

# **1 Introduction & Federal Compliance**

The MTP, also referred to as a Long-Range Transportation Plan, assesses regional transportation needs over a twenty years planning horizon. The MTP sets goals and defines policies, programs, strategies, and projects to meet the transportation needs of the CAMPO region. The MTP is central to the MPO planning process and addresses all transportation modes, including the following:

- Surface Transportation (roads and bridges)
- Pedestrian and Non-Motorized
- Transit
- Air
- Waterways & Ports
- Freight
- Rail

*Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas. It includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility while not creating adverse impacts to the environment. In metropolitan areas over 50,000 in population, the responsibility for transportation planning lies with designated Metropolitan Planning Organizations (MPO)."*

– Federal Highway Administration

## WHAT IS CAMPO?

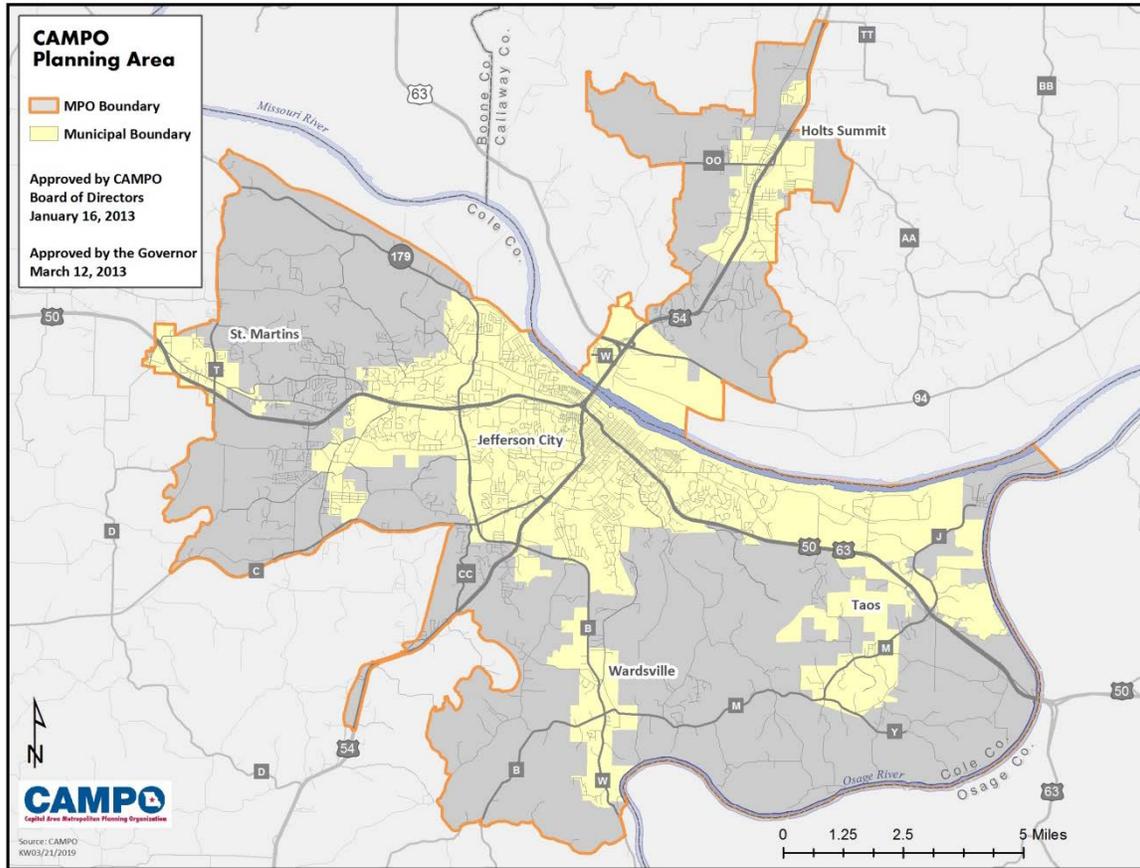
CAMPO was formally established in March of 2003 and is the designated metropolitan planning organization for the Jefferson City urbanized area. The CAMPO Metropolitan Planning Area (MPA), see Figure 1.1, has an estimated population of more than 77,000 and includes the jurisdictions of Holts Summit, Jefferson City, St. Martins, Taos, Wardsville, and portions of unincorporated, non-urbanized Cole and Callaway Counties.

