includes a southern portion of Callaway County, northeastern portion of Cole County, cities of Holts Summit, Jefferson City, Lake Mykee, St. Martins, Taos, and Wardsville.



The Transportation Improvement Program (TIP) is a 5-year financial program of transportation projects to be implemented within the MPA, which are funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), or are deemed 'regionally significant.' Each project or project phase included in the TIP is to be derived from the Metropolitan Transportation Plan and is part of the process of applying for funds from the FHWA and FTA. Certain capital and non-capital transportation

projects using funding under 23 U.S.C. and 49 U.S.C. Chapter 53 or regionally significant projects requiring action by the FHWA or the FTA are required to be included in the TIP. The TIP is updated annually by CAMPO in cooperation with the Missouri Department of Transportation and local public transportation operators.

Public Participation

CAMPO seeks active and meaningful involvement of the public and interested parties in the development and update of transportation plans and programs, including the TIP. All meetings of the CAMPO Technical Committee and Board of Directors are open to the public. All meeting agendas and minutes are available on the internet or upon request. CAMPO provides all interested parties and the public with a reasonable opportunity to comment on the proposed TIP as required by federal law. Reasonable opportunity to comment and participate on the proposed TIP is made following the policies in the CAMPO Public Participation Plan located on the CAMPO website at http://www.jeffersoncitymo.gov/government/long_range_transportation_plan/public_participation.php. The approved TIP is available for review several locations throughout the CAMPO planning area as outlined in the Public Participation Plan.

JEFFTRAN is the public transit provider for the City of Jefferson and OATS, Inc. is a not-for-profit 501(c)3 corporation providing specialized transportation for senior citizens, people with disabilities and the rural general public in 87 Missouri counties. Federal Transit Administration recipients of certain categories of funds, JEFFTRAN and OATS, Inc. must follow a public participation plan. The FTA allows a grantee, e.g. JEFFTRAN and OATS, Inc., to rely on locally adopted public participation plans for the submittal of their projects in lieu of a separate "Program of Projects" (POP) if the grantee has coordinated with CAMPO and ensured that the public is aware that the CAMPO's plan is being used to satisfy the POP public participation requirements. Both JEFFTRAN and OATS, Inc. meet this coordination and public awareness criteria CAMPO's Public Participation Plan satisfies the Federal Transit Administration's requirement of public participation for their "Program of Projects."

Project Selection

Transportation projects, funded by direct allocation of Federal funds to a project sponsor, award of Federal funds via competitive grant, or wholly funded by the sponsor, are selected by the agency having jurisdiction over the project using their own criteria and submitted to the CAMPO Board of Directors for inclusion in the TIP. Transportation projects included within the TIP should be consistent with investment strategies discussed in the Metropolitan Transportation Plan.

Transportation projects, funded by sub-allocated Federal funds directly to CAMPO or otherwise made available for programming at the discretion of CAMPO, are selected based on competitive process approved by the CAMPO Board of Directors. This process involves a call for projects, ranking based on CAMPO priorities by staff, and review by the CAMPO Technical Committee, prior to being forwarded to the CAMPO Board of Directors for a vote of approval. The ranking process has unique evaluation

criteria for different categories of projects – roadway/intersection, bridge, non-motorized, transit, and 'other.'

TIP Development

The TIP is updated every year and covers 5 years starting July 1, 2016. TIP development begins with a verification of status of projects in the current TIP, solicitation of new projects, and request for budget information from local jurisdictions. Local transit providers are also requested to provide information needed to develop their "Program of Projects" for inclusion into the TIP. CAMPO staff, with support from the Technical Committee, MoDOT, FHWA, and FTA, develop the financial plan, project listings, maintenance and operations, and other components of the TIP.

Once a draft TIP is developed, it is presented to the Technical Committee for review and recommendation to the Board of Directors. A 25 day public comment period and public hearing are held prior to the Board of Directors approval of the TIP. The Board then requests approval of the TIP by the Governor. More information about public involvement activities can be found in the CAMPO Public Participation Plan.

TIP Amendments and Administrative Modifications

Between TIP updates, if projects need to be added, removed or changed, the TIP can be changed either by amendment or administrative modifications. Definitions of an amendment or an administrative modification, and information about public participation, notifications, and other procedures regarding amendments and administrative modifications, can be found in Appendix C – Policies and Procedures of this document. Appendix A contains a listing of amendments and administrative modifications that have occurred to this document.

Previous Projects

The TIP will include a listing of major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. Major projects are defined as transportation improvement projects receiving Federal financial assistance with an estimated total cost of $500 million or more or that have been identified by the FHWA as being a major project. No major projects were implemented, and no significant delays or projects from the previous TIP have been identified.

Annual Listing of Obligated Projects

The Fixing America's Surface Transportation Act (FAST Act) requires that CAMPO publish an annual listing of federally obligated projects. The Annual Listing of Projects is an index of projects which used

Federal funds that were obligated in the preceding TIP program year. Obligated projects are consistent with the funding categories identified in the TIP.

An obligation is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized and funds have been obligated by a Federal agency. Obligated projects are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For Federal Transit Administration projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

CAMPO publishes the Annual Listing of Obligated Projects yearly within 90 days of the previous TIP's program year. The Annual Listing of Obligated Projects is posted on the CAMPO website at http://www.jeffersoncitymo.gov/government/long_range_transportation_plan/campo_plans_and_publications.php.

Air Quality Designation

The United States Environmental Protection Agency has designated the CAMPO Metropolitan Planning Area as being in attainment for Ozone, Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), Small Particulate Matter (PM-2.5) Lead, and Sulfur Dioxide (SO_2).

Financial Plan

The TIP includes a financial plan that demonstrates how the approved TIP can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP. In developing the TIP, CAMPO, MoDOT, and public transportation operators cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. Only projects for which construction or operating funds can reasonably be expected to be available may be included. In developing the financial plan, CAMPO takes into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

Forecast Revenue Available for Transportation Funding

Federal funding forecasts, provided by MoDOT based on published notices in the Federal Register, estimate fiscal year authorization levels by the FHWA and FTA under the current highway act. Appendix B briefly describes most of the Federal transportation programs which could fund projects in the CAMPO planning area.

For Federally-funded projects, the TIP must identify the appropriate "matching funds" by source. The matching funds are usually provided by state and local governments. State revenue forecasts are also provided by MoDOT based on historical data of the State Fuel Tax, State Vehicle Sales and Use Tax and General Revenue.

Local revenue forecast from the County Aid Road Trust (State Fuel Tax and State Vehicle Sales and Use Tax) for each jurisdiction are based on past distributions and are assumed to continue a trend of a 2 percent inflation rate. The City of Jefferson has a ½ cent sales tax to support its Capital Improvement Program and a ½ cent sales tax for Parks and Recreation, which supports greenways and other non-motorized transportation activities. The City of Jefferson has provided its own future revenue projections from these sources. Cole County has a ½ sales tax to support its Capital Improvement Program and a real property tax levy of $0.27 earmarked for Road & Bridges. All small cities get $100,000 every five years from Cole County, which comes from the aforementioned sales tax. Callaway County has a real property tax levy of $0.2466 earmarked for Road & Bridges.

Outlined in Table 1 are local forecasts of revenue sources for over the life of the TIP available for transportation projects, operations and maintenance.

Table 1 – Forecast Revenue for Transportation projects, Operations and Maintenance.

