

# Transportation Improvement Program

## Program Years 2015 - 2019

(July 1, 2014 – June 30, 2019)

Amended January 21, 2015



## Capital Area Metropolitan Planning Organization

CAMPO

Department of Planning and Protective Services  
Room 120 John G. Christy Municipal Building  
320 East McCarty St., Jefferson City, Missouri 65101  
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[www.jeffcitymo.org/campo](http://www.jeffcitymo.org/campo)

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Administration of the Capital Area MPO is provided by the City of Jefferson  
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**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION 2014-04**

**A RESOLUTION ADOPTING THE  
2015-2019 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
JEFFERSON CITY URBANIZED AREA**

**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 450.314, requires that CAMPO develop a Transportation Improvement Program as part of the continuing, cooperative, and comprehensive transportation planning process; and

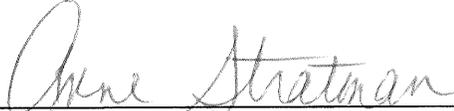
**WHEREAS**, the Transportation Improvement Program has been developed in compliance with approved procedures and processes, and is consistent with the CAMPO Metropolitan Transportation Plan; and

**WHEREAS**, the Technical Committee endorsed the 2015-2019 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 2015-2019 Transportation Improvement Program.

Adopted this 16th day of April, 2014.

 4/16/14  
\_\_\_\_\_  
Jeff Hoelscher, Chairman

Attest:   
\_\_\_\_\_  
Anne Stratman, Administrative Assistant

### **CAMPO Board of Directors**

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**Vice-Chairman** – Bob Scrivner, City Council Member, Jefferson City

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#### **Small City Representative**

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#### **Missouri Department of Transportation**

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Steven Billings, Missouri Department of Transportation, Transit Section

Cathy Brown, Office of Administration, Facilities Management, Design and Construction

Michael Henderson, AICP, Missouri Department of Transportation, Transportation Planning

Michael Latuszek, AICP, Federal Highway Administration, Missouri Division

Bruce Hackmann, Callaway County Economic Development

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Ron Craft, Director, Airport Division

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David Bange, P.E., Engineering Supervisor, Dept. of Public Works

Mark Mehmert, Director, Transit Division

Sonny Sanders, AICP, GISP, PTP, Senior Transportation Planner

#### **Cole County**

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#### **Small City Representative**

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#### **Callaway County**

Paul Winkelmann, P.E., County Highway Administrator

#### **Missouri Department of Transportation**

Steve Engelbrecht, P.E., District Planning Manager

Michael Henderson, AICP, Transportation Planning Specialist

Bob Lynch, P.E., Area Engineer

#### **Private Transportation Interest**

Joe Scheppers, N.H. Scheppers Distributing Company.

#### **Ex-Officio Members:**

Jeremiah Shuler, Federal Transit Administration, Region VII

Michael Latuszek, AICP, Federal Highway Administration: Missouri Division

### **CAMPO Staff**

Janice McMillan, AICP – Director, Planning & Protective Services

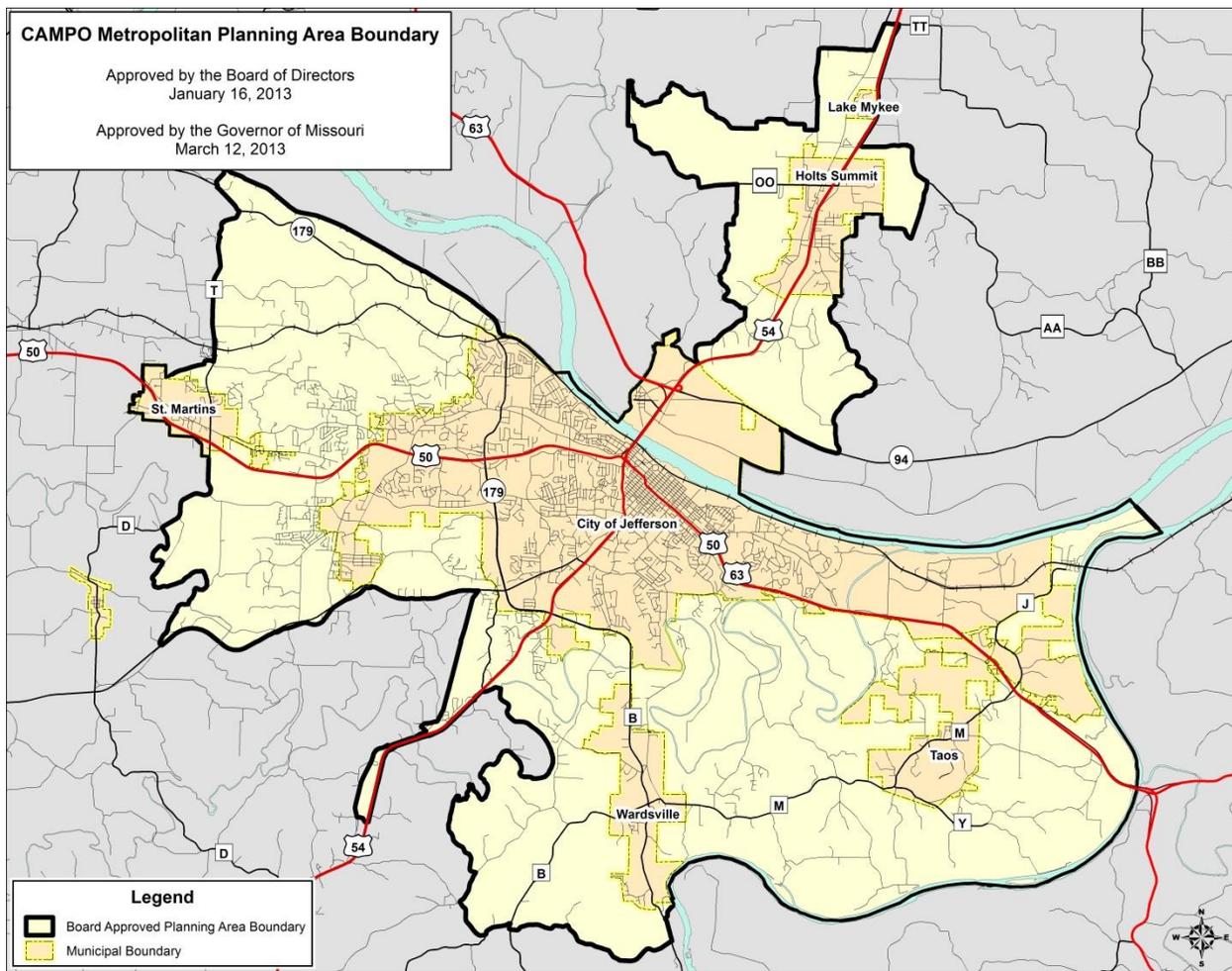
Sonny Sanders, AICP, GISP, PTP – Senior Transportation Planner

Alex Rotenberry - Transportation Planner

Anne Stratman – Administrative Assistant

## 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 2013, CAMPO published 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 USC and 49 USC 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 [www.jeffcitymo.org/pps/campo/plans.html](http://www.jeffcitymo.org/pps/campo/plans.html). 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 meets 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, 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.’