The boundary, based on US Census data, was created by the CAMPO Board of Directors and approved by the Governor. The most recent boundary was approved in 2013.

## CORE FUNCTIONS OF AN MPO

- To establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan planning area.
- Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
- Develop and update a Metropolitan Transportation Plan for the planning area covering a planning horizon of at least 20 years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.
- Develop a Transportation Improvement Program based on the Metropolitan Transportation Plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
- Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.

Figure 1.1 CAMPO Metropolitan Planning Area



Source: CAMPO

### CAMPO BOARD OF DIRECTORS AND TECHNICAL COMMITTEE

CAMPO is governed by a Board of Directors consisting of representatives from jurisdictions within the planning area, Federal and State transportation agencies, and economic development representatives, with some serving as ex-officio (non-voting) members. The Board of Directors is responsible for providing official action on federally required plans, documents, and programs. The Board is also responsible for changes in the bylaws and changes to the MPO boundary.

The Technical Committee consists of representatives from the member jurisdictions' professional staff and act in an advisory capacity. A full list of members of the Board of Directors and Technical Committee can be found at the front of this document.

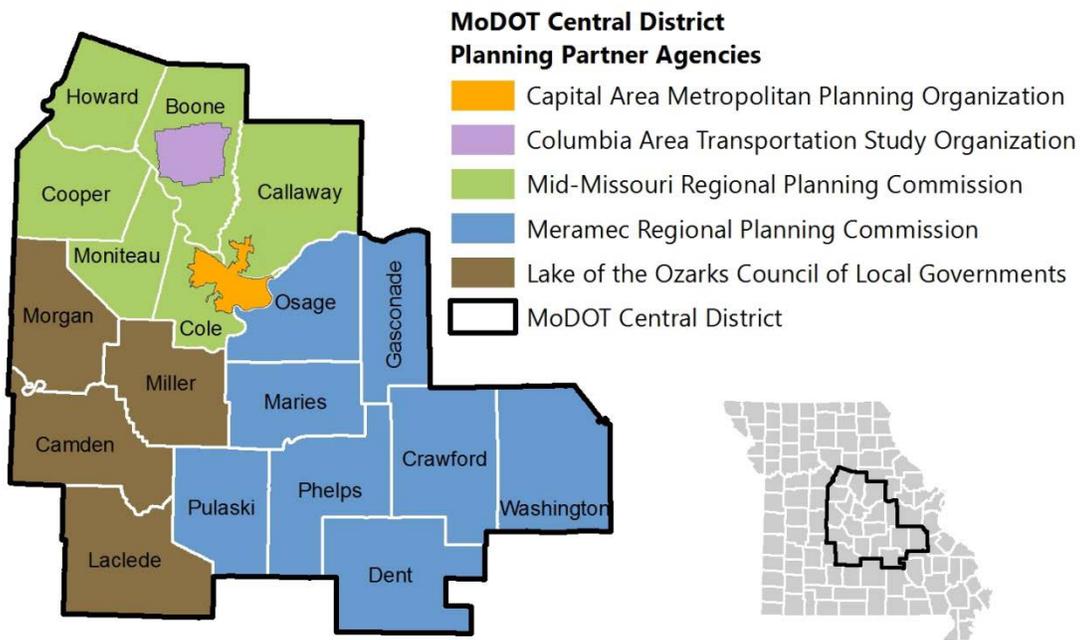
| Board of Directors                |            |             |                             |  |   |                       |                    |                        |              |                     |
|-----------------------------------|------------|-------------|-----------------------------|--|---|-----------------------|--------------------|------------------------|--------------|---------------------|
| Non-Voting Ex-Officio Members (6) |            |             |                             |  |   | Voting Members (13)   |                    |                        |              |                     |
| MoDOT<br>(1)                      | FTA<br>(1) | FHWA<br>(1) | Other Federal Agency<br>(1) | Jefferson City Economic Develop. Rep.<br>(1) | Callaway County Economic Develop. Rep.<br>(1) | Jefferson City<br>(7) | Cole County<br>(3) | Callaway County<br>(1) | MoDOT<br>(1) | Holts Summit<br>(1) |