Available Local Transportation Funds							
Callaway County	2017	2018	2019	2020	2021	Total	
County Aid Road Trust - State Fuel Tax	$1,725,780	$1,760,296	$1,795,502	$1,831,412	$1,868,040	$ 8,981,031	
Property Tax - Road & Bridge ($0.2466 levy)	$1,900,000	$1,900,000	$1,900,000	$1,900,000	$1,900,000	$ 9,500,000	
Transfer from general revenue	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,500,000	
Cole County							
County Aid Road Trust - State Fuel Tax	$ 847,618	$ 864,570	$ 881,862	$ 899,499	$ 917,489	$ 4,411,038	
Sales Tax	$5,030,870	$5,030,870	$5,030,870	$5,030,870	$5,030,870	$ 25,154,350	
Property Tax - Road & Bridge ($0.27 levy)	$3,770,847	$3,770,847	$3,770,847	$3,770,847	$3,770,847	$ 18,854,235	
Motor Vehicle Sales Tax	$ 331,268	$ 331,268	$ 331,268	$ 331,268	$ 331,268	$ 1,656,340	
Holts Summit							
County Aid Road Trust - State Fuel Tax	$ 125,970	$ 128,489	$ 131,059	$ 133,680	$ 136,354	$ 655,553	
Transportation Sales Tax	$ 312,000	$ 312,000	$ 312,000	$ 312,000	$ 312,000	$ 1,560,000	
Sales Tax	$ 25,000	$ 25,750	$ 26,523	$ 27,318	$ 28,138	$ 132,728	
County Road and Bridge**	$ 22,000	$ -	$ -	$ -	$ -	$ 22,000	
Streets Grants**	$ 535,000	$ -	$ -	$ -	$ -	$ 535,000	
Cap Imp Street Revenue	$ 39,000	$ 40,170	$ 41,375	$ 42,616	$ 43,895	$ 207,056	
Interest	$ 8,400	$ 8,400	$ 8,400	$ 8,400	$ 8,400	$ 42,000	
NID Deposits	$ 7,000	$ 7,000	$ 7,000	$ 7,000	$ 7,000	$ 35,000	
City of Jefferson							
County Aid Road Trust - State Fuel Tax	$1,735,713	$1,770,427	$1,805,836	$1,841,952	$1,878,791	$ 9,032,719	
Sales Tax - 1/2% Parks Sales Tax	$4,951,878	$4,951,878	$4,951,878	$4,951,878	$4,951,878	$ 24,759,390	
Sales Tax - 1/2% Capital Improvement (Expires March 2017)	$ 22,000	$ -	$ -	$ -	$ -	$ 22,000	
Sales Tax - 1/2% Capital Improvement (Expires March 2022)***	$ -	$1,720,000	$1,720,000	$1,720,000	$1,720,000	$ 6,880,000	
City of Jefferson - JEFFTRAN							
Passenger Fares & Misc.	$ 223,193	$ 229,889	$ 236,785	$ 243,889	$ 251,205	$ 1,184,961	
Sales Tax - 1/2% Capital Improvement (Expires March 2017)	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000	
Sales Tax - 1/2% Capital Improvement (Expires March 2022)***	$ -	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 320,000	
Lake Mykee							
County Aid Road Trust - State Fuel Tax	$ 13,380	$ 13,647	$ 13,920	$ 14,199	$ 14,483	$ 69,628	
St. Martins							
County Aid Road Trust - State Fuel Tax	$ 45,932	$ 46,851	$ 47,788	$ 48,744	$ 49,718	$ 239,033	
General Revenue Funds	$ 207,656	$ 209,733	$ 211,830	$ 213,948	$ 216,087	$ 1,059,254	
Sales Tax - 1/2% Capital Improvement*	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 100,000	
Taos							
County Aid Road Trust - State Fuel Tax	$ 35,376	$ 36,083	$ 36,805	$ 37,541	$ 38,292	$ 184,097	
Sales Tax - 1/2% Capital Improvement*	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 100,000	
Wardsville							
County Aid Road Trust - State Fuel Tax	$ 60,679	$ 61,892	$ 63,130	$ 64,393	$ 65,681	$ 315,775	
Sales Tax - 1/2% Capital Improvement*	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 100,000	
OATS							
Passenger Fares, Misc.	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 30,000	
Section 5310	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 30,000	
Section 5316 (JARC)****	$ 36,000	$ -	$ -	$ -	$ -	$ 36,000	
Medicaid Transportation	$ 36,000	$ 36,000	$ 36,000	$ 36,000	$ 36,000	$ 180,000	
					Total Local Funds		$ 117,989,189

Note: County Aid Road Trust includes State Fuel Tax, Vehicle Sales/Use Tax and Licensing Fees.
Please see more on CART funds here: http://dor.mo.gov/publicreports/index.php#motorfuel
* This is distributed from Cole County
*** Assumes sales tax renewal in November 2016 election.
CART Funds based on 2014 numbers from MoDOT. There is a conservative two (2) percent increase per year, based on historical numbers.
** Tax expires and the grant is a one-time infusion.
**** Once JARC funds are expended, OATS will use Section 5310 and 5311 funds are eligible for transportation services

In the past, local governments have used general revenue and other sources of revenue, as they deemed appropriate to match transportation grants awarded. It is not uncommon, nor difficult, for local jurisdictions to transfer funds from one account to another at their discretion.

Table 2 shows the total programmed project funds and available project funds by source. The project costs have inflation factored in by each project sponsor. The instructions on the form used to submit a project for inclusion in the TIP reminds the project sponsor to take inflation into account when estimating the project's cost. Since the last iteration of the Metropolitan Transportation Plan, the inflation factor for the TIP has been set as 3 percent.

Table 2 – Programmed and Available Funds by Source.

		Programmed Funds						Available Funds					
Federal		**2017**	**2018**	**2019**	**2020**	**2021**	**Total**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
FHWA	NHPP	$3,364,000	$12,000	$3,868,400	$0	$0	$7,244,400	$3,364,000	$12,000	$3,868,400	$0	$0	$7,244,400
FHWA	HSIP	$798,700	$1,247,800	$1,680,300	$1,730,700	$1,782,900	$7,240,400	$798,700	$1,247,800	$1,680,300	$1,730,700	$1,782,900	$7,240,400
FHWA	STP	$6,606,370	$18,000	$1,068,400	$1,127,600	$1,160,400	$9,980,770	$6,606,370	$18,000	$1,068,400	$1,127,600	$1,160,400	$9,980,770
FHWA	TAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FHWA	SHRP2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FHWA	RTP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	5307	$752,656	$775,236	$798,493	$822,448	$847,121	$3,995,954	$752,656	$775,236	$798,493	$822,448	$847,121	$3,995,954
FTA	5310	$6,000	$0	$0	$0	$0	$6,000	$6,000	$0	$0	$0	$0	$6,000
FTA	5311	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	5316	$36,000	$0	$0	$0	$0	$36,000	$36,000	$0	$0	$0	$0	$36,000
FTA	5329	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	5339	$0	$0	$40,000	$0	$0	$40,000	$0	$0	$40,000	$0	$0	$40,000
State													
MoDOT	MPEN	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MoDOT	Safety	$90,300	$140,200	$186,700	$192,300	$198,100	$807,600	$90,300	$140,200	$186,700	$192,300	$198,100	$807,600
MoDOT	State Operating	$7,500	$7,725	$7,957	$8,195	$8,441	$39,818	$7,500	$7,725	$7,957	$8,195	$8,441	$39,818
MoDOT	SWIMB	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MoDOT	TCOS	$3,039,300	$3,015,500	$40,918,700	$281,900	$290,100	$47,545,500	$3,039,300	$3,015,500	$40,918,700	$281,900	$290,100	$47,545,500
Local													
Jefferson City		$1,571,714	$1,247,895	$1,285,332	$1,323,892	$1,363,609	$6,792,442	$1,571,714	$1,247,895	$1,285,332	$1,323,892	$1,363,609	$6,792,442
Cole County		$360,165	$0	$0	$0	$0	$360,165	$360,165	$0	$0	$0	$0	$360,165
Oats		$42,000	$0	$8,000	$0	$0	$50,000	$42,000	$0	$8,000	$0	$0	$50,000
Holts Summit		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
St. Martins		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other		$217,000	$223,510	$230,215	$237,122	$244,235	$1,152,082	$217,000	$223,510	$230,215	$237,122	$244,235	$1,152,082
Yearly Totals		$16,891,705	$6,687,866	$50,092,497	$5,724,157	$5,894,906		$16,891,705	$6,687,866	$50,092,497	$5,724,157	$5,894,906	
						Total Programmed Total	$85,291,131					**Total Available Funds**	$85,291,131

Operations and Maintenance – MoDOT

Maintenance costs include MoDOT's salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; facilities to house equipment and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1% annually.