MoDOT administers the Section 5310 program as a capital program to procure and fund 80% of the cost of vehicles for such agencies as developmental disability resource boards (Missouri Senate Bill 40 boards), sheltered workshops, senior citizen services boards (Missouri House Bill 351 boards), and senior

centers as well as not-for-profit medical service agencies. When 5310 funds are from MoDOT, CAMPO conducts a call for projects on behalf of MoDOT, receives and reviews responses from applicants within the CAMPO planning area. The CAMPO Boards makes recommendations on which applicant(s) should receive Section 5310 assistance based on priority, need, usage, and services provided. When the Section 5310 assistance is awarded, the vehicle will be included in the TIP as an amendment as is required for new projects.

## **TIP Development**

The TIP is updated every year and covers 5 years starting July 1, 2014. 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 <http://www.jeffcitymo.org/campo>.

## **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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 Transportation Improvement Program.

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 [www.jeffcitymo.org/pps/campo/CAMPOPlansPublications.html](http://www.jeffcitymo.org/pps/campo/CAMPOPlansPublications.html).

## **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<sub>2</sub>), Small Particulate Matter (PM-2.5) Lead, and Sulfur Dioxide (SO<sub>2</sub>).

## **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 Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), (MAP-21) the current highway act. Appendix B briefly describes most of the MAP – 21 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 remaining flat, essentially, a 0% 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. 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						
	2015	2016	2017	2018	2019	Total
<b>Callaway County</b>						
County Aid Road Trust - State Fuel Tax	\$ 1,499,291	\$ 1,499,291	\$ 1,499,291	\$ 1,499,291	\$ 1,499,291	\$ 7,496,457
Property Tax - Road & Bridge (\$.2466 levy)	\$ 1,833,924	\$ 1,833,924	\$ 1,833,924	\$ 1,833,924	\$ 1,833,924	\$ 9,169,619
Payment in Lieu of Taxes, Sale of Equipment, Misc.	\$ 73,788	\$ 73,788	\$ 73,788	\$ 73,788	\$ 73,788	\$ 368,939
Transfer from general revenue	\$ 265,225	\$ 265,225	\$ 265,225	\$ 265,225	\$ 265,225	\$ 1,326,125
<b>Cole County</b>						
County Aid Road Trust - State Fuel Tax	\$ 1,070,272	\$ 1,070,272	\$ 1,070,272	\$ 1,070,272	\$ 1,070,272	\$ 5,351,362
Sales Tax	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 27,500,000
Property Tax - Road & Bridge (\$.27 levy)	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 18,500,000
<b>Holts Summit</b>						
County Aid Road Trust - State Fuel Tax	\$ 116,766	\$ 116,766	\$ 116,766	\$ 116,766	\$ 116,766	\$ 583,831
Sales Tax	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 550,000
Sales Tax	\$ 41,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 205,000
County Road and Bridge	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
<b>City of Jefferson</b>						
County Aid Road Trust - State Fuel Tax	\$ 1,549,176	\$ 1,549,176	\$ 1,549,176	\$ 1,549,176	\$ 1,549,176	\$ 7,745,882
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)	\$ 4,986,230	\$ 4,986,230	\$ 4,986,230			\$ 14,958,690
<b>City of Jefferson - JEFFTRAN</b>						
Passenger Fares & Misc.	\$ 223,193	\$ 229,889	\$ 236,785	\$ 243,889	\$ 251,205	\$ 1,184,961
<b>Lake Mykee</b>						
County Aid Road Trust - State Fuel Tax	\$ 12,586	\$ 12,586	\$ 12,586	\$ 12,586	\$ 12,586	\$ 62,932
<b>St. Martins</b>						
County Aid Road Trust - State Fuel Tax	\$ 40,996	\$ 40,996	\$ 40,996	\$ 40,996	\$ 40,996	\$ 204,979
General Revenue Funds	\$ 205,600	\$ 205,600	\$ 205,600	\$ 205,600	\$ 205,600	\$ 1,028,000
Sales Tax - 1/2% Capital Improvement*	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
<b>Taos</b>						
County Aid Road Trust - State Fuel Tax	\$ 31,574	\$ 31,574	\$ 31,574	\$ 31,574	\$ 31,574	\$ 157,870
Sales Tax - 1/2% Capital Improvement*	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
<b>Wardsville</b>						
County Aid Road Trust - State Fuel Tax	\$ 54,158	\$ 54,158	\$ 54,158	\$ 54,158	\$ 54,158	\$ 270,788
Sales Tax - 1/2% Capital Improvement*	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
<b>OATS</b>						
Passenger Fares, Misc.	\$ 6,180	\$ 6,365	\$ 6,556	\$ 6,753	\$ 6,956	\$ 32,810
<b>Total Local Funds</b>						\$ 121,857,634
<b>Total Transportation Funds Available</b>						

Note: County Aid Road Trust includes State Fuel Tax, Vehicle Sales/Use Tax and Licensing Fees.

\* This is distributed from Cole County

<http://dor.mo.gov/publicreports/index.php#motorfuel>

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.

Table 2 – Programmed and Available Funds by Source.