## REGIONAL COORDINATION

As a regional organization, CAMPO coordinates and collaborates with a number of partners, including: Missouri Department of Transportation (MoDOT), the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Chambers of Commerce, Convention and Visitors Bureaus, the Mid-Missouri Regional Planning Commission, and other various public and private groups. Several meetings are held throughout the year at the MoDOT Central District level to encourage collaboration between regional planning partners.

Collaboration with the partner agencies shown in Figure 1.2 is important in achieving CAMPO's core functions and responsibilities as listed above. This collaboration provides the opportunity to coordinate planning and implementation activities. Thus, efficiency is improved and funding is maximized.

Figure 1.2 Planning Partners - MoDOT Central District



Source: CAMPO

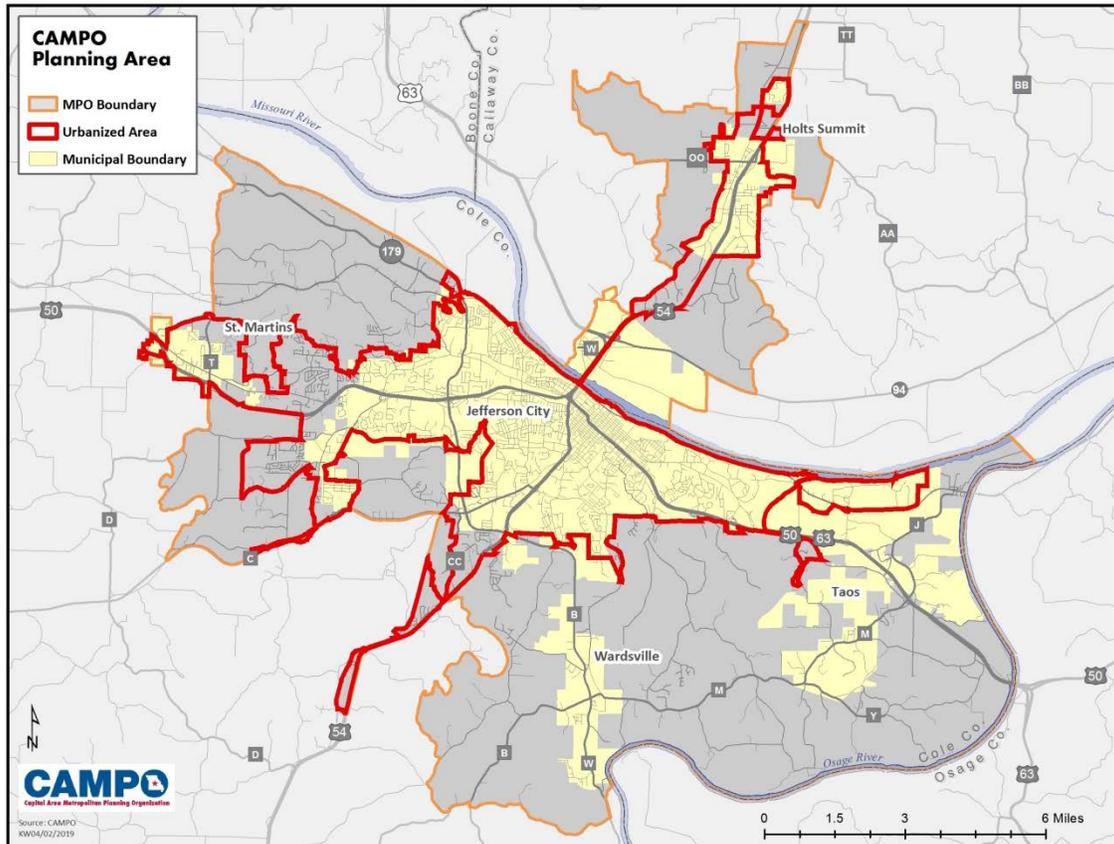
## FEDERAL COMPLIANCE

Development and maintenance of an MTP is a requirement for all Metropolitan Planning Organizations (MPO). The MTP is prepared in accordance with federal statute 23 CFR Part §450.324, which requires CAMPO to develop and update the MTP at least every 5 years to maintain validity and consistency with current and forecasted transportation and land use conditions. The MTP must be compliant with federal regulations issued by the United States Department of Transportation (Federal Highway Administration and Federal Transit Administration), which governs the development of transportation plans and programs for Urbanized Areas (UA).