This makes MoDOT's cost, $6,682 per lane mile.

Calculations are $516,985,000 / 77,366 lane miles.

Assumptions:	
Maintenance Operations	$467,168,000 *
Fleet Investments	$ 22,617,000 *
Facility Investments	$ 7,200,000 *
IS Investments	$ 20,000,000 *
Total	$516,985,000

Lane miles 77,366 **

*Source: FY 2017 Budget Request
** Source: Official 2015 State System Mileage

Operations and Maintenance - Local Government

Local revenue sources for operations and maintenance include state fuel tax, state vehicles sales/use tax, local sales taxes, franchise fees, license and permit fees, property taxes, and other revenue sources that provide significant resources for local general fund and specific funding of transportation. Not all taxes and fees go to transportation, so the local jurisdiction usually will identify a budget specifically for transportation purposes, such as capital improvements, Road and Bridge funds, transit operating subsidies, road and street budgets, or operations and maintenance budgets.

The operations and maintenance costs for local governments include salaries, fringe benefits, materials, and equipment needed to deliver the street and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as sealing, small concrete repairs, pothole patching, mowing, snow removal, replacing signs, striping, and repairing traffic signals. These activities may be performed in-house or outsourced.

Local government operations and maintenance on federal aid roads calculated for the system wide average of operations & maintenance per centerline mile is $12,433 and $6,136 per lane mile plus 3 percent per year out to FY 2021, as determined by consultation with engineering and technical staff of the local jurisdictions. Table 3 shows the various roadway types in CAMPO's MPA and the governing body that is responsible for maintenance.

Table 3 - Federal Aid Road Mileage by Jurisdiction.

	Urban Other Freeway Express way	Urban Other Principal Arterial	Urban Minor Arterial	Urban Collector	Rural Other Principal Arterial	Rural Minor Arterial	Rural Major Collector	Federal Aid Highway Miles	Percent of Total by Jurisdiction
Callaway County			2.3	2.9		0.9		6.1	2.89%
Cole County			3.6	5.9			4.6	14.1	6.63%
Holts Summit			3.1	4.1			0.5	7.6	3.61%
City of Jefferson*		4.3	37.4	23.6				65.3	30.83%
MoDOT	34.6	8.7	18.2	11.9	5.4	5.3	32.7	116.8	55.13%
Lake Mykee								0.0	0.00%
St. Martins			1.5	0.5				1.9	0.91%
Taos								0.0	0.00%
Wardsville								0.0	0.00%
Total (Functional Class)	34.6	13.0	66.1	48.8	5.4	6.3	37.8	211.9	100.00%
Percent (Functional Class)	16.3%	6.1%	31.2%	23.0%	2.5%	3.0%	17.8%		
*Includes Parks & Rec. and Interim									

Source: CAMPO Functional Classification GIS Database.

In addition to the local government operations and maintenance previously discussed, JEFFTRAN expenses also cover fleet repair/maintenance, repairing/replacing bus shelters, bus washing, bus maintenance facilities, public restrooms, and fuel. Table 4 shows the estimated expenditures for transit operations and maintenance.

Table 4 - JEFFTRAN Estimated Expenditures for Operations & Maintenance.

	2017	2018	2019	2020	2021
FTA - Section 5307	$752,656	$775,236	$798,493	$822,448	$847,121
City of Jefferson - Local Operating Assistance	$1,211,549	$1,247,895	$1,285,332	$1,323,892	$1,363,609
MoDOT - State Operating Assistance	$7,500	$7,725	$7,957	$8,195	$8,441
Passenger Fares and Misc.	$217,000	$223,510	$230,215	$237,122	$244,235
Total	$2,188,705	$2,254,366	$2,321,997	$2,391,657	$2,463,406

Operations and Maintenance revenue and expenditures are based on the most recently available budgets and apply the inflation factor of 3 percent for FTA and City of Jefferson funding sources.

Table 5 – OATS Estimated Expenditures for Operations & Maintenance.

	2017	2018	2019	2020	2021
FTA-Section 5316	$ 36,000	$ -	$ -	$ -	$ -
FTA-Section 5310	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000
Fares	$ 6,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
Local Contracts	$ 36,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000

Financial Constraint

To exhibit financial constraint, a financial plan should address three questions:

1) What will the needs for transportation in the CAMPO planning area cost?

The needs are identified by project in the following section and costs are summarized by funding source in Table 1.

2) What revenues are available that can be applied to the needs?

Specific revenues available to meet the needs are identified in Table 1 - Forecast Revenue for Transportation projects, Operations and Maintenance, by jurisdiction and source.

3) Are the revenues sufficient to cover the costs?

As shown in Table 2 – Programmed and Available Funds by Source, programmed fund amounts equal anticipated fund amounts. For many jurisdictions as shown in Table 1, available funds exceed the amounts of revenues required to fund programmed projects.

Fiscally Constrained Transportation Projects

Bridge Projects

MoDOT		Funding Source	Funding Category	Prior Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Dix Road Bridge Improvements	ENG FHWA	NHPP	$17,000	$4,000	$4,000	$54,000				$79,000
		ENG MoDOT	TCOS	$5,000	$1,000	$1,000	$14,000				$21,000
TIP #	2013-05	ENG Local									$0
MoDOT#	5P3015	ENG Other									$0
Description & Location: Various types to improvements to the Dix Rd. bridge over US 50.		ROW FHWA									$0
		ROW MoDOT									$0
		ROW Local									$0
		ROW Other									$0
		CONST FHWA	NHPP				$780,000				$780,000
Comments: Involves bridge number A1187. Award date 2019.		CONST MoDOT	TCOS				$195,000				$195,000
		CONST Local									$0
		CONST Other									$0
Total Project Cost: $1,075,000		Total		$22,000	$5,000	$5,000	$1,043,000	$0	$0	$0	$1,075,000

MoDOT		Funding Source	Funding Category	Prior Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	State System Bridge Inspection	ENG FHWA	STP		$8,000	$8,000	$8,000	$8,000	$8,000		$40,000
		ENG MoDOT	TCOS		$2,000	$2,000	$2,000	$2,000	$2,000		$10,000
TIP #	2015-03	ENG Local									$0
MoDOT#		ENG Other									$0
Description & Location: State Bridge Inspection Program for on-system bridges at various locations throughout the MPO.		ROW FHWA									$0
		ROW MoDOT									$0
		ROW Local									$0
		ROW Other									$0
		CONST FHWA									$0
Comments:		CONST MoDOT									$0
		CONST Local									$0
		CONST Other									$0
Total Project Cost: $50,000		Total		$0	$10,000	$10,000	$10,000	$10,000	$10,000	$0	$50,000

