



Transportation Improvement Program *Program Years 2024-2028*

July 1, 2023 – June 30, 2028

Adopted May 17, 2023

Amended August 16, 2023 – Pending Public Comment and Board Approval

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CAMPO Title VI Nondiscrimination Policy

The Capital Area Metropolitan Planning Organization is committed to the policy that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity on the grounds of race, color, or national origin, in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259).

Administration of the Capital Area MPO is provided by the City of Jefferson
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Room 120 John G. Christy Municipal Building
320 East McCarty St., Jefferson City, Missouri 65101
Phone: (573) 634-6410 Fax: (573) 634-6457
<http://www.jeffersoncitymo.gov/campo>

LIST OF ABBREVIATIONS

FTA 5303	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning
FTA 5307	Urbanized Area Formula Grants
FTA 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
FTA 5339	Bus and Bus Facilities
Adv. Con.	Advanced Construction
AM	Asset Management (Replaces TCOS in 2022)
CAMPO	Capital Area Metropolitan Planning Organization
CO	Carbon Monoxide (vehicle emissions)
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
MAP-21	Moving Ahead for Progress in the 21st Century
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NO ₂	Nitrogen Dioxide
ONE DOT	Collaboration between FHWA and FTA
PBPP	Performance Based Planning and Programming
PM-2.5	Small Particulate Matter Lead
POP	Program of Projects
PY	Program Year
SO ₂	Sulfur Dioxide
STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant Program
TAP	Transportation Alternatives
TCOS	Taking Care of the System
TERM	Transit Economic Requirements Model
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
VMT	Vehicle Miles of Travel

RESOLUTION

RS2023-02

**A RESOLUTION ADOPTING THE
2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

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


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

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

WHEREAS, the Technical Committee endorsed the Program Year 2024-2028 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 2024-2028 Transportation Improvement Program.

Adopted this 17th day of May, 2023.



Jeff Hoelscher, Vice Chair

Attest: 

Eric Barron, Planning Manager

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; (Not Applicable)
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 MAP-21 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, Vice Chair
Capital Area Metropolitan Planning Organization

5/17/23

Date



Machele Watkins, Central District Engineer
Missouri Department of Transportation

5/23/23

Date

Capital Area Metropolitan Planning Organization



Room 120, 320 E. McCarty St., Jefferson City, MO 65101 Phone: 573.634.6410 Fax: 573.634.6457

CERTIFICATION OF RESTRICTIONS ON LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:


(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this date 5/17/23



Jeff Hoelscher, Vice Chair
Capital Area Metropolitan Planning Organization

Capital Area Metropolitan Planning Organization

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Michael Henderson, AICP, MoDOT, Transportation Planning

Dan Weitkamp, Federal Highway Administration, Missouri Div.

Tamara Tateosian, Callaway County Economic Development

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Britt Smith, PE, Operations & Maintenance

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Shannon Kliethermes, Senior Planner

Callaway County

Paul Winkelmann, PE, County Highway Administrator

Small City Representative - Callaway

Mark Tate, Streets Department, City of Holts Summit

Small City Representative - Cole

Rachel Busche, Wardsville

Missouri Department of Transportation (MoDOT)

Steve Engelbrecht, PE, District Planning Manager

Michael Henderson, AICP, Transportation Planning Specialist

Daniel Roeger, PE, Area Engineer

Private Transportation Interest

Joe Scheppers, N.H. Scheppers Distributing Company.

Pedestrian or Biking Interest

Kevin Schwartz, JC Parks Outdoor Recreation Program Manager

Ex-Officio Members:

Eva Steinman, Federal Transit Administration, Region VII

Daniel Weitkamp, Federal Highway Administration, Missouri Div.

Jason Branstetter, Heartland Port Authority Representative

- May 2023

CAMPO Staff

Clint Smith – Director, Planning & Protective Services

Eric Barron, AICP - Planning Manager

Katrina Williams, GISP, AICP – Senior Planner

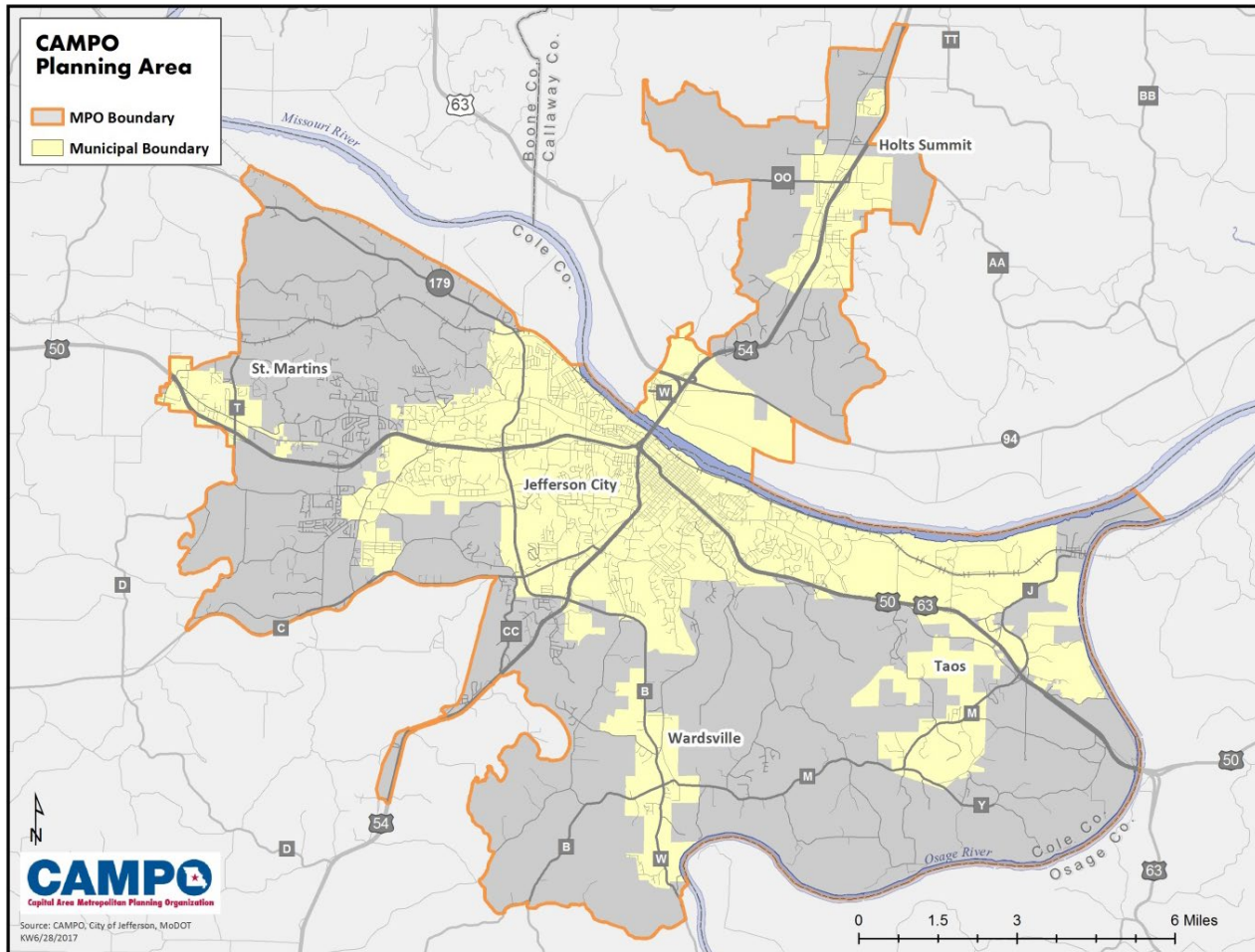
Vacant - Planner

Lisa Dittmer – Administrative Assistant

Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) is the designated metropolitan planning organization for the Jefferson City, Missouri Urban Area. CAMPO's purpose is to carry out a continuing, cooperative, and comprehensive long-range transportation planning process. As part of this process CAMPO updates the *Metropolitan Transportation Plan (MTP)* with the latest program year TIP, to address 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, the communities of Holts Summit, Jefferson City, St. Martins, Taos, and Wardsville.

Figure 1 – The CAMPO Planning Area



The Transportation Improvement Program (TIP) is a 5-year financial program of transportation projects to be implemented within the MPA. The projects 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 consistent with investment strategies discussed in the MTP and is part of the process of applying for funds from the FHWA and FTA. Certain capital and non-capital transportation projects using funding under 23 U.S.C. and 49 U.S.C. Chapter 53 or regionally significant projects requiring action by the FHWA or the FTA are required to be included in the TIP. The TIP is updated annually by CAMPO in cooperation with the Missouri Department of Transportation and local public transportation operators.