		Programmed Funds						Available Funds					
Federal		2015	2016	2017	2018	2019	Total	2015	2016	2017	2018	2019	Total
FHWA	NHPP	\$642,000	\$17,001,000	\$4,000	\$858,000	\$0	\$18,505,000	\$642,000	\$17,001,000	\$4,000	\$858,000	\$0	\$18,505,000
FHWA	HSIP	\$4,000	\$4,000	\$0	\$0	\$0	\$8,000	\$4,000	\$4,000	\$0	\$0	\$0	\$8,000
FHWA	STP	\$1,103,707	\$886,000	\$10,000	\$10,000	\$10,000	\$2,019,707	\$1,103,707	\$886,000	\$10,000	\$10,000	\$10,000	\$2,019,707
FHWA	TAP	\$63,928	\$468,552	\$0	\$0	\$0	\$532,480	\$63,928	\$468,552	\$0	\$0	\$0	\$532,480
FHWA	SHRP2	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$20,000
FHWA	SRTS	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FHWA	RTP	\$187,297	\$0	\$0	\$0	\$0	\$187,297	\$187,297	\$0	\$0	\$0	\$0	\$187,297
FTA	5307	\$842,551	\$867,827	\$893,862	\$920,678	\$948,298	\$4,473,216	\$842,551	\$867,827	\$893,862	\$920,678	\$948,298	\$4,473,216
FTA	5310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5316	\$30,000	\$30,000	\$0	\$0	\$0	\$60,000	\$30,000	\$30,000	\$0	\$0	\$0	\$60,000
FTA	5329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5339	\$88,400	\$361,600	\$304,000	\$55,200	\$40,000	\$849,200	\$88,400	\$361,600	\$304,000	\$55,200	\$40,000	\$849,200
<b>State</b>													
MoDOT	MPEN	\$18,668,000	\$0	\$0	\$0	\$0	\$18,668,000	\$18,668,000	\$0	\$0	\$0	\$0	\$18,668,000
MoDOT	Safety	\$7,000	\$9,000	\$0	\$0	\$0	\$16,000	\$7,000	\$9,000	\$0	\$0	\$0	\$16,000
MoDOT	State Operating	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
MoDOT	SWIMB	\$4,000	\$1,998,000	\$0	\$0	\$0	\$2,012,000	\$4,000	\$1,998,000	\$0	\$0	\$0	\$2,012,000
MoDOT	TCOS	\$2,344,500	\$4,080,500	\$3,500	\$216,500	\$2,500	\$6,647,500	\$2,344,500	\$4,080,500	\$3,500	\$216,500	\$2,500	\$6,647,500
<b>Local</b>													
Jefferson City		\$1957,293	\$48,500	\$0	\$0	\$0	\$2,005,793	\$1,957,293	\$48,500	\$0	\$0	\$0	\$2,005,793
Cole County		\$1675,000	\$0	\$0	\$0	\$0	\$1,675,000	\$1,675,000	\$0	\$0	\$0	\$0	\$1,675,000
Oats		\$30,000	\$30,000	\$0	\$0	\$8,000	\$68,000	\$30,000	\$30,000	\$0	\$0	\$8,000	\$68,000
Holts Summit		\$37,022	\$68,638	\$0	\$0	\$0	\$105,660	\$37,022	\$68,638	\$0	\$0	\$0	\$105,660
St. Martins		\$39,105	\$0	\$0	\$0	\$0	\$39,105	\$39,105	\$0	\$0	\$0	\$0	\$39,105
Other		\$1,509,057	\$1,609,635	\$1,598,482	\$3,164,525	\$1,593,999	\$9,475,698	\$1,509,057	\$1,609,635	\$1,598,482	\$3,164,525	\$1,593,999	\$9,475,698
<b>Yearly Totals</b>		<b>\$29,522,859</b>	<b>\$37,473,253</b>	<b>\$2,823,844</b>	<b>\$5,234,903</b>	<b>\$2,612,797</b>	<b>\$77,667,656</b>	<b>\$29,522,859</b>	<b>\$37,473,253</b>	<b>\$2,823,844</b>	<b>\$5,234,903</b>	<b>\$2,612,797</b>	<b>\$77,667,656</b>
							<b>Total Programmed Total</b>	<b>Total Available Funds</b>					

## 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 projected to increase one percent annually. In fiscal year 2014, MoDOT is budgeting for \$456,740,000 in maintenance expenditures that would grow to \$475,285,476 at the end of fiscal year 2018. Fleet investments, capital improvements, and information systems investments are projected to remain constant through 2019.

This would make MoDOT's cost \$6,534.55 (\$6,500) per lane mile.

Calculations are \$505,090,000/ 77,295.38 lane miles of roadway.

## Assumptions

Maintenance Operations	\$456,740*
Fleet Investments	\$ 22,150*
Capital Improvements Investments	\$ 7,200*
IS Investments	\$ 20,000*
Total	\$505,090

(dollars in thousands)

Lane miles 77,295.38\*\*

\*Source: Fiscal Year 2014 Budget Request Approved June 5, 2013

\*\* Source: Official 2012 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 & 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 & maintenance on federal aid roads calculated for the system wide average of operations & maintenance per centerline mile is \$11,720 and \$5,784 per lane mile + 3% per year out to FY 2019, 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%
<b>Total (Functional Class)</b>	<b>34.6</b>	<b>13.0</b>	<b>66.1</b>	<b>48.8</b>	<b>5.4</b>	<b>6.3</b>	<b>37.8</b>	<b>211.9</b>	<b>100.00%</b>
<b>Percent (Functional Class)</b>	<b>16.3%</b>	<b>6.1%</b>	<b>31.2%</b>	<b>23.0%</b>	<b>2.5%</b>	<b>3.0%</b>	<b>17.8%</b>		

\*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.

	2015	2016	2017	2018	2019
FTA - Section 5307	\$842,550	\$867,827	\$893,862	\$920,679	\$948,300
City of Jefferson - Local Operating Assistance	\$1,087,687	\$1,132,048	\$1,178,218	\$1,226,272	\$1,276,285
MoDOT - State Operating Assistance	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Passenger Fares and Misc.	\$381,000	\$381,000	\$381,000	\$381,000	\$381,000
<b>Total</b>	<b>\$2,321,237</b>	<b>\$2,390,875</b>	<b>\$2,463,081</b>	<b>\$2,537,950</b>	<b>\$2,615,584</b>

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

## 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.

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		Prior Funding	State Fiscal Year - July 1 to June 30								
		Source	Category		2015	2016	2017	2018	2019	Future	Totals		
Project Name:	Dix Road Bridge Improvements	EN G	FHWA	NHPP	\$4,000	\$1,000	\$2,000	\$4,000	\$54,000		\$75,000		
MoDOT#	5P3015		MoDOT	TCOS	\$3,000	\$1,000	\$1,000	\$1,000	\$4,000		\$20,000		
TIP #	2013-05		Local								\$0		
Other											\$0		
Description & Location: Various types to improvements to the Dix Rd. bridge over US 50.		RO W	FHWA								\$0		
			MoDOT								\$0		
			Local								\$0		
			Other								\$0		
Comments: Involves bridge number A1187		CO NS T	FHWA	NHPP					\$804,000		\$804,000		
			MoDOT	TCOS					\$200,000		\$200,000		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$1,099,000				Total		\$7,000	\$2,000	\$3,000	\$5,000	\$1072,000	\$0	\$0	\$1,099,000

Bridge Projects													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30								
		Source	Category		2015	2016	2017	2018	2019	Future	Totals		
Project Name:	Clark Avenue Bridge	EN G	FHWA	NHPP	\$8,000	\$42,000					\$50,000		
MoDOT#	5P3015B		MoDOT	TCOS	\$2,000	\$1,000					\$3,000		
TIP #	2013-21		Local								\$0		
Other											\$0		
Description & Location: Bridge improvements at Clark Avenue over US Route 50 in Jefferson City. Project involves bridge A0569.		RO W	FHWA								\$0		
			MoDOT								\$0		
			Local								\$0		
			Other								\$0		
Comments:		CO NS T	FHWA	NHPP		\$504,000					\$504,000		
			MoDOT	TCOS		\$26,000					\$26,000		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$693,000				Total		\$10,000	\$683,000	\$0	\$0	\$0	\$0	\$0	\$693,000