MoDOT		Funding Source	Funding Category	Prior Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Non-State System Bridge Inspection	ENG FHWA	STP		$2,000	$2,000	$2,000	$2,000	$2,000		$10,000
		ENG MoDOT	TCOS		$500	$500	$500	$500	$500		$2,500
TIP #	2014-04	ENG Local									$0
MoDOT#		ENG Other									$0
Description & Location: Non-State System Bridge Inspection Program for off-system bridges at various locations throughout the MPO.		ROW FHWA									$0
		ROW MoDOT									$0
		ROW Local									$0
		ROW Other									$0
		CONST FHWA									$0
Comments:		CONST MoDOT									$0
		CONST Local									$0
		CONST Other									$0
Total Project Cost: $12,500		Total		$0	$2,500	$2,500	$2,500	$2,500	$2,500	$0	$12,500

Roadway Projects

MoDOT		Funding Source	Funding Category	Prior Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Liberty Road Intersection Improvements	ENG FHWA	HSIP		$56,700						$56,700
		ENG MoDOT	Safety	$20,000	$6,300						$26,300
TIP #	2017-01	ENG Local									$0
MoDOT#	5P3056	ENG Other									$0
Description & Location: Intersection improvements at Liberty Road, Jefferson City, MO		ROW FHWA									$0
		ROW MoDOT									$0
		ROW Local									$0
		ROW Other									$0
		CONST FHWA	HSIP		$394,200						$394,200
Comments: Formerly TIP # 2013-19. Award Date Fall 2016.		CONST MoDOT	Safety		$43,800						$43,800
		CONST Local									$0
		CONST Other									$0
Total Project Cost: $521,000		Total		$20,000	$501,000	$0	$0	$0	$0	$0	$521,000

MoDOT		Funding Source	Funding Category	Prior Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	US 50 Pavement Improvements	ENG FHWA	NHPP		$138,400						$138,400
		ENG MoDOT	TCOS	$20,000	$34,600						$54,600
TIP #	2017-02	ENG Local									$0
MoDOT#	5P3127	ENG Other									$0
Description & Location: Pavement improvements eastbound from east of Moreau River to Lisletown Road and westbound from near Osage River to Moreau River at Jefferson City.		ROW FHWA									$0
		ROW MoDOT									$0
		ROW Local									$0
		ROW Other									$0
		CONST FHWA	NHPP		$2,096,800						$2,096,800
Comments:Scoping done as 2016-06. Award date Fall 2016.		CONST MoDOT	TCOS		$524,200						$524,200
		CONST Local									$0
		CONST Other									$0
Total Project Cost: $2,814,000		Total		$20,000	$2,794,000	$0	$0	$0	$0	$0	$2,814,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	US 50 Outer Road Improvements	ENG	FHWA									$0
			MoDOT	TCOS		$200	$11,600					$11,800
TIP #	2017-03		Local									$0
MoDOT#	5P3200		MoDOT	TCOS (AC)		$800	$46,400					$47,200
Description & Location: Includes ramps at Route 50 and Truman Blvd. Includes a portion of Missouri Blvd., a portion of Truman Blvd., and a portion of Big Horn Dr.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Pavement improvements. Award date 2018. Anticipated federal reimbursement from STP.			MoDOT	TCOS			$186,400					$186,400
			Local									$0
			MoDOT	TCOS (AC)			$745,600					$745,600
Total Project Cost: $991,000			Total		$0	$1,000	$990,000	$0	$0	$0	$0	$991,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	US 54 Pavement Improvements	ENG	FHWA									$0
			MoDOT	TCOS	$10,000	$2,000	$22,400					$34,400
TIP #	2017-04		Local									$0
MoDOT#	5P3118		MoDOT	TCOS (AC)		$8,000	$89,600					$97,600
Description & Location: Eastbound and westbound US 54 from near Stadium Blvd. in Jefferson City to the Missouri River.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Award date 2018. Anticipated federal reimbursement from STP.			MoDOT	TCOS			$364,600					$364,600
			Local									$0
			MoDOT	TCOS (AC)			$1,458,400					$1,458,400
Total Project Cost: $1,955,000			Total		$10,000	$10,000	$1,935,000	$0	$0	$0	$0	$1,955,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	US 54 Pavement Improvements	ENG	FHWA	NHPP		$8,000	$8,000	$169,600				$185,600
			MoDOT	TCOS	$25,000	$2,000	$2,000	$42,400				$71,400
TIP #	2017-05		Local									$0
MoDOT#	5P3121		Other									$0
Description & Location: Pavement improvements on the eastbound and westbound lanes of US 54 from Route E (near Brazito) to near Stadium Blvd. in Jefferson City.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	NHPP				$2,864,800				$2,864,800
Comments: Length: Award Date 2019			MoDOT	TCOS				$716,200				$716,200
			Local									$0
			Other									$0
Total Project Cost: $3,838,000			Total		$25,000	$10,000	$10,000	$3,793,000	$0	$0	$0	$3,838,000

City of Jefferson			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Stadium & US 54 Intersection Improvements	ENG	FHWA	STP	$289,360							$289,360
			MoDOT									$0
TIP #	2013-15		Local	1/2% Sales Tax	$72,340							$72,340
MoDOT#			Local									$0
Description & Location: Highway 54/Jefferson/Stadium Boulevard, Stadium/Monroe & US 54/Christy Dr. Access, Capacity, and Safety Improvements.		ROW	FHWA									$0
			MoDOT									$0
			Local	1/2% Sales Tax	$100,000							$100,000
			Local	1/2% Sales Tax	$100,000							$100,000
		CONST	FHWA	STP	$249,170	$249,170						$498,340
Comments: Local funding is from 1/2% Jefferson City Capital Improvement sales tax and Cole County 1/2% sales tax			MoDOT									$0
			Local	1/2% Sales Tax	$360,165	$360,165						$720,330
			Local	1/2% Sales Tax	$360,165	$360,165						$720,330
Total Project Cost: $2,500,700			Total		$1,531,200	$969,500	$0	$0	$0	$0	$0	$2,500,700