Public Participation

CAMPO seeks active and meaningful involvement of the public and interested parties in the development and update of transportation plans and programs, including the TIP. All meetings of the CAMPO Technical Committee and Board of Directors are open to the public. All meeting agendas and minutes are available on the City of Jefferson website at www.jeffersoncitymo.gov 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 <https://www.jeffersoncitymo.gov/campo>. The approved TIP is available for review at several locations throughout the CAMPO planning area as outlined in the 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 has ensured that the public is aware that the TIP and the Public Participation Plan are being used to satisfy the POP public participation requirements. 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. Both JEFFTRAN and OATS, Inc. meet this coordination and public awareness criteria.

Project Selection

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

CAMPO does not receive any discretionary funding for infrastructure projects. If such funds again become available, the following prioritization process is in place.

Transportation projects, funded by sub-allocated Federal funds directly to CAMPO or otherwise made available for programming at the discretion of CAMPO, are selected based on competitive process approved by the CAMPO Board of Directors. This process involves a call for projects, ranking based on CAMPO priorities by staff, and review by the CAMPO Technical Committee, prior to being forwarded to the CAMPO Board of Directors for a vote of approval. The ranking process has unique evaluation criteria for different categories of projects – roadway/intersection, bridge, non-motorized, transit, and ‘other.’

TIP Development

The TIP document is updated every year and covers a 5-year period starting July 1 of each year. 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 in the TIP. CAMPO staff develops the financial plan, project listings, maintenance and operations, and other components of the TIP with support from the Technical Committee, member jurisdictions, MoDOT, FHWA, and FTA.

Once the 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 will open and be held prior to the Board of Directors approval of the TIP. The Board then requests approval of the TIP by the Governor and ONE DOT (consisting of FHWA and FTA).

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 3 – Policies and Procedures of this document. Appendix 1 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. No work on a federally funded project can begin until the scope of work has been authorized and the federal funds obligated in the FHWA Financial Management Information System (FMIS).

Annual Listing of Obligated Projects

The Fixing America's Surface Transportation Act (FAST Act) requires that CAMPO publish an annual listing of federally obligated projects. The Annual Listing of Projects is an index of projects which used Federal funds that were obligated in the preceding TIP program year. Obligated projects are consistent with the funding categories identified in the TIP.

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

CAMPO publishes the Annual Listing of Obligated Projects yearly within 90 days of the previous TIP's program year. The Annual Listing of Obligated Projects is posted on the CAMPO website at:

<http://www.jeffersoncitymo.gov/campo>

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 (NO₂), Small Particulate Matter (PM-2.5) Lead, and Sulfur Dioxide (SO₂). If the air quality in a geographic area meets or is cleaner than the national standard, it is called an attainment area; areas that don't meet the national standard are called nonattainment areas.

Environmental Justice

Executive Order 12898 requires agencies receiving federal funding to meaningfully address low-income and minority populations in their plans, programs, policies, and activities. CAMPO strives to include all people, including protected classes, in planning activities. The CAMPO Title VI Program addresses this topic. Additionally, CAMPO staff expects project sponsors to identify and mitigate any disproportionately high and adverse effects of federal transportation programs.

Federal Performance Measures

In the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21). FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The FAST (Fixing America's Surface Transportation) Act and Infrastructure Investment and Jobs Act both provided for continuation of these goals.

Another requirement, Performance Based Planning and Programming (PBPP), refers to the application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system.

To comply with these requirements, the CAMPO Board of Directors adopts targets for the five performance areas listed below. These measures and corresponding targets can be found in the System Performance Report located in Appendix C of the Metropolitan Transportation Plan (MTP). CAMPO usually adopts the state targets when they are updated.

Transit Asset Management Measures

MoDOT collected and evaluated existing buses and facilities to be included in the State Transit Asset Management Plan and used this information to set targets, which will be evaluated on an annual basis as inventory changes. JEFFTRAN participates in the State Transit Asset Management Plan.

There is approximately \$20,469,897 in project funding programmed into this TIP that may be utilized for bus replacement and other capital projects to help transit agencies move toward these targets.

Safety Measures

The Federal Highway Administration established five performance measures to assess performance and carry out the Highway Safety Improvement Program: (1) number of fatalities, (2) rate of fatalities per vehicle mile traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per VMT, and (5) number of combined non-motorized fatalities and non-motorized serious injuries.

MoDOT established the statewide safety targets in 2021, which were adopted by CAMPO. These targets are updated annually. These targets can be found in the System Performance Report located in Appendix C of the Metropolitan Transportation Plan (MTP).

There are a number of projects programmed for safety in the TIP, totaling \$124,353,066, all sponsored by the Central District of MoDOT, to help the State move towards these targets. CAMPO staff also actively participates in the Central District Coalition of Roadway Safety, which works to implement [Missouri's Show-Me Zero](#) ultimate goal of zero fatalities on Missouri roadways, and participates in the annual Highway Safety and Traffic Blueprint Conference.

Pavement and Bridge Measures

The Federal Highway Administration established 6 performance measures to assess pavement and bridge conditions: (1) percent of interstate pavements in Good condition, (2) percent of interstate pavements in Poor condition, (3) percent of non-interstate national highway system (NHS) pavements in Good condition, (4) percent of non-interstate NHS pavements in Poor condition, (5) percent of NHS bridges by deck area classified as Good condition, and (6) percent of NHS bridges by deck area classified as Poor condition. There are no interstate highways in the CAMPO region, so those targets are not addressed.

MoDOT established statewide pavement and bridge targets in 2018, and revised in 2020, which shows the targets set by MoDOT and adopted by CAMPO. These targets may be updated every other year. These targets can be found in the System Performance Report located in Appendix C of the Metropolitan Transportation Plan (MTP).

Many projects in the TIP address Asset Management, a major priority for MoDOT. There is currently \$7,524,000 in project funding in the TIP that addresses road and/or bridge maintenance or scoping.

Travel Time Reliability and Freight Reliability

The Federal Highway Administration established 3 performance measures to assess travel time reliability and freight movement on the interstate system: (1) Percent of Reliable Person-Miles Traveled on the Interstate, (2) Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS, and (3) Truck Travel Time Reliability Index. There are no interstate highways in the CAMPO region.

MoDOT established the travel time reliability targets in 2018, which was adopted by CAMPO. This target may be updated every other year. These targets can be found in the System Performance Report located in Appendix C of the Metropolitan Transportation Plan (MTP).

There are currently no projects programmed into the TIP with the sole purpose of improving travel time reliability. Several of the projects within the TIP address this target indirectly, which will help the state move toward this target.

Transit Safety Measures

The Federal Transit Administration requires that each Public Transportation Agency establish a Public Transportation Agency Safety Plan (PTASP). This plan utilizes existing agency safety practices and industry best practices to meet the new regulations set in 49 CFR Part 673 of the Federal regulations. The PTASP includes formal documentation to guide the agency in proactive safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor with a comprehensive and collaborative approach to managing safety. The plan includes the process and schedule for an annual review of the plan to review the safety performance measures and update processes that may be needed to improve the organization's safety practices.

There is currently \$352,719 in project funding in the TIP that addresses road and/or bridge maintenance or scoping. Other projects within the TIP address these targets indirectly, which will help transit agencies move toward these targets.

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. 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 Title 23 U.S.C. 101(a)(5) and public transportation (as defined by Title 49 U.S.C. Chapter 53).

Forecast Revenue Available for Transportation Funding

Federal funding forecasts, provided by MoDOT based on published notices in the Federal Register, estimate fiscal year authorization levels by the FHWA and FTA under the current highway act. Appendix 2 briefly describes most of the Federal transportation programs which could fund projects in the CAMPO planning area.

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

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

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

Figure 2 – Programmed Funds and Available Project Funds by Source

Programmed Funds							
Federal		2024	2025	2026	2027	2028	Total
FHWA	AC - STBG	\$237,600	\$5,481,600	\$1,098,400	\$2,419,200	\$0	\$9,236,800
FHWA	NHPP	\$29,148,000	\$1,984,000	\$2,527,200	\$2,097,600	\$700,800	\$36,457,600
FHWA	HSIP	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	STBG	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	TAP	\$1,782,136	\$0	\$0	\$0	\$0	\$1,782,136
FHWA	SAFETY	\$51,200	\$51,200	\$51,200	\$0	\$0	\$153,600
FHWA	BRO	\$83,336	\$968,897	\$0	\$0	\$0	\$1,052,233
FHWA	BFP	\$51,226	\$102,863	\$0	\$0	\$0	\$154,089
FHWA	RTP	\$128,850	\$0	\$0	\$0	\$0	\$128,850
FTA	5307	\$2,124,018	\$1,106,836	\$1,162,178	\$1,220,287	\$1,281,301	\$6,894,620
FTA	5310	\$172,000	\$172,000	\$270,000	\$182,000	\$270,000	\$1,066,000
FTA	5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5329	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5339	\$954,953	\$10,175	\$0	\$0	\$0	\$965,128
Federal Totals		\$34,733,319	\$9,877,571	\$5,108,978	\$5,919,087	\$2,252,101	\$57,891,056
State							
MoDOT	STATE	\$11,922,014	\$6,983,214	\$5,370,614	\$5,844,214	\$4,626,614	\$34,746,670
State Totals		\$11,922,014	\$6,983,214	\$5,370,614	\$5,844,214	\$4,626,614	\$34,746,670
Local							
Callaway County		\$0	\$0	\$0	\$0	\$0	\$0
Cole County		\$5,438	\$102,863	\$0	\$0	\$0	\$108,301
Holts Summit		\$62,500	\$0	\$0	\$0	\$0	\$62,500
City of Jefferson		\$1,609,806	\$1,106,836	\$1,162,178	\$1,220,287	\$1,281,301	\$6,380,408
JEFFTRAN		\$311,100	\$30,544	\$28,000	\$28,000	\$28,000	\$425,644
St. Martins		\$127,078	\$0	\$0	\$0	\$0	\$127,078
Taos		\$0	\$0	\$0	\$0	\$0	\$0
Wardsville		\$105,909	\$0	\$0	\$0	\$0	\$105,909
Oats		\$60,000	\$60,000	\$92,000	\$70,000	\$92,000	\$374,000
Local Totals		\$2,281,831	\$1,300,243	\$1,282,178	\$1,318,287	\$1,401,301	\$7,583,840
Yearly Totals		\$48,937,164	\$18,161,028	\$11,761,770	\$13,081,588	\$8,280,016	
Total Programmed Total							\$100,221,566