A UA is comprised of a densely settled core of census tracts and/or census blocks that contains 50,000 or more in population plus the incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census Bureau. Federal law requires that every UA be represented by an MPO which carries out the metropolitan transportation planning process for the UA and surrounding planning area. CAMPO is the designated MPO for the Jefferson City UA. The CAMPO Metropolitan Planning Area (MPA), which encompasses the Jefferson City UA, is depicted in Figure 1.3. The MPA encompasses 153 square miles.

An outline of the MTP requirements as stated in §450.324 CFR and how they are addressed in the MTP can be found in Appendix A.

Figure 1.3 CAMPO Metropolitan Planning Area and Urbanized Area



Source: CAMPO

## PERFORMANCE-BASED PLANNING AND PROGRAMING

Performance-based Planning and Programing (PBPP) is a requirement of the Fixing America's Surface Transportation (FAST) Act and impacts both the MTP and the Transportation Improvement Program (TIP). PBPP refers to the application of transportation performance management (TPM) principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. CAMPO is required to use a performance-based approach to transportation decision making to support the national federal highway performance goals listed below.



Source: FHWA

## NATIONAL FEDERAL HIGHWAY PERFORMANCE GOALS

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

## FEDERAL PERFORMANCE MEASURES

The FAST Act continued a federal requirement for annual target setting collaboration between State DOTs and planning partners on national performance measures. The System Performance Report, part of the federal performance requirements, presents the condition and performance of the transportation system with regard to performance measures, records performance targets, and marks progress achieved in meeting the targets.

MPOs may choose between programming projects (1) in support of all the State targets, (2) establishing specific numeric targets for all of the performance measures, or (3) establishing specific numeric targets for one or more individual performance measures and supporting the State target on other performance measures. The CAMPO Board of Directors has voted to support state targets and measures in four areas listed below. Please note that there are several additional targets MoDOT has adopted that CAMPO was not required to support that are not listed below.

CAMPO's performance measures and targets are outlined in detail in the System Performance Report located in Appendix C.

### Safety

- Number of Fatalities;
- Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 Million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

### Pavement & Bridge

- percentage of pavements on the National Highway System (NHS) in Good condition (excluding the Interstate System)
- percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- percentage of NHS bridges in Good condition
- percentage of NHS bridges in Poor condition

### Travel Time Reliability & Freight Reliability

- A measure that will assess the percent of reliable person-miles traveled on the non-Interstate NHS.