Bridge Projects													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30								
		Source	Category		2015	2016	2017	2018	2019	Future	Totals		
Project Name:	US 54/63 Bridge Scour Mitigation	EN G	FHWA	NHPP	\$8,000	\$6,000	\$134,000				\$58,000		
MoDOT#	5P2189B		MoDOT	SWMB	\$2,000	\$4,000	\$33,000				\$39,000		
TIP #	2013-23		Local								\$0		
Other											\$0		
Description & Location: Scour mitigation at the Missouri River bridge in Jefferson City, involving bridge number L0550.		RO W	FHWA								\$0		
			MoDOT								\$0		
			Local								\$0		
			Other								\$0		
Comments:		CO NS T	FHWA	NHPP			\$1648,000				\$1648,000		
			MoDOT	SWMB			\$42,000				\$42,000		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$2,257,000				Total		\$10,000	\$20,000	\$2,227,000	\$0	\$0	\$0	\$0	\$2,257,000

Bridge Projects													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30								
		Source	Category		2015	2016	2017	2018	2019	Future	Totals		
Project Name:	US 54/63 Bridge Painting	EN G	FHWA	NHPP	\$24,000	\$40,000	\$444,000				\$508,000		
MoDOT#	5P2189		MoDOT	SWMB	\$6,000	\$10,000	\$11,000				\$27,000		
TIP #	2013-24		Local								\$0		
Other				\$5,000							\$5,000		
Description & Location: Bridge painting in the westbound lanes over the Missouri River bridge in Jefferson City, involving bridge number L0550.		RO W	FHWA								\$0		
			MoDOT								\$0		
			Local								\$0		
			Other								\$0		
Comments:		CO NS T	FHWA	NHPP			\$5,768,000				\$5,768,000		
			MoDOT	SWMB			\$1,442,000				\$1,442,000		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$7,850,000				Total		\$35,000	\$50,000	\$7,765,000	\$0	\$0	\$0	\$0	\$7,850,000

Bridge Projects													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30								
		Source	Category		2015	2016	2017	2018	2019	Future	Totals		
Project Name:	Lafayette St. Interchange	EN G	FHWA								\$0		
MoDOT#	5P0820D		MoDOT	MPEN	\$379,000	\$453,000					\$832,000		
TIP #	2011-07		Local								\$0		
Other											\$0		
Description & Location: Construct a new interchange at the intersection of US 50 and Lafayette Street in Jefferson City		RO W	FHWA								\$0		
			MoDOT	MPEN	\$470,000						\$470,000		
			Local								\$0		
			MoDOT	(AC)MPEN	\$1878,000						\$1,878,000		
Comments: \$999,000 FY 2010 Earmark Demo #M0237		CO NS T	Local	City of Jeff.		\$140,000					\$140,000		
			MoDOT	MPEN		\$2,102,000					\$2,102,000		
			Local	Cole Co.		\$1,333,000					\$1,333,000		
			MoDOT	(AC)MPEN		\$1,301,000					\$1,301,000		
Total Project Cost: \$24,384,000				Total		\$4,243,000	\$20,141,000	\$0	\$0	\$0	\$0	\$0	\$24,384,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	US 50 Pavement Improvements	FHWA									\$0
TIP #	2013-03	MoDOT	TCOS		\$21,000						\$21,000
MoDOT#	5P3007B	Local									\$0
Description & Location: Pavement improvements on the eastbound and westbound lanes from west of Eastland Drive to Liberty Lane. \$20,00 Strategic Highway Research Program (SHRP2) Funds.		MoDOT	TCOS (AC)		\$85,000						\$85,000
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Length: 2.39 miles		FHWA	SHRP2		\$20,000						\$20,000
		MoDOT	TCOS		\$272,000						\$272,000
		Local									\$0
		MoDOT	TCOS (AC)		\$1,062,000						\$1,062,000
Total Project Cost: \$1,460,000		Total		\$0	\$1,460,000	\$0	\$0	\$0	\$0	\$0	\$1,460,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	US 50 Pavement Improvements	FHWA									\$0
TIP #	2013-04	MoDOT	TCOS	\$2,000	\$2,000	\$21,000					\$25,000
MoDOT#	5P3014	Local									\$0
Description & Location: Pavement improvements from west of Dix Road to east of Clark Avenue in Jefferson City.		MoDOT	TCOS (AC)	\$2,000	\$8,000	\$85,000					\$95,000
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Length: 3.79 miles		FHWA									\$0
		MoDOT	TCOS			\$206,000					\$206,000
		Local									\$0
		MoDOT	TCOS (AC)			\$824,000					\$824,000
Total Project Cost: \$1,150,000		Total		\$4,000	\$0,000	\$1,066,000	\$0	\$0	\$0	\$0	\$1,150,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Business 50 Pavement Improvements	FHWA									\$0
TIP #	2013-06	MoDOT	TCOS	\$1,000	\$2,000	\$12,000					\$15,000
MoDOT#	5S3005	Local									\$0
Description & Location: Pavement improvements from Stoneridge Parkway to near US 50 in Jefferson City.		MoDOT	TCOS (AC)	\$5,000	\$47,000						\$52,000
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Length: 2.44 miles		FHWA									\$0
		MoDOT	TCOS			\$171,000					\$171,000
		Local									\$0
		MoDOT	TCOS (AC)			\$691,000					\$691,000
Total Project Cost: \$929,000		Total		\$6,000	\$2,000	\$921,000	\$0	\$0	\$0	\$0	\$929,000