Available Funds							
Federal		2024	2025	2026	2027	2028	Total
FHWA	AC - STBG	\$237,600	\$5,481,600	\$1,098,400	\$2,419,200	\$0	\$9,236,800
FHWA	NHPP	\$29,148,000	\$1,984,000	\$2,527,200	\$2,097,600	\$700,800	\$36,457,600
FHWA	HSIP	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	STBG	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	TAP	\$1,782,136	\$0	\$0	\$0	\$0	\$1,782,136
FHWA	SAFETY	\$51,200	\$51,200	\$51,200	\$0	\$0	\$153,600
FHWA	BRO	\$83,336	\$968,897	\$0	\$0	\$0	\$1,052,233
FHWA	BFP	\$51,226	\$102,863	\$0	\$0	\$0	\$154,089
FHWA	RTP	\$128,850	\$0	\$0	\$0	\$0	\$128,850
FTA	5307	\$2,124,018	\$1,106,836	\$1,162,178	\$1,220,287	\$1,281,301	\$6,894,620
FTA	5310	\$172,000	\$172,000	\$270,000	\$182,000	\$270,000	\$1,066,000
FTA	5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5329	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5339	\$954,953	\$10,175	\$0	\$0	\$0	\$965,128
Federal Totals		\$34,733,319	\$9,877,571	\$5,108,978	\$5,919,087	\$2,252,101	\$57,891,056
State							
MoDOT	STATE	\$11,922,014	\$6,983,214	\$5,370,614	\$5,844,214	\$4,626,614	\$34,746,670
State Totals		\$11,922,014	\$6,983,214	\$5,370,614	\$5,844,214	\$4,626,614	\$34,746,670
Local							
Callaway County		\$6,147,498	\$6,270,448	\$6,395,857	\$6,523,774	\$6,654,250	\$31,991,827
Cole County		\$6,115,901	\$6,238,219	\$6,362,983	\$6,490,243	\$6,620,048	\$31,827,395
Holts Summit		\$1,797,162	\$1,833,105	\$1,869,767	\$1,907,162	\$1,945,305	\$9,352,501
City of Jefferson		\$7,565,284	\$7,716,590	\$7,870,922	\$8,028,340	\$8,188,907	\$39,370,044
JEFFTRAN		\$4,957,247	\$3,465,951	\$3,553,208	\$3,654,250	\$3,759,055	\$19,389,711
St. Martins		\$420,412	\$428,820	\$437,397	\$446,145	\$455,068	\$2,187,842
Toas		\$504,619	\$514,712	\$525,006	\$535,506	\$546,216	\$2,626,059
Wardsville		\$345,704	\$352,618	\$359,670	\$366,864	\$374,201	\$1,799,057
Oats		\$120,000	\$120,000	\$228,000	\$140,000	\$228,000	\$836,000
Local Totals		\$27,973,827	\$26,940,463	\$27,602,811	\$28,092,284	\$28,771,050	\$139,380,435
Yearly Totals		\$74,629,160	\$43,801,248	\$38,082,403	\$39,855,585	\$35,649,765	
Total Available Funds							\$232,018,160

Operations and Maintenance

MoDOT

Maintenance costs for MoDOT includes salaries, 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; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are provided annually by MoDOT. Maintenance operations expenditures are expected to increase 1.5% annually. MoDOT's cost per lane mile is \$5,323, ($\$5,323 \text{ per lane mile} \times 344.8 \text{ lane miles} = \$1,835,370 \text{ annual cost}$), and can be seen in Figure 4.

Local Government

Local revenue sources for operations and maintenance include state fuel tax, state vehicles sales/use tax, local sales taxes, franchise fees, license and permit fees, property taxes, and other revenue sources that provide significant resources for local general fund and specific funding of transportation. Not all taxes and fees go to transportation, so the local jurisdiction usually will identify a budget specifically for transportation purposes, such as capital improvements, Road and Bridge funds, transit operating subsidies, road and street budgets, or operations and maintenance budgets. Maintenance operations expenditures are expected to increase 1.5% annually.

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

Local government operations and maintenance on federal aid roads calculated for the system wide average of operations & maintenance per centerline mile is determined below in Figure 4. As a further demonstration of fiscal constraint, another requirement is that municipalities report their operations and maintenance budget. Reported below are Cole and Callaway Counties, Holts Summit, Jefferson City, St. Martins, and MoDOT. The municipalities of Taos and Wardsville do not have any locally maintained roadways that are eligible for federal-aid and have not been included.

There are 546.67 miles of Federal-Aid eligible roadway in the CAMPO region. MoDOT is responsible for the maintenance of all "State System" roadways (344.8 miles) while "Off System" roadways are the responsibility of the local governments (201.88 miles), shown in Figure 3.

Figure 3 - Federal Aid Eligible Road Mileage by Jurisdiction.

Jurisdiction	MoDOT Lane Miles	Local Lane Miles	Total Lane Miles
Callaway County	31.14	10.98	42.12
Holts Summit	17.04	14.37	31.4
Jefferson City	16.79	1.64	18.43
Cole County	117.58	28.46	146.04
Jefferson City	135.87	142.04	277.91
St. Martins	10.11	4.39	14.5
Taos	8.66	0	8.66
Wardsville	7.61	0	7.61
Total	344.8	201.88	546.67

Figure 4 – Locally Owned Federal-aid System Mileage and Operations and Maintenance Costs by Jurisdiction

Jurisdiction	Cost/Lane Mile	Local Lane Miles	Local O&M Cost
Callaway County	\$6,458	10.98	\$70,909
Holts Summit	\$4,778	14.37	\$68,660
Jefferson City	\$7,209	1.64	\$11,823
Cole County	\$6,935	28.46	\$197,370
Jefferson City	\$7,209	142.04	\$1,023,966
St. Martins	\$7,146	4.39	\$31,371
Taos	\$5,291	0	\$0
Wardsville	\$5,291	0	\$0
Total		201.88	\$ 1,404,099
State System	Cost/Lane Mile	State System Lane Miles	MoDOT O&M Cost
MoDOT	\$5,323	344.8	\$1,835,370
<i>Locally owned federal-aid system lane miles for each jurisdiction were developed by MoDOT</i>			
<i>Source: MoDOT</i>			

Transit

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. Figures 5 and 6 show the estimated expenditures for transit operations and maintenance for JEFFTRAN and OATS, respectively.

Operations and Maintenance revenue and expenditures are based on the most recently available budgets.

Figure 5 - JEFFTRAN Estimated Expenditures for Operations & Maintenance.

Expenditure	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Personnel Services	\$ (1,800,000)	\$ (1,836,000)	\$ (1,872,720)	\$ (1,910,174)	\$ (1,948,378)
Materials and Supplies	\$ (305,000)	\$ (311,100)	\$ (317,322)	\$ (323,668)	\$ (330,142)
Contractual Services	\$ (320,000)	\$ (326,400)	\$ (332,928)	\$ (339,587)	\$ (346,378)
Utilities	\$ (30,000)	\$ (30,600)	\$ (31,212)	\$ (31,836)	\$ (32,473)
Repairs and Maintenance	\$ (550,000)	\$ (561,000)	\$ (572,220)	\$ (583,664)	\$ (595,338)
Total	\$ (3,005,000)	\$ (3,065,100)	\$ (3,126,402)	\$ (3,188,930)	\$ (3,252,709)

Figure 6 – OATS Estimated Expenditures for Operations & Maintenance.