### Transit Asset Management (TAM)

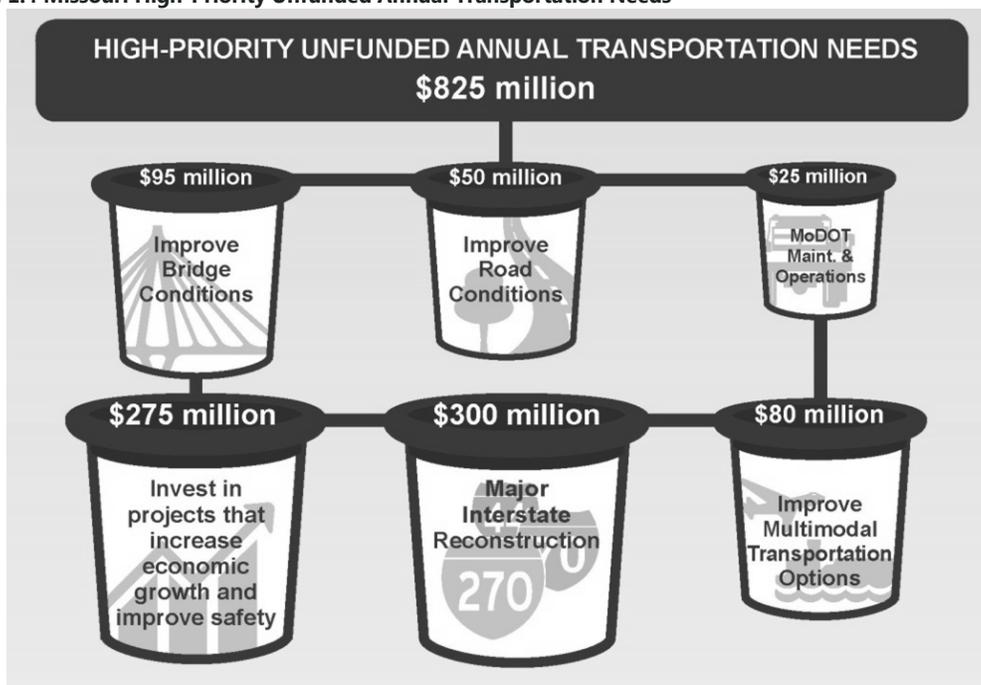
- Asset Inventory
- Condition Assessment
- Management Approach – Decision Support Tools
- Investment Prioritization

## MODOT'S LONG-RANGE TRANSPORTATION PLAN

The current MoDOT Long-Range Transportation Plan (LRTP) was updated and approved by the Missouri Highways and Transportation Commission and adopted on June 6, 2018. In addition to collecting comments from stakeholders and the general public, the 2018 update included a large amount of outreach and coordination with planning agencies around the state.

Like the CAMPO 2045 MTP, MoDOT's LRTP is a 25-year vision for the state's transportation system; establishing goals, objectives and performance management metrics. The LRTP analyzes existing and emerging trends, both nationally and in Missouri. These trends included aging populations, increases in urbanization, advancing technologies, and a younger population that isn't as interested in driving. The LRTP also included an analysis of emerging technology, such as autonomous and connected vehicles (AV/CV), and their potential impact. Statewide system needs and revenue forecasts are also identified in the LRTP. Figure 1.4, taken from the LRTP, demonstrates the many high-priority unfunded annual needs.

Figure 1.4 Missouri High-Priority Unfunded Annual Transportation Needs



Source: Citizen's Guide to Transportation Funding in Missouri (November 2018)

In order to meet transportation needs the LRTP outlines the following goals:

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices
- Improve reliability and reduce congestion on Missouri's transportation system

The goals, as well as data and public input collected during the update of the LRTP have been considered in the update of the CAMPO MTP. Most of the needs identified in the State's LRTP are identified in the CAMPO MTP and the MTP's goals are reflective of those in the LRTP.

## PROGRESS SINCE 2013

The previous MTP was adopted in 2013. Since that time many projects, programs, and activities have taken place throughout the region. Many of these achievements were outlined as strategies or projects in the previous 2013-2035 MTP. It is important to highlight these achievements when discussing long-range planning with the general public and stakeholders in the region.

Between 2013 and 2019 more than \$203 Million in transportation projects have been completed using federal transportation funding, see Figure 1.5. This total does not include local projects using local revenue.

**Figure 1.5 Federally Funded Transportation Projects and Activities Completed Since 2013**

| <b>Transportation Projects and Activities 2013-2019</b>       | <b>Total Cost</b>          |
|---|----------------------------|
| Road, Bridge, and Safety Projects                             | \$192,847,500              |
| Pedestrian, Multi-Modal, and other Non-Motorized Projects     | \$10,123,362               |
| Consultant services for CAMPO studies, modeling, and planning | \$400,00                   |
| Scoping   | \$740,000                  |
|   | <b>Total \$203,710,862</b> |

Source: Data compiled from Transportation Improvement Programs between 2013 and 2019.

The construction projects include rehabilitation of bridges and roads, pavement upgrades, shoulders, new and updated sidewalks and trails. Consulting services resulted in a Wayfinding Plan, an updated Travel Demand Model, and a transit study. Federal funds have also been used for scoping and engineering projects such as looking at new configurations for intersections or traffic studies.