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Route B Pavement and Shoulder Improvements	ENG	FHWA	STP		$907,200						$907,200
			MoDOT	TCOS	$108,000	$226,800						$334,800
TIP #	2017-6		Local									$0
MoDOT#	5S3149		Other									$0
Description & Location: Improvements on Route B from Lorenzo Green Dr. in Jefferson City to Route 133 in Meta.		ROW	FHWA	STP		$23,200						$23,200
			MoDOT	TCOS		$5,800						$5,800
			Local									$0
			Other									$0
		CONST	FHWA	STP		$3,910,400						$3,910,400
Comments: Previous TIP number 2016-17, a scoping project. Award date Fall 2016.			MoDOT	TCOS		$977,600						$977,600
			Local									$0
			Other									$0
Total Project Cost: $6,159,000			Total		$108,000	$6,051,000	$0	$0	$0	$0	$0	$6,159,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Route J Bridge Improvements	ENG	FHWA	NHPP	$28,000	$151,200						$179,200
			MoDOT	TCOS	$7,000	$37,800						$44,800
TIP #	2017-07		Local									$0
MoDOT#	5S3146		Other									$0
Description & Location: Bridge Improvements over Route 50 near Taos. Project involves bridge A3200.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	NHPP		$965,600						$965,600
Comments: Project marked for federal oversight. Formally scoping project 2016-16.			MoDOT	TCOS		$241,400						$241,400
			Local									$0
			Other									$0
Total Project Cost: $1,431,000			Total		$35,000	$1,396,000	$0	$0	$0	$0	$0	$1,431,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Enhancement Projects in Central District	ENG	FHWA	STP	$4,000							$4,000
			MoDOT	TCOS	$1,000							$1,000
TIP #	2015-08		Local									$0
MoDOT#	0P3011F		Other									$0
Description & Location: ADA Transition Plan improvements at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	STP		$544,000						$544,000
Comments: $12 million statewide transportation enhancement funds. Award Date 2017.			MoDOT	TCOS		$136,000						$136,000
			Local									$0
			Other									$0
Total Project Cost: $685,000			Total		$5,000	$680,000	$0	$0	$0	$0	$0	$685,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Enhancement Projects in Central District	ENG	FHWA	STP								$0
			MoDOT	TCOS								$0
TIP #	2017-09		Local									$0
MoDOT#	0S3017F		Other									$0
Description & Location: ADA Transition Plan improvements at various locations in the Central District		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	STP		$950,400						$950,400
Comments: $12 million statewide transportation alternatives funds. Award Date 2017.			MoDOT	TCOS		$237,600						$237,600
			Local									$0
			Other									$0
Total Project Cost: $1,188,000			Total		$0	$1,188,000	$0	$0	$0	$0	$0	$1,188,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Enhancement Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-10		Local									$0
MoDOT#	0S3019F		Other									$0
Description & Location: ADA Transition Plan improvements at various locations in the Central District		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	STP				$1,058,400				$1,058,400
Comments: $13 million statewide transportation alternatives funds. Award Date 2019.			MoDOT	TCOS				$264,600				$264,600
			Local									$0
			Other									$0
Total Project Cost: $1,323,000			Total		$0	$0	$0	$1,323,000	$0	$0	$0	$1,323,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Enhancement Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-11		Local									$0
MoDOT#	0S3020F		Other									$0
Description & Location: ADA Transition Plan improvements at various locations in the Central District		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	STP					$1,117,600			$1,117,600
Comments: $0.5 million statewide transportation alternatives funds. Award Date 2020.			MoDOT	TCOS					$279,400			$279,400
			Local									$0
			Other									$0
Total Project Cost: $1,397,000			Total		$0	$0	$0	$0	$1,397,000	$0	$0	$1,397,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Enhancement Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-12		Local									$0
MoDOT#	0S3021F		Other									$0
Description & Location: Enhancement Projects at various locations in the Central District		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	STP						$1,150,400		$1,150,400
Comments: $0.5 million statewide transportation alternatives funds. Award Date 2021			MoDOT	TCOS						$287,600		$287,600
			Local									$0
			Other									$0
Total Project Cost: $1,438,000			Total		$0	$0	$0	$0	$0	$1,438,000	$0	$1,438,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Various Pavement, Bridge or Operational Improvements	ENG	FHWA									$0
			MoDOT	TCOS		$10,000	$10,000	$421,800				$441,800
TIP #	2017-19		Local									$0
MoDOT#	5P3216		MoDOT	TCOS (AC)		$40,000	$40,000	$1,687,200				$1,767,200
Description & Location: Pavement, bridge, or operational improvements at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments:Award date 2019. Anticipated federal reimbursement from STP.			MoDOT	TCOS				$6,365,400				$6,365,400
			Local									$0
			MoDOT	TCOS (AC)				$25,461,600				$25,461,600
Total Project Cost: $34,036,000			Total		$0	$50,000	$50,000	$33,936,000	$0	$0	$0	$34,036,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Various Pavement and Bridge Improvements	ENG	FHWA									$0
			MoDOT	TCOS	$1,000	$200	$6,600	$88,600				$96,400
TIP #	2017-20		Local									$0
MoDOT#	5S3043B		MoDOT	TCOS (AC)		$800	$26,400	$354,400				$381,600
Description & Location: Pavement and bridge improvements at various routes in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Award date 2019. Anticipated federal reimbursement from STP.			MoDOT	TCOS				$1,061,000				$1,061,000
			Local									$0
			MoDOT	TCOS (AC)				$4,244,000				$4,244,000
Total Project Cost: $5,783,000			Total		$1,000	$1,000	$33,000	$5,748,000	$0	$0	$0	$5,783,000

Other Projects

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Scoping Routes M, B & W	ENG	FHWA	HSIP	$32,000	$4,000	$4,000					$40,000
			MoDOT	Safety	$8,000	$1,000	$1,000					$10,000
TIP #	2013-16		Local									$0
MoDOT#	5S2234		Other									$0
Description & Location: Scoping for safety improvements at the intersection of Route M and Route W in Wardsville.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Anticipated federal funding category: Safety. Future construction costs: $301,000 to $1,000,000.			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $50,000			Total		$40,000	$5,000	$5,000	$0	$0	$0	$0	$50,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Safety Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-13		Local									$0
MoDOT#	0P3018F		Other									$0
Description & Location: Safety projects at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP			$1,213,200					$1,213,200
Comments: $1.7 million from Open Container funds. Award Date 2018. 90/10 Grant/match.			MoDOT	Safety			$134,800					$134,800
			Local									$0
			Other									$0
Total Project Cost: $1,348,000			Total		$0	$0	$1,348,000	$0	$0	$0	$0	$1,348,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Safety Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-14		Local									$0
MoDOT#	0P3019F		Other									$0
Description & Location: Safety projects at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP				$1,680,300				$1,680,300
Comments: $1.7 million from Open Container funds. Award Date 2019.90/10 Grant/match.			MoDOT	Safety				$186,700				$186,700
			Local									$0
			Other									$0
Total Project Cost: $1,867,000			Total		$0	$0	$0	$1,867,000	$0	$0	$0	$1,867,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Safety Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-15		Local									$0
MoDOT#	0P3020F		Other									$0
Description & Location: Safety projects at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP					$1,730,700			$1,730,700
Comments: $1.7 million from Open Container funds. Award Date 2020. 90/10 Grant/match.			MoDOT	Safety					$192,300			$192,300
			Local									$0
			Other									$0
Total Project Cost: $1,923,000			Total		$0	$0	$0	$0	$1,923,000	$0	$0	$1,923,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Safety Projects in Central District	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-16		Local									$0
MoDOT#	0P3021F		Other									$0
Description & Location: Safety projects at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP						$1,782,900		$1,782,900
Comments: $1.7 million from Open Container funds. Award Date 2021. 90/10 Grant/match.			MoDOT	Safety						$198,100		$198,100
			Local									$0
			Other									$0
Total Project Cost: $1,981,000			Total		$0	$0	$0	$0	$0	$1981000	$0	$1981000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Guard Cable & Guardrail Repair in Northern Central District	ENG	FHWA									$0
			MoDOT	TCOS		$7,400						$7,400
TIP #	2017-17		Local									$0
MoDOT#	5P3183		MoDOT	TCOS (AC)		$29,600						$29,600
Description & Location: Job order contracting for guard cables and guardrail repair on various routes in the northern portion of the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Award Date Spring 2017. Anticipated federal reimbursement from STP.			MoDOT	TCOS		$102,000						$102,000
			Local									$0
			MoDOT	TCOS (AC)		$408,000						$408,000
Total Project Cost: $547,000			Total		$0	$547,000	$0	$0	$0	$0	$0	$547,000