Expenditure	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Personnel Services	\$ (111,500)	\$ (111,500)	\$ (129,000)	\$ (129,000)	\$ (129,000)
Materials and Supplies	\$ (2,500)	\$ (2,500)	\$ (4,000)	\$ (4,000)	\$ (4,000)
Repairs and Maintenance	\$ (6,000)	\$ (6,000)	\$ (7,000)	\$ (7,000)	\$ (7,000)
Total	\$ (120,000)	\$ (120,000)	\$ (140,000)	\$ (140,000)	\$ (140,000)

Financial Constraint

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

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

The needs are identified by project in the following section and costs are summarized by funding source in Figure 2.

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

Specific revenues available to meet the needs are identified in the Demonstration of Fiscal Constraint tables - Forecast Revenue for Transportation projects, Operations and Maintenance, by jurisdiction and source.

- 3) Are the revenues sufficient to cover the costs?

As shown in Figure 2 – Programmed by Source, programmed fund amounts equal available fund amounts. For many jurisdictions as shown in Figure 2, available funds exceed the amounts of revenues required to fund programmed projects.

Demonstration of Fiscal Constraint - Municipalities

Callaway County Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 1,897,498	\$ 1,935,448	\$ 1,974,157	\$ 2,013,640	\$ 2,053,913	\$ 9,874,657
Taxes	\$ 4,250,000	\$ 4,335,000	\$ 4,421,700	\$ 4,510,134	\$ 4,600,337	\$ 22,117,171
Total Available Revenue	\$ 6,147,498	\$ 6,270,448	\$ 6,395,857	\$ 6,523,774	\$ 6,654,250	\$ 31,991,827
Costs						
Operation & Maintenance Costs	\$ (70,909)	\$ (71,973)	\$ (73,052)	\$ (74,148)	\$ (75,260)	\$ (365,342)
TIP Commitment Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Costs	\$ (70,909)	\$ (71,973)	\$ (73,052)	\$ (74,148)	\$ (75,260)	\$ (365,342)
Remaining Financial Capacity	\$ 6,076,589	\$ 6,198,475	\$ 6,322,805	\$ 6,449,626	\$ 6,578,989	\$ 31,626,485
Cole County Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 1,315,901	\$ 1,342,219	\$ 1,369,063	\$ 1,396,445	\$ 1,424,374	\$ 6,848,002
Taxes	\$ 4,800,000	\$ 4,896,000	\$ 4,993,920	\$ 5,093,798	\$ 5,195,674	\$ 24,979,393
Total Available Revenue	\$ 6,115,901	\$ 6,238,219	\$ 6,362,983	\$ 6,490,243	\$ 6,620,048	\$ 31,827,395
Costs						
Operation & Maintenance Costs	\$ (197,370)	\$ (200,331)	\$ (203,336)	\$ (206,386)	\$ (209,481)	\$ (1,016,903)
TIP Commitment Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Costs	\$ (197,370)	\$ (200,331)	\$ (203,336)	\$ (206,386)	\$ (209,481)	\$ (1,016,903)
Remaining Financial Capacity	\$ 5,918,531	\$ 6,037,889	\$ 6,159,648	\$ 6,283,858	\$ 6,410,567	\$ 30,810,492
Holts Summit Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 161,192	\$ 164,415	\$ 167,704	\$ 171,058	\$ 174,479	\$ 838,847
General Revenue	\$ 1,635,970	\$ 1,668,689	\$ 1,702,063	\$ 1,736,104	\$ 1,770,827	\$ 8,513,654
Total Available Revenue	\$ 1,797,162	\$ 1,833,105	\$ 1,869,767	\$ 1,907,162	\$ 1,945,305	\$ 9,352,501
Costs						
Operation & Maintenance Costs	\$ (68,660)	\$ (69,690)	\$ (70,735)	\$ (71,796)	\$ (72,873)	\$ (353,755)
TIP Commitment Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Costs	\$ (68,660)	\$ (69,690)	\$ (70,735)	\$ (71,796)	\$ (72,873)	\$ (353,755)
Remaining Financial Capacity	\$ 1,728,502	\$ 1,763,415	\$ 1,799,032	\$ 1,835,366	\$ 1,872,432	\$ 8,998,746
City of Jefferson Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 1,965,284	\$ 2,004,590	\$ 2,044,682	\$ 2,085,576	\$ 2,127,287	\$ 10,227,419
Taxes	\$ 5,600,000	\$ 5,712,000	\$ 5,826,240	\$ 5,942,765	\$ 6,061,620	\$ 29,142,625
Total Available Revenue	\$ 7,565,284	\$ 7,716,590	\$ 7,870,922	\$ 8,028,340	\$ 8,188,907	\$ 39,370,044
Costs						
Operation & Maintenance Costs	\$ (1,035,789)	\$ (1,051,326)	\$ (1,067,096)	\$ (1,083,102)	\$ (1,099,349)	\$ (5,336,661)
TIP Commitment Totals	\$ (1,110,630)	\$ (1,172,836)	\$ (1,228,178)	\$ (1,286,287)	\$ (1,347,301)	\$ (6,145,232)
Total Costs	\$ (2,146,419)	\$ (2,224,162)	\$ (2,295,274)	\$ (2,369,389)	\$ (2,446,650)	\$ (11,481,893)
Remaining Financial Capacity	\$ 5,418,865	\$ 5,492,428	\$ 5,575,648	\$ 5,658,951	\$ 5,742,257	\$ 27,888,150
St. Martins Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 52,006	\$ 53,047	\$ 54,108	\$ 55,190	\$ 56,293	\$ 270,644
General Revenue	\$ 368,406	\$ 375,774	\$ 383,289	\$ 390,955	\$ 398,774	\$ 1,917,198
Total Available Revenue	\$ 420,412	\$ 428,820	\$ 437,397	\$ 446,145	\$ 455,068	\$ 2,187,842
Costs						
Operation & Maintenance Costs	\$ (31,371)	\$ (31,842)	\$ (32,319)	\$ (32,804)	\$ (33,296)	\$ (161,632)
TIP Commitment Totals	\$ (82,967)	\$ -	\$ -	\$ -	\$ -	\$ (82,967)
Total Costs	\$ (114,338)	\$ (31,842)	\$ (32,319)	\$ (32,804)	\$ (33,296)	\$ (244,599)
Remaining Financial Capacity	\$ 306,074	\$ 396,979	\$ 405,078	\$ 413,341	\$ 421,772	\$ 1,943,243

Taos Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 40,054	\$ 40,855	\$ 41,673	\$ 42,506	\$ 43,356	\$ 208,444
General Revenue	\$ 464,565	\$ 473,856	\$ 483,333	\$ 493,000	\$ 502,860	\$ 2,417,615
Total Available Revenue	\$ 504,619	\$ 514,712	\$ 525,006	\$ 535,506	\$ 546,216	\$ 2,626,059
Costs						
Operation & Maintenance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIP Commitment Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining Financial Capacity	\$ 504,619	\$ 514,712	\$ 525,006	\$ 535,506	\$ 546,216	\$ 2,626,059

Wardsville Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CART	\$ 68,704	\$ 70,078	\$ 71,479	\$ 72,909	\$ 74,367	\$ 357,538
General Revenue	\$ 277,000	\$ 282,540	\$ 288,191	\$ 293,955	\$ 299,834	\$ 1,441,519
Total Available Revenue	\$ 345,704	\$ 352,618	\$ 359,670	\$ 366,864	\$ 374,201	\$ 1,799,057
Costs						
Operation & Maintenance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIP Commitment Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining Financial Capacity	\$ 345,704	\$ 352,618	\$ 359,670	\$ 366,864	\$ 374,201	\$ 1,799,057