City of Jefferson		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Stadium & US 54 Intersection Improvements	FHWA									\$0
TIP #	2013-15	MoDOT									\$0
MoDOT#		Local	1/2% Sales Tax	\$300,000							\$300,000
Description & Location: Highway 54/Jefferson/Stadium Boulevard, Stadium/Monroe & US 54/Christy Dr. Access, Capacity, and Safety Improvements.		Other									\$0
		FHWA	STP	\$400,000							\$400,000
		MoDOT									\$0
		Local	1/2% Sales Tax	\$100,000							\$100,000
		Other									\$0
Comments: Local funding is from 1/2% Jefferson City Capital Improvement sales tax		FHWA	STP		\$387,707						\$387,707
		MoDOT									\$0
		Local	1/2% Sales Tax		\$182,293						\$182,293
		Other									\$0
Total Project Cost: \$3,000,000		Total		\$800,000	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	MO 94 Improvements	FHWA									\$0
TIP #	2013-22	MoDOT	TCOS	\$2,000	\$4,000	\$130,000					\$136,000
MoDOT#	5S3049	Local									\$0
Description & Location: Pavement and shoulder improvements from east of Route 54 to Route 19.		MoDOT	TCOS (AC)	\$7,000	\$16,000	\$521,000					\$544,000
		FHWA									\$0
		MoDOT	TCOS		\$1,000						\$1,000
		Local									\$0
		MoDOT	TCOS (AC)		\$4,000						\$4,000
Comments:		FHWA									\$0
		MoDOT	TCOS			\$1,353,000					\$1,353,000
		Local									\$0
		MoDOT	TCOS (AC)			\$5,411,000					\$5,411,000
Total Project Cost: \$7,449,000		Total		\$9,000	\$25,000	\$7,416,000	\$0	\$0	\$0	\$0	\$7,449,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	MO 94 Improvements	FHWA									\$0
TIP #	2013-22	MoDOT	TCOS	\$2,000	\$4,000	\$130,000					\$136,000
MoDOT#	5S3049	Local									\$0
Description & Location: Pavement and shoulder improvements from east of Route 54 to Route 19.		MoDOT	TCOS (AC)	\$7,000	\$6,000	\$521,000					\$544,000
		FHWA									\$0
		MoDOT	TCOS		\$1,000						\$1,000
		Local									\$0
Comments:		MoDOT	TCOS (AC)		\$4,000						\$4,000
		FHWA									\$0
		MoDOT	TCOS			\$1,353,000					\$1,353,000
		Local									\$0
Total Project Cost: \$7,449,000		MoDOT	TCOS (AC)			\$5,411,000					\$5,411,000
		Total		\$9,000	\$25,000	\$745,000	\$0	\$0	\$0	\$0	\$7,449,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Scoping Route M & W	FHWA	Safety	\$24,000	\$4,000	\$4,000					\$32,000
TIP #	2013-16	MoDOT	Safety	\$6,000	\$1,000	\$1,000					\$8,000
MoDOT#	5S2234	Local									\$0
Description & Location: Scoping for safety improvements at the intersection of Rte. M and Rte. W in Wardsville.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments:		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost: \$40,000		Other									\$0
		Total		\$30,000	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$40,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	U.S.50 at Liberty Road – Intersection Improvements	FHWA									\$0
TIP #	2013-19	MoDOT	Safety	\$1,000	\$1,000	\$2,000					\$4,000
MoDOT#	5P3056	Local									\$0
Description & Location: Scoping for intersection improvements at Liberty Road in Jefferson City. Advanced Construction Funding, 2015 & 2016 Planned Conversion. Fed. Category NHPP.		MoDOT	Safety (AC)	\$5,000	\$5,000	\$6,000					\$16,000
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments:		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost: \$20,000		Other									\$0
		Total		\$6,000	\$6,000	\$8,000	\$0	\$0	\$0	\$0	\$20,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	State System Bridge Inspection	FHWA	STP		\$8,000	\$8,000	\$8,000	\$8,000	\$8,000		\$40,000
TIP #	2015-03	MoDOT	TCOS		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000		\$10,000
MoDOT#		Local									\$0
Description & Location: State Bridge Inspection Program for on-system bridges at various locations throughout the MPO.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments:		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost: \$50,000		Other									\$0
		Total		\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$50,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Non-State System Bridge Inspection	FHWA	STP		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000		\$10,000
TIP #	2014-04	MoDOT	TCOS		\$500	\$500	\$500	\$500	\$500		\$2,500
MoDOT#		Local									\$0
Description & Location: Non-State System Bridge Inspection Program for off-system bridges at various locations throughout the MPO.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments:		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost: \$12,500		Other									\$0
		Total		\$0	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$12,500

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	US 54 Pavement Overlay	FHWA	NHPP		\$39,000	\$600,000					\$639,000
TIP #	2015-05	MoDOT	TCOS		\$0,000	\$150,000					\$150,000
MoDOT#	5P3074B	Local									\$0
		Other									\$0
Description & Location:	Pavement improvements (thin lift overlay) in the EB and WB lanes from near Route 94 to Bus. 54 in Fulton.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:		FHWA	NHPP			\$8,405,000					\$8,405,000
		MoDOT	TCOS			\$2,010,000					\$2,010,000
		Local									\$0
		Other									\$0
Total Project Cost:	\$11,305,000	Total		\$0	\$49,000	\$1,256,000	\$0	\$0	\$0	\$0	\$11,305,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Parcel Surveying	FHWA	STP	\$60,000	\$60,000	\$60,000					\$180,000
TIP #	2015-06	MoDOT	TCOS	\$15,000	\$15,000	\$15,000					\$45,000
MoDOT#	5S3027	Local									\$0
		Other									\$0
Description & Location:	Surveying to sell excess right of way parcels at various locations within the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:		FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost:	\$225,000	Total		\$75,000	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$225,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Enhancement Projects	FHWA	STP		\$4,000	\$16,000					\$20,000
TIP #	2015-08	MoDOT	TCOS		\$1,000	\$4,000					\$5,000
MoDOT#	OP3011F	Local									\$0
		Other									\$0
Description & Location:	Enhancement projects at various locations in the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:		FHWA	STP			\$792,000					\$792,000
		MoDOT	TCOS			\$198,000					\$198,000
		Local									\$0
		Other									\$0
Total Project Cost:	\$1,015,000	Total		\$0	\$5,000	\$1,010,000	\$0	\$0	\$0	\$0	\$1,015,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Guard Cable & Rail Repair	FHWA	STP	\$2,000	\$30,000						\$32,000
TIP #	2015-09	MoDOT	TCOS	\$1,000	\$7,000						\$8,000
MoDOT#	5P3003	Local									\$0
		Other									\$0
Description & Location:	Job Order Contracting for guard cable and guardrail repair in the northern portion of the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:		FHWA	STP		\$408,000						\$408,000
		MoDOT	TCOS		\$102,000						\$102,000
		Local									\$0
		Other									\$0
Total Project Cost:	\$550,000	Total		\$3,000	\$547,000	\$0	\$0	\$0	\$0	\$0	\$550,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Slide Repair Scoping	FHWA	STP	\$20,000	\$16,000	\$8,000					\$44,000
TIP #	2015-07	MoDOT	TCOS	\$5,000	\$4,000	\$2,000					\$11,000
MoDOT#	5S3081	Local									\$0
		Other									\$0
Description & Location:	Scoping for slide repairs in the northern portion of the Central District at various locations.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:		FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost:	\$55,000	Total		\$25,000	\$20,000	\$10,000	\$0	\$0	\$0	\$0	\$55,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Cole Route 179 pavement Improvements	FHWA	STP		\$ 3,000						\$ 3,000
		MoDOT	TCOS		\$ 3,000						\$ 3,000
TIP #	2015-11	Local									\$ 0
MoDOT#	5L3075B	Other									\$ 0
Description & Location: Route 179 pavement improvements from Route Z to 0.2 mile north of West Main Street in Jefferson City. Includes Route T from Route 179 to north of Route 50.		FHWA									\$ 0
		MoDOT									\$ 0
		Local									\$ 0
		Other									\$ 0
Comments: Project is split from STIP project 5L3075		FHWA	STP		\$ 175,000						\$ 175,000
		MoDOT	TCOS		\$ 44,000						\$ 44,000
		Local									\$ 0
		Other									\$ 0
Total Project Cost: \$235,000		Total		\$ 0	\$ 235,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 235,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Route 50 Bridge Repairs (Big Horn Drive)	FHWA									\$ 0
		MoDOT	TCOS		\$ 90,000						\$ 90,000
TIP #	2015-13	Local									\$ 0
MoDOT#	5M0267	Other									\$ 0
Description & Location: Bridge repairs on the eastbound and westbound lanes at Big Horn Drive.		FHWA									\$ 0
		MoDOT									\$ 0
		Local									\$ 0
		Other									\$ 0
Comments: Project involves bridges A4186 and A4187.		FHWA									\$ 0
		MoDOT	TCOS		\$ 262,000						\$ 262,000
		Local									\$ 0
		Other									\$ 0
Total Project Cost: \$352,000		Total		\$ 0	\$ 352,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 352,000