MoDOT			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Chevron Installation in Boone/Callaway Counties	ENG	FHWA	HSIP		$30,600						$30,600
			MoDOT	Safety		$3,400						$3,400
TIP #	2017-18		Local									$0
MoDOT#	5P3204		Other									$0
Description & Location: Chevron installation on various curves in Boone and Callaway Counties.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP		$282,600						$282,600
Comments: Award Date Winter 2017. 90/10 Grant/match.			MoDOT	Safety		$31,400						$31,400
			Local									$0
			Other									$0
Total Project Cost: $348,000			Total		$0	$348,000	$0	$0	$0	$0	$0	$348,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	On-call Work Zone Enforcement	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-21		Local									$0
MoDOT#	5P3180		Other									$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP		$30,600						$30,600
Comments: 90/10 match, using federal and MoDOT safety funds.			MoDOT	Safety		$4,400						$4,400
			Local									$0
			Other									$0
Total Project Cost: $35,000			Total		$0	$35,000	$0	$0	$0	$0	$0	$35,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Scoping for Pavement Improvements	ENG	FHWA	STP	$19,200	$4,000	$4,000					$27,200
			MoDOT	TCOS	$4,800	$1000	$1000					$6,800
TIP #	2017-22		Local									$0
MoDOT#	5P3044		Other									$0
Description & Location: Scoping for pavement improvements on various routes in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Anticipated federal funding category: STP. Future construction cost $15 million - $25 million.			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $34,000			Total		$24,000	$5,000	$5,000	$0	$0	$0	$0	$34,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Slide Repair Scoping	ENG	FHWA	STP	$44,000	$4,000	$4,000					$52,000
			MoDOT	TCOS	$11,000	$1000	$1000					$13,000
TIP #	2015-07		Local									$0
MoDOT#	5S3081		Other									$0
Description & Location: Scoping for slide repairs in the northern portion of the Cental District at various locations.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Anticipated Federal Funding Category - STP. Future construction cost $2 million - 5 million.			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $65,000			Total		$55,000	$5,000	$5,000	$0	$0	$0	$0	$65,000

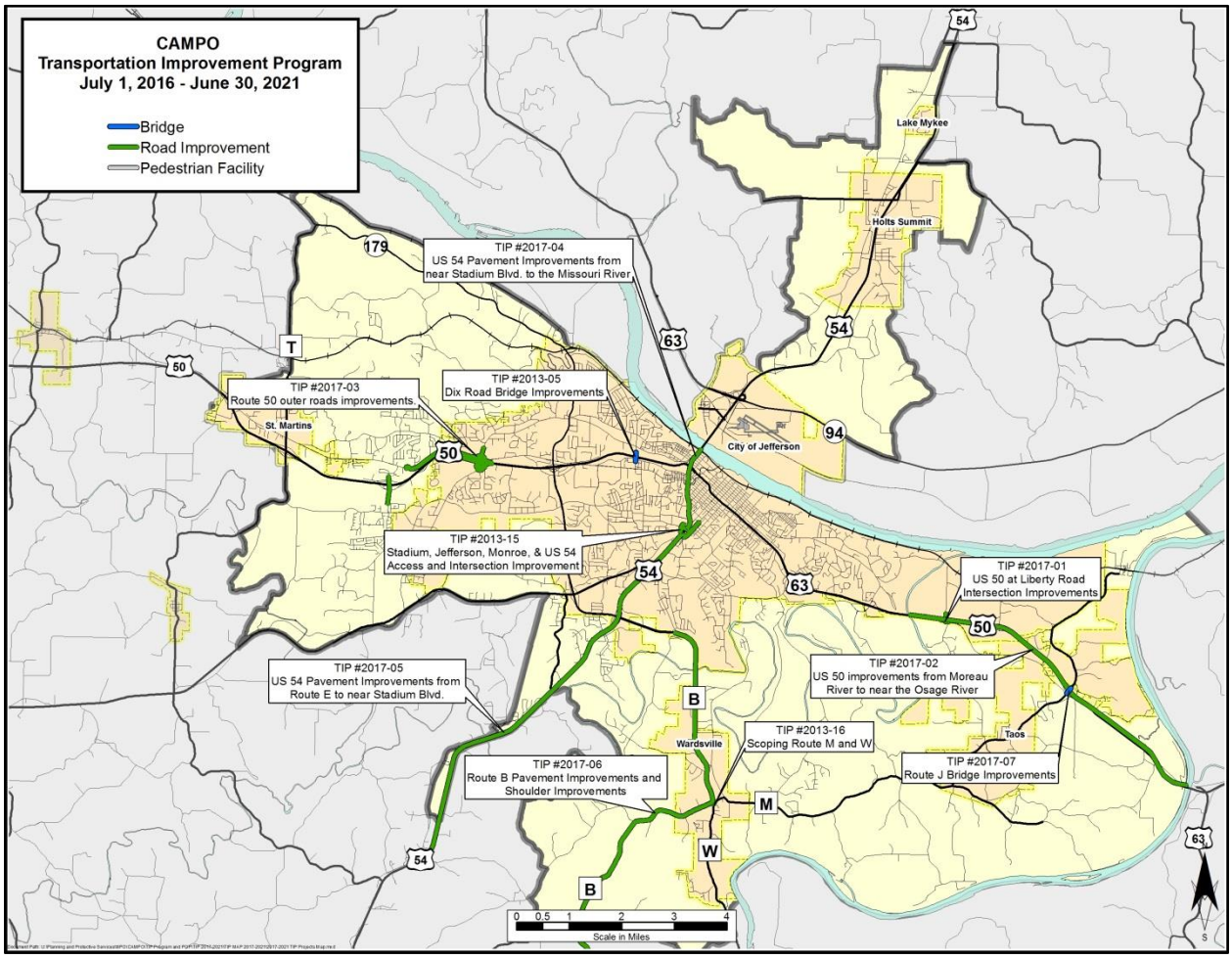
MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Pavement Improvement Scoping	ENG	FHWA	STP	$11,200	$4,000	$4,000					$19,200
			MoDOT	TCOS	$2,800	$1000	$1000					$4,800
TIP #	2016-10		Local									$0
MoDOT#	5P3045		Other									$0
Description & Location: Scoping for pavement improvements on various routes in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Anticipated federal funding category: STP. Future construction cost $25 million - $50 million.			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $24,000			Total		$14,000	$5,000	$5,000	$0	$0	$0	$0	$24,000

MoDOT			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	On-call Work Zone Enforcement	ENG	FHWA									$0
			MoDOT									$0
TIP #	2017-21		Local									$0
MoDOT#	5P3217		Other									$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA	HSIP			$30,600					$30,600
Comments: 90/10 match, using federal and MoDOT safety funds.			MoDOT	Safety			$4,400					$4,400
			Local									$0
			Other									$0
Total Project Cost: $35,000			Total		$0	$0	$35,000	$0	$0	$0	$0	$35,000

Public Transportation Projects

City of Jefferson - JEFFTRAN			Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
			Source	Category		2017	2018	2019	2020	2021	Future	Totals
Project Name:	Operating Assistance	OPER	Other	Pass. Fares	$381,000	$217,000	$223,510	$230,215	$237,122	$244,235		$1,533,082
			MoDOT	State Operating	$10,000	$7,500	$7,725	$7,957	$8,195	$8,441		$49,818
TIP #	2011-04		Local		$1,075,957	$1,211,549	$1,247,895	$1,285,332	$1,323,892	$1,363,609		$7,508,234
MoDOT#			FTA	5307	$842,551	$752,656	$775,236	$798,493	$822,448	$847,121		$4,838,505
Description & Location: Operating Assistance for JEFFTRAN service within city limits of Jefferson City (A 3% annual inflation factor applied.)		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
Comments:		CONST	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $13,929,638			Total		$2,309,507	$2,188,705	$2,254,366	$2,321,997	$2,391,657	$2,463,406	$0	$13,929,638

Map of Fiscally Constrained Transportation Projects



Program of Projects - OATS

OATS			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Capital Funding - Vehicles	CAPIT	FTA	5339				$40,000				$40,000
			MoDOT									$0
TIP #	2015-01		Local					$2,000				$2,000
MoDOT#			OATS					$8,000				$8,000
Description & Location: Replacement of lift equipped vehicles throughout service region.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Previous TIP Number 2011-03			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $50,000			Total		$0	$0	$0	$50,000	$0	$0	$0	$50,000