Demonstration of Fiscal Constraint – Public Transportation Providers

JEFFTRAN Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
CARES Act Funds (Distributed as FTA 5307)	\$ 207,170	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5307 (reallocation from other agency)	\$ 1,053,363	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5307 (not including CARES)	\$ 1,054,130	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5307 Sub-Total	\$ 2,314,663	\$ 1,106,836	\$ 1,162,178	\$ 1,220,287	\$ 1,281,301	\$ 7,085,265
FTA Section 5310	\$ 112,000	\$ 112,000	\$ 112,000	\$ 112,000	\$ 112,000	\$ 560,000
FTA Section 5339	\$ 954,953	\$ 10,175	\$ -	\$ -	\$ -	\$ 965,128
Sales Tax - 1/2% Capital Improvement	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 400,000
City of Jefferson-Local Operating Assistance	\$ 1,035,000	\$ 1,705,000	\$ 1,739,100	\$ 1,773,882	\$ 1,809,360	\$ 8,062,342
MoDOT State Operating Assistance	\$ 52,414	\$ 52,414	\$ 52,414	\$ 52,414	\$ 52,414	\$ 262,070
Farebox and Reimbursements	\$ 391,692	\$ 399,526	\$ 407,516	\$ 415,667	\$ 423,980	\$ 2,038,381
Total Available Revenue	\$ 4,940,722	\$ 3,465,951	\$ 3,553,208	\$ 3,654,250	\$ 3,759,055	\$ 19,373,186
Operation & Maintenance						
Personnel Services	\$ (1,800,000)	\$ (1,836,000)	\$ (1,872,720)	\$ (1,910,174)	\$ (1,948,378)	\$ (9,367,272)
Materials and Supplies	\$ (305,000)	\$ (311,100)	\$ (317,322)	\$ (323,668)	\$ (330,142)	\$ (1,587,232)
Contractual Services	\$ (320,000)	\$ (326,400)	\$ (332,928)	\$ (339,587)	\$ (346,378)	\$ (1,665,293)
Utilities	\$ (30,000)	\$ (30,600)	\$ (31,212)	\$ (31,836)	\$ (32,473)	\$ (156,121)
Repairs and Maintenance	\$ (550,000)	\$ (561,000)	\$ (572,220)	\$ (583,664)	\$ (595,338)	\$ (2,862,222)
Operation & Maintenance Totals	\$ (3,005,000)	\$ (3,065,100)	\$ (3,126,402)	\$ (3,188,930)	\$ (3,252,709)	\$ (15,638,141)
TIP Commitments						
TIP Commitment Totals	\$ (311,100)	\$ (30,544)	\$ (28,000)	\$ (28,000)	\$ (28,000)	\$ (425,644)
Remaining Financial Capacity	\$ 1,624,622	\$ 370,307	\$ 398,806	\$ 437,320	\$ 478,346	\$ 3,309,401

OATS Demonstration of Fiscal Constraint						
Revenue						
Source	2024	2025	2026	2027	2028	Total
FTA Section 5310	\$ 60,000	\$ 60,000	\$ 158,000	\$ 70,000	\$ 158,000	\$ 506,000
Farebox and Reimbursements	\$ 4,500	\$ 4,500	\$ 5,250	\$ 5,250	\$ 5,250	\$ 24,750
Local Contracts	\$ 55,500	\$ 55,500	\$ 64,750	\$ 64,750	\$ 64,750	\$ 305,250
Total Available Revenue	\$ 120,000	\$ 120,000	\$ 228,000	\$ 140,000	\$ 228,000	\$ 836,000
Operation & Maintenance						
Personnel Services	\$ (51,500)	\$ (51,500)	\$ (59,000)	\$ (59,000)	\$ (59,000)	\$ (280,000)
Materials and Supplies	\$ (2,500)	\$ (2,500)	\$ (4,000)	\$ (4,000)	\$ (4,000)	\$ (17,000)
Repairs and Maintenance	\$ (6,000)	\$ (6,000)	\$ (7,000)	\$ (7,000)	\$ (7,000)	\$ (33,000)
Operation & Maintenance Totals	\$ (60,000)	\$ (60,000)	\$ (70,000)	\$ (70,000)	\$ (70,000)	\$ (330,000)
TIP Commitments						
TIP Commitment Totals	\$ (60,000)	\$ (60,000)	\$ (92,000)	\$ (70,000)	\$ (92,000)	\$ (374,000)
Remaining Financial Capacity	\$ -	\$ -	\$ 66,000	\$ -	\$ 66,000	\$ 132,000

Fiscally Constrained Transportation Projects – Bridges

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	Bridge Rehabilitation over Rte. 54 (Routes 94, H, and W).	ENGINEERING	FHWA	NHPP	\$298,400	\$511,200					\$809,600
TIP #	2022-03		MoDOT	STATE	\$74,600	\$127,800					\$202,400
MoDOT#	5S3458		Local								\$0
			Other								\$0
Description & Location: Bridge rehabilitation over Rte. 54 includes Rte. 94, Rte. H and Rte. W.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: Bridges A3508, A4635, and tw in bridges A3539.		CONSIST	FHWA	NHPP		\$3,033,600					\$3,033,600
			MoDOT	STATE		\$758,400					\$758,400
			Local								\$0
			Other								\$0
Total Project Cost: \$4,804,000			Total		\$373,000	\$4,431,000	\$0	\$0	\$0	\$0	\$4,804,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	Bridge Improvement on Rte. 50 over Vetter Lane & Bolivar.	ENGINEERING	FHWA	NHPP	\$16,800	\$42,400	\$339,200				\$398,400
TIP #	2022-07		MoDOT	STATE	\$4,200	\$10,600	\$84,800				\$99,600
MoDOT#	5P3523		Local								\$0
			Other								\$0
Description & Location: Bridge improvement over Vetter Lane. Includes Bolivar Street over Rte. 50.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: Bridge A1420 and tw in bridges A0722.		CONSIST	FHWA	NHPP			\$1,403,200				\$1,403,200
			MoDOT	STATE			\$350,800				\$350,800
			Local								\$0
			Other								\$0
Total Project Cost: \$2,252,000			Total		\$21,000	\$53,000	\$2,178,000	\$0	\$0	\$0	\$2,252,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	Bridge washing On US 54 over Missouri River.	ENGINEERING	FHWA	NHPP	\$1,600	\$17,600					\$19,200
TIP #	2022-08		MoDOT	STATE	\$400	\$4,400					\$4,800
MoDOT#	5P3451		Local								\$0
			Other								\$0
Description & Location: Bridge washing over Missouri River.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: Bridges A4497 and L0550.		CONSIST	FHWA	NHPP		\$160,800					\$160,800
			MoDOT	STATE		\$40,200					\$40,200
			Local								\$0
			Other								\$0
Total Project Cost: \$225,000			Total		\$2,000	\$223,000	\$0	\$0	\$0	\$0	\$225,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	Bridge rehabilitation on US 54 over McCarty Street and Rte. 50	ENGINEERING	FHWA	NHPP	\$132,000	\$321,600					\$453,600	
TIP #	2022-09		MoDOT	STATE	\$33,000	\$80,400					\$113,400	
MoDOT#	5P3467		Local								\$0	
			Other								\$0	
Description & Location: Bridge rehabilitation over McCarty Street and Rte. 50.		ROW	FHWA								\$0	
			MoDOT								\$0	
			Local								\$0	
			Other								\$0	
Comments: Bridges A1416 and A1417.		CONSISTANT	FHWA	NHPP		\$1,551,200					\$1,551,200	
			MoDOT	STATE		\$387,800					\$387,800	
			Local								\$0	
			Other								\$0	
Total Project Cost: \$2,506,000			Total		\$165,000	\$2,341,000	\$0	\$0	\$0	\$0	\$0	\$2,506,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	Bridge Improvements On US 54 over Bus. 50 and others.	ENGINEERING	FHWA	NHPP	\$17,600	\$89,600	\$490,400					\$597,600