City of Jefferson		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Wayfinding Signage	FHWA	TAP		\$ 20,000						\$ 20,000
		MoDOT									\$ 0
TIP #	2015-15	Local	Parking Fund		\$ 5,000						\$ 5,000
MoDOT#		Other									\$ 0
Description & Location: Downtown Jefferson City and Surrounding Area.		FHWA									\$ 0
		MoDOT									\$ 0
		Local									\$ 0
		Other									\$ 0
Comments: 2015 TAP Grant. Local funding includes contributions from local civic and business groups.		FHWA	TAP			\$ 194,000					\$ 194,000
		MoDOT									\$ 0
		Local	Parking Fund			\$ 48,500					\$ 48,500
		Other									\$ 0
Total Project Cost: \$267,500		Total		\$ 0	\$ 25,000	\$ 242,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 267,500

**Pedestrian & Bicycle Projects**

Cole County		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Pioneer Trail School Safe Routes to School Sidewalks	FHWA									\$ 0
		MoDOT									\$ 0
TIP #	2013-26	Local	1/2 % sales tax	\$ 115,000							\$ 115,000
MoDOT#		Other									\$ 0
Description & Location: Construction of sidewalk along Pioneer Trails Rd, servicing Pioneer Trails school.		FHWA									\$ 0
		MoDOT									\$ 0
		Local									\$ 0
		Other									\$ 0
Comments: Local portion from Cole County 1/2% transportation sales tax.		FHWA	SRTS		\$ 250,000						\$ 250,000
		MoDOT									\$ 0
		Local	1/2 % sales tax		\$ 342,000						\$ 342,000
		Other									\$ 0
Total Project Cost: \$707,000		Total		\$ 115,000	\$ 592,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 707,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2015	2016	2017	2018	2019	Future	Totals
Project Name:	Business US 50 ADA Improvements	FHWA									\$ 0
		MoDOT	TCOS	\$ 141,000	\$ 5,000	\$ 12,000					\$ 158,000
TIP #	2013-20	Local									\$ 0
MoDOT#	5S3005B	MoDOT	TCOS (AC)		\$ 46,000						\$ 46,000
Description & Location: ADA improvements from Stoneridge Parkway to near Rte. 50 in Jefferson City. (AC) Advanced Construction Funding. 2015 & 2016 Planned Conversion - Federal Category STP.		FHWA									\$ 0
		MoDOT	TCOS		\$ 169,000						\$ 169,000
		Local									\$ 0
		MoDOT	TCOS (AC)								\$ 0
Comments:		FHWA									\$ 0
		MoDOT	TCOS		\$ 142,000						\$ 142,000
		Local									\$ 0
		MoDOT	TCOS (AC)			\$ 570,000					\$ 570,000
Total Project Cost: \$1,095,000		Total		\$ 141,000	\$ 184,000	\$ 770,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,095,000

Holts Summit			Funding		Prior Funding	State Fiscal Year - July 1 to June 30				
Source	Category		2015	2016		2017	2018	2019	Future	Totals
Project Name:	Trail Connection Project Phase II	ENGLISH	FHWA RTP		\$ 2,000					\$ 2,000
TIP #	2015-10		MoDOT							\$ 0
HS#	2014-12		Local HS Gen. Rev.		\$ 13,800					\$ 13,800
Description & Location: Extension of the Hibernia Station Trail & Greenway Trail - 4,000' long, 5' wide aggregate surface.			Other							\$ 0
			FHWA							\$ 0
		MoDOT							\$ 0	
Comments: Local funding is from Holts Summit General Revenue.		ROW	Local						\$ 0	
			Other						\$ 0	
			C FHWA RTP		\$ 87,900					\$ 87,900
			ON MoDOT							\$ 0
			NS Local HS Gen. Rev.		\$ 12,240					\$ 12,240
	Other							\$ 0		
Total Project Cost: \$125,940		Total		\$ 0	\$ 125,940	\$ 0	\$ 0	\$ 0	\$ 0	\$ 125,940

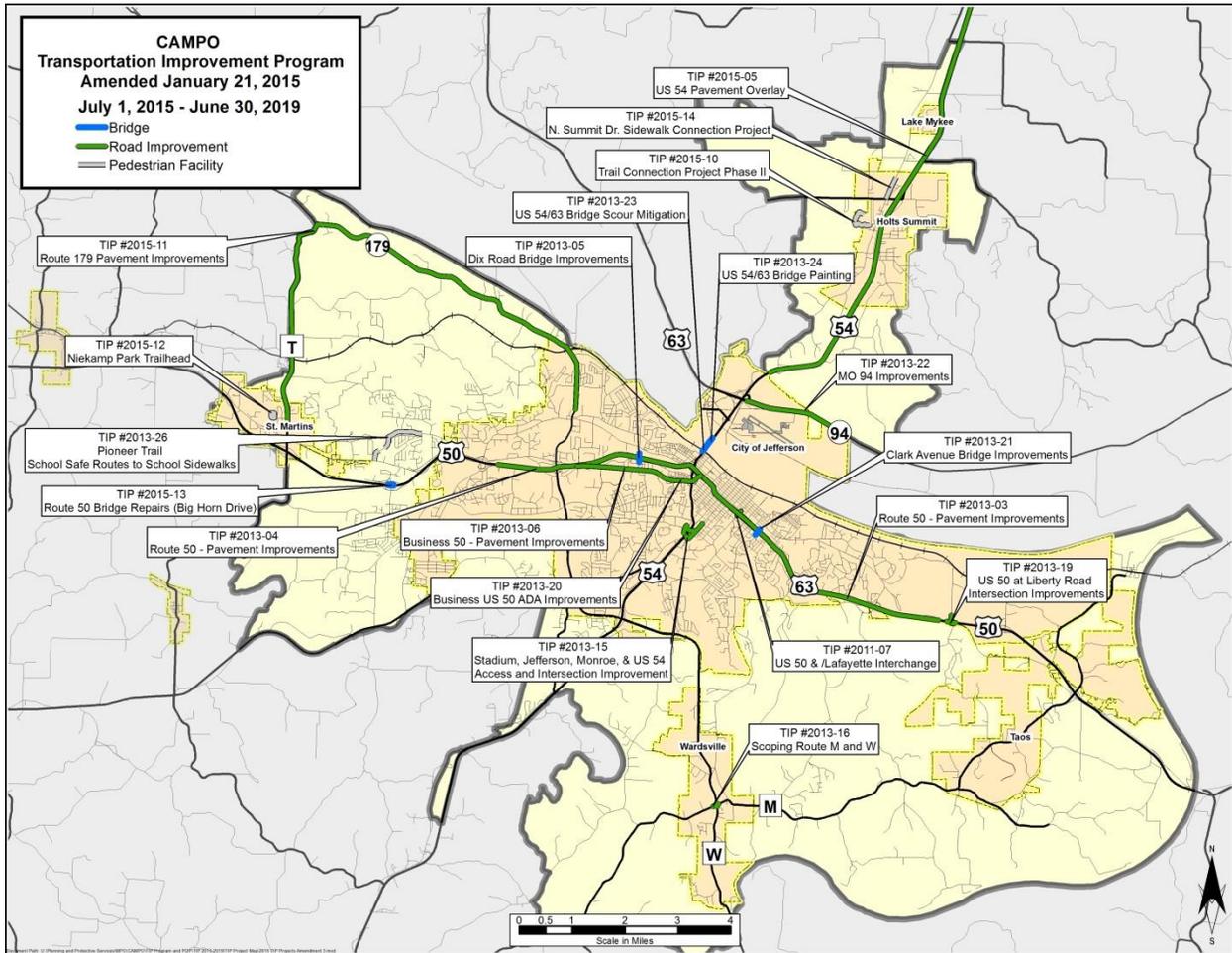
St. Martins			Funding		Prior Funding	State Fiscal Year - July 1 to June 30				
Source	Category		2015	2016		2017	2018	2019	Future	Totals
Project Name:	Nekamp Park Trailhead	ENGLISH	FHWA RTP		\$ 8,739					\$ 8,739
TIP #	2015-12		MoDOT							\$ 0
St. Mar.	2014-06		Local StM Gen. Rev.		\$ 5,000					\$ 5,000
Description & Location: Construct a 1/3 mile long, 6 foot wide concrete trail inside the perimeter of Nekamp Park in St. Martins.			Other							\$ 0
			FHWA							\$ 0
		MoDOT							\$ 0	
Comments:		ROW	Local						\$ 0	
			Other						\$ 0	
			C FHWA RTP		\$ 78,658					\$ 78,658
			ON MoDOT							\$ 0
			NS Local StM Gen. Rev.		\$ 34,105					\$ 34,105
	Other							\$ 0		
Total Project Cost: \$126,502		Total		\$ 0	\$ 126,502	\$ 0	\$ 0	\$ 0	\$ 0	\$ 126,502