OATS			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Section 5316 Job Access Reverse Commute	OPER	FTA	5316	$60,000	$36,000						$96,000
			MoDOT									$0
TIP #	2015-02		Local									$0
MoDOT#			Contract		$6,000	$36,000						$42,000
Description & Location: Operating expenses for service in Cole and Callaway Counties. OATS portion is local contracts.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments: Previous TIP Number 2011-02			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $138,000			Total		$66,000	$72,000	$0	$0	$0	$0	$0	$138,000

Oats			Funding		Prior	State Fiscal Year - July 1 to June 30						
			Source	Category	Funding	2017	2018	2019	2020	2021	Future	Totals
Project Name:	Section 5310 Continued Service	ENG	FHWA	5310	$6,100	$6,000						$12,100
			MoDOT									$0
TIP #	2016-15		Local									$0
MoDOT#			Fares		$6,100	$6,000						$12,100
Description & Location:OATS for FTA Section 5310 funding which is for services for seniors and people with disabilities. OATS portion is made up of fares.		ROW	FHWA									$0
			MoDOT									$0
			Local									$0
			Other									$0
		CONST	FHWA									$0
Comments:The total grant was $119,000, but the rest is being used in St. Joseph and Columbia, MO.			MoDOT									$0
			Local									$0
			Other									$0
Total Project Cost: $24,200			Total		$12,200	$12,000	$0	$0	$0	$0	$0	$24,200

Program of Projects - JEFFTRAN

JEFFTRAN Program of Projects				
Illustrative Projects				
Item	**Description**	**Total**	**FTA**	**Local**
1	Replace Obsolete Lighting in Bus Barn with Energy Efficient Lighting	$ 10,000	$ 8,000	$ 2,000
2	Update Automatic Vehicle Location (AVL) equipment, purchase Automatic Passenger Counter (APC) equipment and purchase Automatic Voice Annunciation (AVA) equipment	$ 275,000	$ 220,000	$ 55,000
3	Paratransit widebody cutaway bus replacement (2)	$ 120,000	$ 96,000	$ 44,000
4	Upgrade/replace electronic fare card system	$ 300,000	$ 240,000	$ 60,000
5	Design work for New Transit Passenger Transfer and Admin Facility	$ 150,000	$ -	$ 150,000
6	Replace outdated bus video systems	$ 60,000	$ 48,000	$ 12,000
7	Purchase new phone system	$ 10,000	$ 8,000	$ 2,000
8	Replace low-floor minivan support vehicle	$ 40,000	$ 32,000	$ 8,000
9	Transit facility improvements--roof and gutter replacement for CM, bus barn, wash facility	$ 200,000	$ 160,000	$ 40,000
10	Transit facility improvements--overhead doors for CM and Bus Barn	$ 95,000	$ 76,000	$ 19,000
11	Repair Transfer Facility Roof & Defective Windows (Bus Shelter)	$ 12,000	$ 9,600	$ 2,400
12	Security camera upgrades	$ 20,000	$ 16,000	$ 4,000
13	Public restroom upgrades	$ 7,500	$ 6,000	$ 1,500
14	Purchase and install 4-6 bus shelters at various locations in Jefferson City	$ 60,000	$ 48,000	$ 12,000
15	Purchase emergency back-up generator & switches	$ 100,000	$ 80,000	$ 20,000
16	Replace current low-floor route buses with 30 ft. electric low floor buses for 2019 delivery (2)	$ 1,200,000	$ 960,000	$ 240,000
17	Replace current low-floor route buses with 30 ft. electric low floor buses for 2021 delivery (3)	$ 1,800,000	$ 1,440,000	$ 360,000
18	Purchase Paratransit software package	$ 25,000	$ 20,000	$ 5,000
19	Construct new passenger transfer and administrative facility	$ 3,000,000	$ 2,400,000	$ 600,000
20	Transit training facility rehab	$ 50,000	$ 40,000	$ 10,000
21	JEFFTRAN lighted signs	$ 10,000	$ 8,000	$ 2,000
22	Transit Traveler Information System (6-Transfer facility, LU Wellness Center, Capitol Mall, Both Wal-Marts, Eastland Convenient Food Mart)	$ 60,000	$ 48,000	$ 12,000
23	Bike racks at passenger transfer facilities and selected bus stops	$ 20,000	$ 16,000	$ 4,000
24	Security gates for transit storage, maintenance and fueling facilities	$ 20,000	$ 16,000	$ 4,000
25	Inductive charging system for electric buses	$ 100,000	$ 80,000	$ 20,000

Multimodal Projects

In 2015, CAMPO met with federal and state planning partners in a formal planning process review. Within two recommendations made, CAMPO was urged to include more multi-modal projects into the TIP. CAMPO staff sent out written requests and reminders at CAMPO meetings for projects, including those not using federal dollars. As of the writing of this document, no projects have been submitted.

However, there are a number of factors why these projects are limited. These types of projects are usually incorporated into new road projects. Many of these types of projects are highly dependent on grants, which may or may not be annually awarded. Projects are usually decided each budget year. There are several bicycle or pedestrian projects in the MTP illustrative list, but projects are not constrained and funds are not obligated.

Appendix A – Amendments and Administrative Modifications

Amendments					
TIP No.	**Project Description**	**Project Sponsor**	**Project Cost**	**Board Approval**	**OneDOT Approval**
TIP Amendment 1					

Administrative Modifications				
TIP No.	**Project Description**	**Project Sponsor**	**Project Cost**	**Date**

Appendix B – Federal Funding Sources

Federal transportation programs which could fund projects in the CAMPO planning area.

FHWA Program	Eligible Activities
National Highway Performance Program (NHPP) http://www.fhwa.dot.gov/map21/factsheets/nhpp.cfm	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the 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.
Surface Transportation Program (STP) http://www.fhwa.dot.gov/map21/factsheets/stp.cfm	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Highway Safety Improvement Program (HSIP) http://safety.fhwa.dot.gov/hsip/	Highway Safety Improvement Program (HSIP) is to support a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands
Transportation Alternatives Program (TAP) http://www.fhwa.dot.gov/map21/factsheets/tap.cfm	Funds most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.
Railway-Highway Crossings (set-aside from HSIP) http://www.fhwa.dot.gov/map21/factsheets/rhc.cfm	This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.
FTA Programs	**Eligible Activities**
Section 5307 Urbanized Area Formula Grants http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf	This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
Section 5311 Formula Grants for Rural Areas http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
Section 5329 Transit Safety & Oversight http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Transit_Safety_and_Oversight.pdf	MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, ferries, and streetcars.
Section 5339 Bus and Bus Facilities http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Appendix C – Policies and Procedures

Amendments

An amendment involves a major change to a project and requires approval by the Board of Directors and Governor. An amendment is a revision that requires public review, allowance of comment, possible re-demonstration of fiscal constraint, and includes at least one of the following:

- Addition or deletion of a project using FHWA or FTA funds (except as allowed as an administrative modification),
- Major changes affecting project cost from FHWA or FTA sources (changes exceeding 20% of FHWA or FTA sources of the existing project cost or changes over $2,000,000),
- Major changes in a project phase initiation date (greater than 12 months), or
- Major changes in design concept or design scope, such as changing project termini (more than 1/2 mile or 10% of the total length of the project, whichever is greater) or changing the number of through traffic lanes that also includes a substantial increase in Federal cost.