TIP #	2022-10		MoDOT	STATE	\$4,400	\$22,400	\$122,600					\$149,400
MoDOT#	5P3525		Local									\$0
			Other									\$0
Description & Location: Bridge improvement over Bus. 50, Linden Drive, Moreau Overflow , and Stadium Boulevard. Includes Madison Street Ramp over Rte. 54.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Bridges A1415, A1309 and tw in bridges A1305, A1307 and A1672.		CONSIST	FHWA	NHPP			\$2,105,600					\$2,105,600
			MoDOT	STATE			\$526,400					\$526,400
			Local									\$0
			Other									\$0
Total Project Cost: \$3,379,000			Total		\$22,000	\$112,000	\$3,245,000	\$0	\$0	\$0	\$0	\$3,379,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	Bridge Improvement On US 54 over Neighorn Branch	ENGINEERING	FHWA	NHPP	\$80,800	\$104,000	\$428,000					\$612,800
TIP #	2022-11		MoDOT	STATE	\$20,200	\$26,000	\$107,000					\$153,200
MoDOT#	5P3560		Local									\$0
			Other									\$0
Description & Location: Bridge improvement over Neighorn Branch.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Bridge K0760.		CONSIST	FHWA	NHPP		\$1,780,800						\$1,780,800
			MoDOT	STATE		\$445,200						\$445,200
			Local									\$0
			Other									\$0
Total Project Cost: \$2,992,000			Total		\$101,000	\$130,000	\$2,761,000	\$0	\$0	\$0	\$0	\$2,992,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge rehabilitation On RT B over Moreau River	ENGINEERING	FHWA	NHPP	\$21,600	\$48,800						\$70,400
TIP #	2022-12		MoDOT	STATE	\$5,400	\$12,200						\$17,600
MoDOT#	5S3464		Local									\$0
			Other									\$0
Description & Location: Bridge rehabilitation over Moreau River.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Bridge A3618.		CONSIST	FHWA	NHPP		\$241,600						\$241,600
			MoDOT	STATE		\$60,400						\$60,400
			Local									\$0
			Other									\$0
Total Project Cost: \$390,000			Total		\$27,000	\$363,000	\$0	\$0	\$0	\$0	\$0	\$390,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge Rehabilitation On Rt D over North Moreau Creek	ENGINEERING	FHWA	NHPP	\$50,400	\$246,400						\$296,800
TIP #	2022-13		MoDOT	STATE	\$12,600	\$61,600						\$74,200
MoDOT#	5S3526		Local									\$0
			Other									\$0
Description & Location: Bridge rehabilitation over North Moreau Creek.		ROW	FHWA	NHPP	\$4,000							\$4,000
			MoDOT	STATE	\$1,000							\$1,000
			Local									\$0
			Other									\$0
Comments: Bridge A1470.		CONSIST	FHWA	NHPP		\$940,000						\$940,000
			MoDOT	STATE		\$235,000						\$235,000
			Local									\$0
			Other									\$0
Total Project Cost: \$1,551,000			Total		\$68,000	\$1,483,000	\$0	\$0	\$0	\$0	\$0	\$1,551,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge Improvement On S. Summit Drive over Rte. 54	ENGINEERING	FHWA	NHPP	\$800	\$800	\$14,400	\$21,600	\$161,600			\$199,200
TIP #	2023-01		MoDOT	STATE	\$200	\$200	\$3,600	\$5,400	\$40,400			\$49,800
MoDOT#	CD0072		Local									\$0
			Other									\$0
Description & Location: Bridge improvement over Rte. 54.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Bridge A3521.		CONSIST	FHWA	NHPP				\$743,200				\$743,200
			MoDOT	STATE				\$185,800				\$185,800
			Local									\$0
			Other									\$0
Total Project Cost: \$1,178,000			Total		\$1,000	\$1,000	\$18,000	\$27,000	\$1,131,000	\$0	\$0	\$1,178,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge (Overpass) Removal on Tri-Level over US 50	ENGINEERING	FHWA	AC-STBG	\$800	\$800	\$20,000					\$21,600
TIP #	2023-03		MoDOT	STATE	\$200	\$200	\$5,000					\$5,400
MoDOT#	CD0075		Local									\$0
Description & Location: Bridge removal on tri-level over US 50.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Bridge A1418.		CONSIST	FHWA	AC-STBG			\$152,800					\$152,800
			MoDOT	STATE			\$38,200					\$38,200
			Local									\$0
			MoDOT									\$0
Total Project Cost: \$218,000			Total		\$1,000	\$1,000	\$216,000	\$0	\$0	\$0	\$0	\$218,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge improvements On US 50 over Osage River.	ENGINEERING	FHWA	NHPP		\$800	\$800	\$800	\$13,600	\$161,600		\$177,600
TIP #	2024-01		MoDOT	STATE		\$200	\$200	\$200	\$3,400	\$40,400		\$44,400
MoDOT#	CD0140		Local									\$0
Description & Location: Bridge improvements over Osage River. Project involves bridges A5552 and A0506.		ROW	Other									\$0
			FHWA									\$0
			MoDOT									\$0
			Local									\$0
Comments: Bridges A5552 and A0506		CONSIST	Other									\$0
			FHWA	NHPP						\$539,200		\$539,200
			MoDOT	STATE						\$134,800		\$134,800
			Local									\$0
Total Project Cost: \$896,000			Total		\$0	\$1,000	\$1,000	\$1,000	\$17,000	\$876,000	\$0	\$896,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge improvements On US 54/63 over Missouri River.	ENGINEERING	FHWA	NHPP		\$1,600	\$14,400	\$116,000	\$921,600			\$1,053,600
TIP #	2024-02		MoDOT	STATE		\$400	\$3,600	\$29,000	\$230,400			\$263,400
MoDOT#	CD0139		Local									\$0
Description & Location: Bridge improvements over Missouri River. Project involves bridge A4497.		ROW	Other									\$0
			FHWA									\$0
			MoDOT									\$0
			Local									\$0
Comments: Bridges A4497		CONSIST	Other									\$0
			FHWA	NHPP					\$3,327,200			\$3,327,200
			MoDOT	STATE					\$831,800			\$831,800
			Local									\$0
Total Project Cost: \$5,476,000			Total		\$0	\$2,000	\$18,000	\$145,000	\$5,311,000	\$0	\$0	\$5,476,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Bridge Improvement On US 54 over Neighorn Branch	ENGINEERING	FHWA	NHPP		\$11,200	\$143,200				\$154,400
TIP #	2024-03		MoDOT	STATE		\$2,800	\$35,800				\$38,600
MoDOT#	CD0157		Local								\$0
			Other								\$0
Description & Location: Bridge improvement over Neighorn Branch.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: Bridge G0302.		CONSIST	FHWA	NHPP		\$546,400					\$546,400
			MoDOT	STATE		\$136,600					\$136,600
			Local								\$0
			Other								\$0
Total Project Cost: \$876,000			Total		\$0	\$14,000	\$862,000	\$0	\$0	\$0	\$876,000