Holts Summit			Funding		Prior Funding	State Fiscal Year - July 1 to June 30				
Source	Category		2015	2016		2017	2018	2019	Future	Totals
Project Name:	N. Summit Dr. Sidewalk Connection Project	ENGLISH	FHWA TAP		\$ 43,928					\$ 43,928
TIP #	2015-14		MoDOT							\$ 0
MoDOT#			Local Sales Tax		\$ 10,982					\$ 10,982
Description & Location: 1,700' long, 5' wide ADA sidewalk on N. Summit Drive from Simon to Venus connecting a school to a high density neighborhood.			Other							\$ 0
			FHWA							\$ 0
		MoDOT							\$ 0	
Comments: 2015 TAP Grant		ROW	Local						\$ 0	
			Other						\$ 0	
			C FHWA TAP		\$ 274,552					\$ 274,552
			ON MoDOT							\$ 0
			NS Local Sales Tax		\$ 68,638					\$ 68,638
	Other							\$ 0		
Total Project Cost: \$398,100		Total		\$ 0	\$ 54,910	\$ 343,190	\$ 0	\$ 0	\$ 0	\$ 398,100

**Public Transportation Projects**

City of Jefferson - JEFFTRAN			Funding		Prior Funding	State Fiscal Year - July 1 to June 30				
Source	Category		2015	2016		2017	2018	2019	Future	Totals
Project Name:	Operating Assistance	OPERATING	Other Pass. Fares	\$ 381,000	\$ 381,000	\$ 381,000	\$ 381,000	\$ 381,000	\$ 381,000	\$ 2,286,000
TIP #	2011-04		MoDOT State Operating	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 60,000
MoDOT#			Local	\$ 1,044,618	\$ 1,075,957	\$ 1,108,235	\$ 1,141,482	\$ 1,175,727	\$ 1,210,999	\$ 6,757,017
Description & Location: Operating Assistance for JEFFTRAN service within city limits of Jefferson City (A 3% annual inflation factor applied.)			FTA 5307	\$ 818,010	\$ 842,551	\$ 867,827	\$ 893,862	\$ 920,678	\$ 948,298	\$ 5,291,227
			FHWA							\$ 0
		MoDOT							\$ 0	
Comments:		ROW	Local						\$ 0	
			Other						\$ 0	
			C FHWA							\$ 0
			ON MoDOT							\$ 0
			NS Local							\$ 0
	Other							\$ 0		
Total Project Cost: \$14,394,244		Total	\$ 2,253,628	\$ 2,309,507	\$ 2,367,063	\$ 2,426,344	\$ 2,487,405	\$ 2,550,297	\$ 0	\$ 14,394,244

# Map of Fiscally Constrained Transportation Projects



## Program of Projects - Oats

OATS		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2015	2016	2017	2018	2019	Future	Totals	
Project Name:	Capital Funding - Vehicles	C	FTA	5339					\$40,000		\$40,000	
TIP #	2015-01	P	MoDOT								\$0	
MoDOT#		I	Local					\$2,000			\$2,000	
		T	OATS					\$8,000			\$8,000	
Description & Location: Replacement of lift equipped vehicles throughout service region.		R	FHWA								\$0	
		O	MoDOT								\$0	
		W	Local								\$0	
				Other								\$0
Comments: Previous TIP Number 2011-03		C	FHWA								\$0	
		O	MoDOT								\$0	
		N	Local								\$0	
		S	Other								\$0	
Total Project Cost: \$50,000			T	Total	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000

OATS		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2015	2016	2017	2018	2019	Future	Totals	
Project Name:	Section 5316 Job Access Reverse Commute	O	FTA	5316	\$30,000	\$30,000					\$60,000	
TIP #	2015-02	P	MoDOT								\$0	
MoDOT#		E	Local								\$0	
		R	OATS		\$30,000	\$30,000					\$60,000	
Description & Location: Operating expenses for service in Cole and Callaway Counties.		R	FHWA								\$0	
		O	MoDOT								\$0	
		W	Local								\$0	
				Other								\$0
Comments: Previous TIP Number 2011-02		C	FHWA								\$0	
		O	MoDOT								\$0	
		N	Local								\$0	
		S	Other								\$0	
Total Project Cost: \$120,000			T	Total	\$0	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$120,000