Amendments will be initiated by the project sponsor. Amendments to delete a project can simply be made via written correspondence identifying the project and why it is to be removed from the TIP. Amendments to include a new project can be made on the TIP Project Form for the current TIP with a cover letter or remark in the comment section requesting inclusion in the TIP as an amendment. Amendments for existing projects can be made on the TIP Project Form for the current TIP with a cover letter or remark in the comment section highlighting the change in the project and providing the CAMPO TIP Number.

After an Amendment has been requested the process as follows:

- Staff will review the amendment for accuracy and to verify if an amendment is required or if the change qualifies as an administrative modification. Staff may consult with MoDOT and FHWA if necessary.
- The amendment will be placed on the next Technical Committee (TC) meeting agenda for review.
- If approval is recommended by the TC to the Board of Directors, staff will post the amendment notice on the website, initiating a minimum 7 calendar day public comment period, send notices to the appropriate parties, and place the amendment on the next Board of Directors meeting agenda.
- At the Board of Directors Meeting, a public hearing will close the public comment period and a vote for approval will be held.

If the project sponsor indicates an emergency situation upon submitting the amendment, staff will initiate the public comment period, staff will post the amendment notice on the website, initiating a minimum 7 calendar day public comment period, send notices to the appropriate parties, and place the amendment on the next Board of Directors meeting agenda. A public hearing will close the public comment period at the next Board of Directors Meeting and hold a vote for approval. If this is not adequate to meet the emergency situation, a special Board of Directors meeting may be called and proceed as outlined in the Public Participation Plan.

Administrative Modifications

Revisions to the TIP and TIP projects that do not meet the criteria of an Amendment will be considered administrative modifications including: minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that neither requires committee action, public review and comment, nor redemonstrates fiscal constraint.

An administrative modification will be initiated by the project sponsor by written communication to CAMPO staff describing the change (phase cost, funding sources, or phase initiation date) warranting the modification. Staff will review the administrative modification for accuracy and to verify qualification as an administrative modification. Staff may consult with MoDOT and FHWA if necessary.

Upon CAMPO staff confirmation of the administrative modification requirements being met, staff will modify the TIP appropriately, including noting the administrative modification in Appendix A of the TIP and making changes to the project listing in the body of the TIP; notify the Board of Directors, Technical Committee, MoDOT, FTA, and FHWA via email; draft a staff memo for the next Board of Directors and Technical Committee meeting; and post the modified TIP notice on the CAMPO website for a minimum of 7 calendar days.

Combining or Splitting Projects

Splitting a project into two or more projects or combining two or more projects can provide benefits to project scheduling, cost, and logistics. A split or combination can be made via an administrative modification to the TIP, if the project does not trigger a major change to the project as described in the amendment section and the overall scope of work does not change.

When combining two or more projects, the financial and description information will be rolled up into the project which was in the TIP originally and use the previous MPO TIP number. When splitting a project into two or more projects, the financial and descriptive information will be separated appropriately into several (two or more) projects using the same MPO TIP number, but the additional projects will include alphabetic suffixes. The process for splitting or combining projects will follow the procedures of either an amendment or administrative modification.

Compliance with Metropolitan Transportation Plan

For a project to be eligible for the TIP, it first must be included in the adopted Metropolitan Transportation Plan. Large capital projects, roadway capacity, and/or general purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally-constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the TIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan.

Project Delay Policy

The goal of the Project Delay Policy for the Transportation Improvement Program is to maximize the federal funding obligated each fiscal year and to enable the MPO to redirect funds to different projects if

any are inactive or otherwise limited from making progress. The Delay Policy applies to projects funded through the programs for which CAMPO has oversight of project selection.

The intent of the Delay Policy is to provide an incentive for local agency sponsors to develop their projects according to a detailed schedule and, thereby, to obligate the federal funds assigned to each project within the timeframes initially shown in the TIP. The Delay Policy is primarily focused on projects that involve construction or provide transportation improvements that are handled through purchasing procedures.

In the context of this Delay Policy, a "delay" occurs when a construction-related project phase does not get advertised within six months of the TIP program year in which its construction phase funding was originally programmed, or changed with an amendment, in the TIP. For non-construction projects and programs, a "delay" occurs when the "Notice to Proceed" is not issued within two months of the TIP program year in which its implementation was originally funded in the TIP. The consequence of a delay may be the withdrawal of its Federal funds from the TIP or other action by the Board.

Project Funding Information

When a new project is submitted for inclusion to the TIP, either during the initial development of the TIP or as an amendment, the project sponsor is required to provide information regarding the local funding sources in order to show fiscal constraint. The specific source of revenue, anticipated future, and any other financial information needed to show fiscal constraint will be required.

Project Selection

The CAMPO Board of Directors adopted (Resolution 2010-04) a project prioritization and selection process. This process involves a call for projects, ranking based on CAMPO priorities by staff and reviewed by the CAMPO Technical Committee, prior to being forwarded to the CAMPO Board of Directors for a vote of approval. The Board of Directors may modify the project selection it deems necessary.

Project Sponsor Commitment to Projects

Project sponsors hold ultimate responsibility for ensuring that project information contained in the TIP is correct, that it accurately represents the scope of work being performed, and that the amount of funding being requested is correct. The sponsor is responsible for providing CAMPO with an honest accounting of project details including: costs, implementation schedules, and local matching fund sources, at the time of the application for federal funds and anytime such details change. The project sponsor is also responsible for reviewing the TIP after a project is included or modified to ensure correctness.

Scriveners' Error

Errors made the in the ministerial functions of creating and maintaining the TIP, such as cartography, typographical, spelling, minor word omissions, mathematical, and other error's which do not alter the intent of the TIP and have little or no impact can be performed by staff and shall not be considered a revision to the TIP.

Appendix D – Metropolitan Transportation Planning Process Certification

Appendix E – Definitions

Attainment area means any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A maintenance area (see definition below) is not considered an attainment area for transportation planning purposes.

Available funds means funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered available. A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Conformity means a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The transportation conformity rule (40 CFR part 93) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade separated highway, toll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high occupancy vehicles).

Financial Plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

Financially Constrained or Fiscal Constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are available or committed.

Illustrative Project means an additional transportation project that may (but is not required to) be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.

Maintenance Area means any geographic region of the United States that the EPA previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended.

Major Projects - These transportation improvements are defined as projects receiving Federal financial assistance 1) with an estimated total cost of $500 million or more or 2) that have been identified by the FHWA as being a Major Project. The designated projects may include those: 1) that require a substantial amount of a State Transportation Agency's program resources, 2) that have a high level of public or congressional attention, or 3) that have extraordinary implications for the national transportation system.

Metropolitan Planning Area (MPA) means the geographic area determined by agreement between the metropolitan planning organization (MPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan Transportation Plan (MTP) means the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by CAMPO through the metropolitan transportation planning process.

Nonattainment area means any geographic region of the United States that has been designated by the EPA as a nonattainment area under section 107 of the Clean Air Act for any pollutants for which an NAAQS exists.

Obligated projects means strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting Federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.

Program of Projects (POP) is a list of projects to be funded in a grant application submitted to FTA by a designated recipient. The POP lists the subrecipients and indicates whether they are private non-profit agencies, governmental authorities, or private providers of transportation service, designates the areas served (including rural areas), and identifies any tribal entities. In addition, the POP includes a brief description of the projects, total project cost, and Federal share for each project.

Project selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

Public transportation operator means the public entity which participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and is the designated recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by Amtrak.

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Statewide transportation improvement program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Transportation Improvement Program (TIP) is a document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the at least next one- to three-year period.

Unified Planning Work Plan (UPWP) is the management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.