Cole County			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	Tanner Bridge Road bridge replacement over Moreau River	ENGINEERING	FHWA	BRO		\$83,336					\$83,336
TIP #	2024-04		MoDOT	BFP		\$51,226					\$51,226
MoDOT#	BRO-R026(25)		Local	Cole County		\$5,438					\$5,438
			Other								\$0
Description & Location: Replacement of bridge on Tanner Bridge Road over the Moreau River. Bridge #0780025		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments:		CONSISTENT	FHWA	BRO		\$1,576,241					\$1,576,241
			MoDOT	BFP		\$968,897					\$968,897
			Local	Cole County		\$102,863					\$102,863
			Other								\$0
Total Project Cost: \$2,788,001			Total		\$0	\$140,000	\$2,648,001	\$0	\$0	\$0	\$2,788,001

Fiscally Constrained Transportation Projects - Roadways

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	Intersection Improvements at South Ten Mile Drive in Jefferson City.	ENGINEERING	FHWA	AC-STBG	\$12,800	\$68,000	\$80,000	\$187,200			\$348,000	
TIP #	2020-12		MoDOT	STATE	\$3,200	\$17,000	\$20,000	\$46,800			\$87,000	
MoDOT#	5S3418		MoDOT								\$0	
			Other								\$0	
Description & Location: Intersection improvements at South Ten Mile Drive (South Outer Road 50) in Jefferson City.		ROW	FHWA	AC-STBG		\$86,400					\$86,400	
			MoDOT	STATE		\$21,600					\$21,600	
			Local								\$0	
			Other								\$0	
Comments:		CONSISTENT	FHWA	AC-STBG			\$910,400				\$910,400	
			MoDOT	STATE			\$227,600				\$227,600	
			Local								\$0	
			Other								\$0	
Total Project Cost: \$1,681,000			Total		\$16,000	\$85,000	\$208,000	\$1,372,000	\$0	\$0	\$0	\$1,681,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	Cole Rte 54	ENGINEERING	FHWA	NHPP	\$220,000	\$358,400					\$578,400
			MoDOT	STATE	\$55,000	\$89,600					\$144,600
TIP #	2022-01		Local								\$0
MoDOT#	5P3497		MoDOT								\$0
Description & Location: : Add lanes north of the Missouri River Bridge and add auxiliary lanes on Rte. 94.			FHWA	NHPP	\$0	\$15,200					\$15,200
			MoDOT	STATE	\$0	\$3,800					\$3,800
			Local							\$0	
			MoDOT						\$0		
Comments: Amended August 2023. Project is in conjunction with TIP #2024-14.			FHWA	NHPP		\$2,409,600					\$2,409,600
			MoDOT	STATE		\$602,400					\$602,400
			Local							\$0	
			MoDOT						\$0		
Total Project Cost: \$3,754,000			Total		\$275,000	\$3,479,000	\$0	\$0	\$0	\$0	\$3,754,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	Guard Cable & Guardrail Repair in Northern Central District	ENGINEERING	FHWA	AC-STBG	\$1,600	\$800	\$135,200				\$137,600	
TIP #	2022-23		MoDOT	STATE	\$400	\$200	\$33,800				\$34,400	
MoDOT#	5P3487		Local								\$0	
			Other								\$0	
Description & Location: Job Order Contracting for guard cable and guardrail repair on various routes in the northern portion of the Central District.		ROW	FHWA								\$0	
			MoDOT								\$0	
			Local								\$0	
			Other								\$0	
Comments:		CONSISTENT	FHWA	AC-STBG		\$1,977,600					\$1,977,600	
			MoDOT	STATE		\$494,400					\$494,400	
			Local								\$0	
			Other								\$0	
Total Project Cost: \$2,644,000			Total		\$2,000	\$1,000	\$2,641,000	\$0	\$0	\$0	\$0	\$2,644,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Guard Cable & Guardrail Repair in Northern Central District	ENGIN	FHWA	AC-STBG	\$800	\$800	\$800	\$800	\$146,400			\$149,600
TIP #	2023-04		MoDOT	STATE	\$200	\$200	\$200	\$200	\$36,600			\$37,400
MoDOT#	CD0004	ROW	Local									\$0
Description & Location: Job Order Contracting for guard cable and guardrail repair on various routes in the northern portion of the Central District.			FHWA									\$0
		MoDOT									\$0	
		Local									\$0	
		Other									\$0	
	Comments:		FHWA	AC-STBG					\$2,272,800			\$2,272,800
		MoDOT	STATE					\$568,200			\$568,200	
		Local									\$0	
		FHWA									\$0	
Total Project Cost: \$3,028,000			Total		\$1,000	\$1,000	\$1,000	\$1,000	\$3,024,000	\$0	\$0	\$3,028,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Pavement Resurfacing on US 54	ENGIN	FHWA	NHPP	\$160,000	\$1,529,600						\$1,689,600
TIP #	2023-05		MoDOT	STATE	\$40,000	\$382,400						\$422,400
MoDOT#	CD0100	ROW	Local									\$0
Description & Location: Pavement resurfacing from County Road 147 north of Kingdom City to Missouri River bridge. Includes high friction surface treatment.			FHWA									\$0
		MoDOT									\$0	
		Local									\$0	
		Other									\$0	
	Comments:		FHWA	NHPP		\$17,708,000						\$17,708,000
		MoDOT	STATE		\$4,427,000						\$4,427,000	
		Local									\$0	
		FHWA									\$0	
Total Project Cost: \$24,247,000			Total		\$200,000	\$24,047,000	\$0	\$0	\$0	\$0	\$0	\$24,247,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Pavement Improvement on US 50	ENGIN	FHWA	NHPP	\$800	\$800	\$800	\$26,400	\$257,600			\$286,400
TIP #	2023-06		MoDOT	STATE	\$200	\$200	\$200	\$6,600	\$64,400			\$71,600
MoDOT#	CD0106	ROW	Local									\$0
Description & Location: Pavement improvement from west of Shamrock Road to east of Stoney Gap Road. Includes westbound Rte. 50 from west of Maries River to east of Mari Osa Delta Lane and from west of Osage River to Moreau River.			FHWA									\$0
		MoDOT									\$0	
		Local									\$0	
		FHWA									\$0	
	Comments:		FHWA	NHPP					\$3,277,600			\$3,277,600
		MoDOT	STATE					\$819,400			\$819,400	
		Local									\$0	
		FHWA									\$0	
Total Project Cost: \$4,455,000			Total		\$1,000	\$1,000	\$1,000	\$33,000	\$4,419,000	\$0	\$0	\$4,455,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Pavement Improvement on RT E from US 54 to RT B	ENGINEERING	FHWA	AC-STBG	\$800	\$800	\$12,000					\$13,600
TIP #	2023-08		MoDOT	STATE	\$200	\$200	\$3,000					\$3,400
MoDOT#	CD0040		Local									\$0
Description & Location: Pavement improvement on RT E from US 54 to RT B.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
		Comments:	CONSIST	FHWA	AC-STBG			\$196,800				
MoDOT	STATE					\$49,200					\$49,200	
Local											\$0	
FHWA											\$0	
Total Project Cost: \$263,000			Total		\$1,000	\$1,000	\$261,000	\$0	\$0	\$0	\$0	\$263,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Pavement Improvement on Routes H, BB, and CC.	ENGINEERING	FHWA	AC-STBG	\$800	\$5,600	\$65,600					\$72,000
TIP #	2023-09		MoDOT	STATE	\$200	\$1,400	\$16,400					\$18,000
MoDOT#	CD0043		Local									\$0
Description & Location: Pavement improvement on RT H from RT E to end of state maintenance; RT BB from MO 17 to RT. H; and RT CC from RT C to US 54.		ROW	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
		Comments: This project includes three routes (H, BB, and CC).	CONSIST	FHWA	AC-STBG			\$1,109,600				
MoDOT	STATE					\$277,400					\$277,400	
Local											\$0	
Other											\$0	
Total Project Cost: \$1,477,000			Total		\$1,000	\$7,000	\$1,469,000	\$0	\$0	\$0	\$0	\$1,477,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Callaway Rte 54	ENGINEERING	FHWA	NHPP		\$4,000	\$4,000	\$169,600				\$177,600
TIP #	2024-14		MoDOT	STATE		\$1,000	\$1,000	\$42,400				\$44,400
MoDOT#	CD0170		Local									\$0
Description & Location: Add lanes north of the Missouri River Bridge in Jefferson City. Includes modifying interchange configuration at Rte. W and Rte. 54.		ROW	FHWA									\$0
			FHWA	NHPP			\$800					\$800
			MoDOT	STATE			\$200					\$200
			Local									\$0
		Comments: This project was split from 5P3497. (TIP#2022-01)	CONSIST	Other								
FHWA	NHPP						\$2,192,800				\$2,192,800	
MoDOT	STATE						\$548,200				\$548,200	
Local											\$0	
Total Project Cost: \$2,964,000			Total		\$0	\$5,000	\$6,000	\$2,953,000	\$0	\$0	\$0	\$2,964,000

Fiscally Constrained Transportation Projects - Other

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	On-Call Work Zone Enforcement	EN G	FHWA	SAFETY		\$800					\$800
			MoDOT	STATE		\$200					\$200
TIP #	2023-11		Local								\$0
MoDOT#	5P3521		Other								\$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		R O W	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments:		C O N S T	FHWA	SAFETY		\$50,400					\$50,400
			MoDOT	STATE		\$12,600					\$12,600
			Local								\$0
			Other								\$0
Total Project Cost: \$64,000			Total		\$0	\$64,000	\$0	\$0	\$0	\$0	\$64,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	On-Call Work Zone Enforcement	EN G	FHWA	SAFETY			\$800					\$800
			MoDOT	STATE			\$200					\$200
TIP #	2023-12		Local									\$0
MoDOT#	CD0006		Other									\$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		R O W	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments:		C O N S T	FHWA	SAFETY			\$50,400					\$50,400
			MoDOT	STATE			\$12,600					\$12,600
			Local									\$0
			Other									\$0
Total Project Cost: \$64,000			Total		\$0	\$0	\$64,000	\$0	\$0	\$0	\$0	\$64,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	On-Call Work Zone Enforcement	EN G	FHWA	SAFETY				\$800			\$800
			MoDOT	STATE				\$200			\$200
TIP #	2024-07		Local								\$0
MoDOT#	CD0141		Other								\$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		R O W	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments:		C O N S T	FHWA	SAFETY			\$50,400			\$50,400	
			MoDOT	STATE			\$12,600			\$12,600	
			Local							\$0	
			Other							\$0	
Total Project Cost: \$64,000			Total		\$0	\$0	\$0	\$64,000	\$0	\$0	\$64,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
Source	Category					2024	2025	2026	2027	2028	Totals
Project Name:	Payback for Safe and Sound bridges in the Central District.	E N G	FHWA								\$0
TIP #	2024-08		MoDOT								\$0
MoDOT#	5B0800T		Local								\$0
			Other								\$0
Description & Location: Payback beginning in SFY 2008 for Safe and Sound bridges in the Central District.		R O W	FHWA								\$0
			MoDOT	STATE	\$107,000						\$107,000
			Local								\$0
			Other								\$0
Comments:		C O N S T	FHWA	NHPP							\$0
			MoDOT	STATE	\$57,989,000	\$4,399,000	\$4,399,000	\$4,399,000	\$4,399,000	\$4,399,000	\$79,984,000
			Local								\$0
			Other								\$0
Total Project Cost: \$80,091,000			Total		#####	\$4,399,000	\$4,399,000	\$4,399,000	\$4,399,000	\$4,399,000	\$0
											\$80,091,000