## Program of Projects - JEFFTRAN

Project Name/Description: Emergency Generator/Back-up power source Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$100,000	Proposed Funding Local - City Sales Tax Federal 5339 2015 Total	Funding Agency City of Jefferson FTA 2015 Total	Estimated Cost \$20,000 \$80,000 \$100,000
Project Name/Description: rotating information tubes – 30 Project location: Various locations Lead agency: JEFFTRAN Total Project Cost = \$10,500	Proposed Funding Local - Jefferson City Federal 5339 2015 Total	Funding Agency Jefferson City FTA 2015 Total	Estimated Cost \$2,100 \$8,400 \$10,500
Project Name/Description: Purchase and install (4-8) bus stop shelters at Project location: Various locations Lead agency: JEFFTRAN Total Project Cost = \$60,000	Proposed Funding Local - Jefferson City Federal 5339 2016 Total	Funding Agency Jefferson City FTA 2016 Total	Estimated Cost \$12,000 \$48,000 \$60,000
Project Name/Description: Electronic fare boxes-ticket readers/issuers, Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$300,000	Proposed Funding Local - Jefferson City Federal 5339 2016 Total	Funding Agency Jefferson City FTA 2016 Total	Estimated Cost \$60,000 \$240,000 \$300,000
Project Name/Description: Purchase (6) and update on-bus video Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$52,000	Proposed Funding Local - Jefferson City Federal 5339 2016 Total	Funding Agency Jefferson City FTA 2016 Total	Estimated Cost \$10,400 \$41,600 \$52,000
Project Name/Description: Low floor minivan- replacement support vehicle Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$40,000	Proposed Funding Local - Jefferson City Federal 5339 2016 Total	Funding Agency Jefferson City FTA 2016 Total	Estimated Cost \$8,000 \$32,000 \$40,000
Project Name/Description: 12 yr. 30 ft low floor coachfor 2017 delivery Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$380,000	Proposed Funding Local - Jefferson City Federal 5339 2017 Total	Funding Agency Jefferson City FTA 2017 Total	Estimated Cost \$76,000 \$304,000 \$380,000
Project Name/Description: Paratransit Van/mini-bus replacement (1) Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$69,000	Proposed Funding Local - Jefferson City Federal 5339 2018 Total	Funding Agency Jefferson City FTA 2018 Total	Estimated Cost \$13,800 \$55,200 \$69,000
<b>Program of Projects Illustrative List</b>			
Project Name/Description: Transit Facility Improvements-renovations Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$500,000	Proposed Funding Local - Jefferson City Federal 5339 Total	Funding Agency Jefferson City FTA Total	Estimated Cost \$100,000 \$400,000 \$500,000
Project Name/Description: (5)12 yr. 30 ft low floor coachfor 2017 delivery Project location: 820 E. Miller St. Lead agency: JEFFTRAN Total Project Cost = \$1,900,000	Proposed Funding Local - Jefferson City Federal 5339 Total	Funding Agency Jefferson City FTA Total	Estimated Cost \$380,000 \$1,520,000 \$1,900,000

## Appendix A – Amendments and Administrative Modifications

<b>Amendments</b>					
<b>TIP No.</b>	<b>Project Description</b>	<b>Project Sponsor</b>	<b>Project Cost</b>	<b>Board Approval</b>	<b>OneDOT Approval</b>
<b>TIP Amendment 1</b>					
2015-10	Extension of the Hibernia Station Trail & Greenway Trail - 4,000' long, 5' wide asphalt surface.	Holt Summit	\$125,940	October 15, 2014	November 19, 2014
2015-11	Route 179 pavement improvements from Route Z to 0.2 mile north of West Main Street in Jefferson City. Includes Route T from Route 179 to north of Route 50.	MoDOT	\$235,000	October 15, 2014	November 19, 2014
<b>TIP Amendment 2</b>					
2015-12	Construct a 1/3 mile long, 6 foot wide concrete trail inside the perimeter of Niekamp Park in St. Martins.	St. Martins	\$126,502	November 19, 2014	March 2, 2015
<b>TIP Amendment 3</b>					
2015-14	1,700' long, 5' wide ADA sidewalk on N. Summit Drive from Simon to Venus connecting a school to a high density neighborhood.	Holts Summit	\$343,190	January 21, 2015	March 4, 2015
2015-15	Wayfinding Signage in the downtown Jefferson City and Surrounding Area.	City of Jefferson	\$267,500	January 21, 2015	March 4, 2015

<b>Administrative Modifications</b>				
<b>TIP No.</b>	<b>Project Description</b>	<b>Project Sponsor</b>	<b>Project Cost</b>	<b>Date</b>
2013-04	Pavement improvements on US 50 from west of Dix Road to east of Clark Avenue in Jefferson City. Modification involves removal of \$20,000 of SHRP2 funds from the project.	MoDOT	\$1,150,000	May 29, 2014
2011-07	Interchange at Lafayette St. and US 50. Modification involves inclusion of funds from Cole	MoDOT	\$24,284,000	June 17, 2014

	County (\$1,333,000) and City of Jefferson (\$140,000) for aesthetic elements to the project.			
2015-13	Bridge repairs on the eastbound and westbound lanes at Big Horn Drive.	MoDOT	\$352,000	November 19, 2014
2013-20	Bus. US 50 ADA Improvements Moving Engineering and Construct back on state fiscal year to 2016	MoDOT	\$1,095,000	November 26, 2014
2013-03	US 50 Pavement Improvements Include SHRP2 funds of \$20,000 for inclusion of either 1 3/4" mill fill on driving lanes with Invia Onyx seal treatment on shoulders; or 2" Hot In-place Recycled Pavement with 3/4" UBAWS overlay, depending on bid prices.	MoDOT	\$1,460,000	February 6, 2015

## Appendix B – Federal Funding Sources

MAP – 21 Federal transportation programs which could fund projects in the CAMPO planning area.

FHWA Program	Eligible Activities
National Highway Performance Program (NHPP) <a href="http://www.fhwa.dot.gov/map21/nhpp.cfm">http://www.fhwa.dot.gov/map21/nhpp.cfm</a>	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) <a href="http://www.fhwa.dot.gov/map21/stp.cfm">http://www.fhwa.dot.gov/map21/stp.cfm</a>	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) <a href="http://www.fhwa.dot.gov/map21/hsip.cfm">http://www.fhwa.dot.gov/map21/hsip.cfm</a>	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 (TA) <a href="http://www.fhwa.dot.gov/map21/tap.cfm">http://www.fhwa.dot.gov/map21/tap.cfm</a>	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) <a href="http://www.fhwa.dot.gov/map21/rhc.cfm">http://www.fhwa.dot.gov/map21/rhc.cfm</a>	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 <a href="http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf">http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf</a>	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 <a href="http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf">http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf</a>	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 <a href="http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf">http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf</a>	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 <a href="http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Transit_Safety_and_Oversight.pdf">http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Transit_Safety_and_Oversight.pdf</a>	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 <a href="http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf">http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf</a>	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 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

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

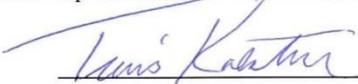
In accordance with 23 CFR 450.334, the Capital Area Metropolitan Planning Organization, which is the Metropolitan Planning Organization for the Jefferson City, Missouri Urbanized Area and the Missouri Department of Transportation hereby certify that the transportation planning process is addressing major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 ( c ) and ( d ) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 ( c ) and ( d ) ) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the bases of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990(42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial-aid assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

I further certify that I am aware of what this certification represents and have been briefed accordingly.

  
\_\_\_\_\_  
Jeff Hoelscher, Chairman  
Capital Area Metropolitan Organization

7-17-13  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
David Silvester  
Missouri Department of Transportation

7-17-13  
\_\_\_\_\_  
Date

## 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** 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.