Fiscally Constrained Transportation Projects – Scoping and Design Projects

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Totals
Project Name:	Scoping Routes M, B, & W	ENGIN	FHWA	AC-STBG	\$44,000	\$800	\$2,400				\$47,200
TIP #	2013-16		MoDOT	STATE	\$11,000	\$200	\$600				\$11,800
MoDOT#	5S2234	ROW	Local								\$0
Description & Location: Scoping for intersection improvements at Routes M and Route W in Wardsville.			Other								\$0
		C	FHWA								\$0
			MoDOT								\$0
		ONS	Local								\$0
			Other								\$0
Comments:		ONS	FHWA								\$0
			MoDOT								\$0
		ONS	Local								\$0
Total Project Cost: \$59,000			Total		\$55,000	\$1,000	\$3,000	\$0	\$0	\$0	\$59,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Totals
Project Name:	Scoping for Interchange Improvements at Truman Blvd and	ENGIN	FHWA	NHPP	\$227,200	\$40,000					\$267,200
TIP #	2022-27		MoDOT	STATE	\$56,800	\$10,000					\$66,800
MoDOT#	5P3588	ROW	Local								\$0
Description & Location: Scoping for Interchange Improvements at Truman Blvd and Country Club Drive.			Other								\$0
		C	FHWA								\$0
			MoDOT								\$0
		ONS	Local								\$0
			Other								\$0
Comments:		ONS	FHWA								\$0
			MoDOT								\$0
		ONS	Local								\$0
Total Project Cost: \$334,000			Total		\$284,000	\$50,000	\$0	\$0	\$0	\$0	\$334,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Totals
Project Name:	Dix Road - Scoping for bridge improvements over US 50.	ENGIN	FHWA	NHPP		\$800	\$1,600				\$2,400
TIP #	2024-09		MoDOT	STATE		\$200	\$400				\$600
MoDOT#	CD0159	ROW	Local								\$0
Description & Location: Scoping for bridge improvements over Rte. 50.			Other								\$0
		C	FHWA	NHPP							\$0
			MoDOT	STATE							\$0
		ONS	Local								\$0
			Other								\$0
Comments: Project involves bridge A1187		ONS	FHWA	NHPP							\$0
			MoDOT	STATE							\$0
		ONS	Local								\$0
Total Project Cost: \$3,000			Total		\$0	\$1,000	\$2,000	\$0	\$0	\$0	\$3,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	VARIOUS - Scoping for curve chevron and object markers.	E N G	FHWA	AC-STBG	\$40,000	\$800	\$1,600					\$42,400
TIP #			MoDOT	STATE	\$10,000	\$200	\$400					\$10,600
MoDOT#			Local									\$0
			Other									\$0
Description & Location: Scoping for curve chevron and object marker installation at vrious locations in the Central District.		R O W	FHWA	AC-STBG								\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments:		C O N S T	FHWA	AC-STBG								\$0
			MoDOT	STATE								\$0
			Local									\$0
			Other									\$0
Total Project Cost: \$53,000			Total		\$50,000	\$1,000	\$2,000	\$0	\$0	\$0	\$0	\$53,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	VARIOUS - Traffic safety studies at vairous locations in Central	E N G	FHWA	AC-STBG	\$100,000	\$40,000	\$800					\$140,800
TIP #			MoDOT	STATE	\$25,000	\$10,000	\$200					\$35,200
MoDOT#			Local									\$0
			Other									\$0
Description & Location: Traffic safety studies at vairous locations in Central District.		R O W	FHWA	AC-STBG								\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments:		C O N S T	FHWA	AC-STBG								\$0
			MoDOT	STATE								\$0
			Local									\$0
			Other									\$0
Total Project Cost: \$176,000			Total		\$125,000	\$50,000	\$1,000	\$0	\$0	\$0	\$0	\$176,000

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Scoping for bridge improvements at the Tri-level.	E N G	FHWA	AC-STBG		\$80,000	\$320,000					\$400,000
TIP #			MoDOT	STATE		\$20,000	\$80,000					\$100,000
MoDOT#			Local									\$0
			Other									\$0
Description & Location: Scoping for bridge improvements at intersection of Rte. 50, Rte. 63, and Rte. 54 in Jefferson City.		R O W	FHWA	AC-STBG								\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Bridges A1419, A4826, A4827 and A4828.		C O N S T	FHWA	AC-STBG								\$0
			MoDOT	STATE								\$0
			Local									\$0
			Other									\$0
Total Project Cost: \$500,000			Total		\$0	\$100,000	\$400,000	\$0	\$0	\$0	\$0	\$500,000

Fiscally Constrained Transportation Projects - Pedestrian & Bicycle Projects

MoDOT			Funding		Prior Funding	State Program Year - July 1 to June 30							
			Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	Updating Pedestrian Facilities	ENGIN	FHWA	AC-STBG	\$9,600	\$800	\$320,000				\$330,400		
TIP #	2020-16		MoDOT	STATE	\$2,400	\$200	\$80,000				\$82,600		
MoDOT#	CD0126		Local								\$0		
			Other								\$0		
Description & Location: Upgrade pedestrian facilities to comply with the ADA Transition Plan in Jefferson City, Taos, Wardsville, and Frankenstein.			ROW	FHWA	AC-STBG		\$38,400				\$38,400		
				MoDOT	STATE		\$9,600					\$9,600	
				Local								\$0	
				Other								\$0	
Comments:			CONSIST	FHWA	AC-STBG		\$1,000,000				\$1,000,000		
				MoDOT	STATE		\$250,000					\$250,000	
				Local								\$0	
				Other								\$0	
Total Project Cost: \$1,711,000				Total		\$12,000	\$49,000	\$1,650,000	\$0	\$0	\$0	\$0	\$1,711,000

St. Martins			Funding		Prior Funding	State Program Year - July 1 to June 30							
			Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	St. Martins Trail	ENGIN	FHWA	RTP	\$17,350						\$17,350		
TIP #	2023-14		MoDOT								\$0		
MoDOT#			Local	St. Martins	\$27,650						\$27,650		
			Other								\$0		
Description & Location: Recreational Trails Grant, 7' ADA trail extension from Niekamp Park to Traci Dr.			ROW	FHWA							\$0		
				MoDOT								\$0	
				Local								\$0	
				Other								\$0	
Comments: Recreational Trail Program Grant awarded November 2022.			CONSIST	FHWA	RTP		\$128,850				\$128,850		
				MoDOT								\$0	
				Local	St. Martins		\$44,111					\$44,111	
				Other	Donation		\$574					\$574	
Total Project Cost: \$218,535				Total		\$45,000	\$173,535	\$0	\$0	\$0	\$0	\$0	\$218,535

St. Martins			Funding		Prior Funding	State Program Year - July 1 to June 30							
			Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	St. Martins Business 50 bike/ped path extension	OPER	FHWA	TAP	\$18,750	\$18,750						\$37,500	
TIP #	2023-18		MoDOT									\$0	
MoDOT#			Local	St. Martins	\$6,250	\$6,250						\$12,500	
			Other									\$0	
Description & Location: Transportation Alternatives Program Grant, bike-ped lanes along business 50.			ROW	FHWA								\$0	
				MoDOT									\$0
				Local								\$0	
				Other								\$0	
Comments: TAP			CONSIST	FHWA	TAP	\$231,151	\$231,151					\$462,302	
				MoDOT								\$0	
				Local	St. Martins	\$76,717	\$76,717					\$153,434	
				Other								\$0	
Total Project Cost: \$665,736				Total		\$332,868	\$332,868	\$0	\$0	\$0	\$0	\$0	\$665,736

Holts Summit			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Totals
Project Name:	Holts Summit Sidewalk construction along S. Summit Drive	OPER	FHWA	TAP	\$79,500						\$79,500
TIP #	2023-17		MoDOT								\$0
MoDOT#			Local	Holts Summit	\$62,500						\$62,500
			Other								\$0
Description & Location: Transportation Alternatives Program Grant, Sidewalk installation along S. Summit Drive from Holt Lane to Ellsworth Drive.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: TAP		CONS	FHWA	TAP		\$420,500					\$420,500
			MoDOT								\$0
			Local	Holts Summit		\$62,500					\$62,500
			Other								\$0
Total Project Cost: \$625,000			Total		\$142,000	\$483,000	\$0	\$0	\$0	\$0	\$625,000

City of Jefferson			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Totals
Project Name:	Greenway crosswalks at Southwest Blvd and Lafayette St.	OPER	FHWA	TAP							\$0
TIP #	2023-15		MoDOT								\$0
MoDOT#			Local	City of Jefferson							\$0
			Other								\$0
Description & Location: Transportation Alternatives Program Grant, includes improvements to greenway crosswalks.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: TAP		CONS	FHWA	TAP		\$222,744					\$222,744
			MoDOT								\$0
			Local	City of Jefferson		\$55,686					\$55,686
			Other								\$0
Total Project Cost: \$278,430			Total		\$0	\$278,430	\$0	\$0	\$0	\$0	\$278,430

City of Jefferson			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Totals
Project Name:	Wears Creek Greenway Extension Bypassing MO 179	OPER	FHWA	TAP							\$0
TIP #	2023-16		MoDOT								\$0
MoDOT#			Local	City of Jefferson							\$0
			Other								\$0
Description & Location: Transportation Alternatives Program Grant, includes extension of the Wears Creek Greenway along Tree Valley Lane, bypassing MO 179.		ROW	FHWA								\$0
			MoDOT								\$0
			Local								\$0
			Other								\$0
Comments: TAP		CONS	FHWA	TAP		\$500,000					\$500,000
			MoDOT								\$0
			Local	City of Jefferson		\$483,465					\$483,465
			Other								\$0
Total Project Cost: \$983,465			Total		\$0	\$983,465	\$0	\$0	\$0	\$0	\$983,465

Wardsville			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	Falcon Lane Pedestrian Improvements	OPER	FHWA	TAP		\$361,874					\$361,874	
TIP #	2024-15		MoDOT								\$0	
MoDOT#			Local	Wardsville		\$98,526					\$98,526	
			Other								\$0	
Description & Location: Construction of approximately 1400 feet of 8ft w wide sidew alks along Falcon Lane to accommodate pedestrians and bicycle users.			ROW	FHWA							\$0	
				MoDOT								\$0
				Local								\$0
				Other								\$0
Comments: TAP			CONST	FHWA	TAP		\$27,117				\$27,117	
				MoDOT								\$0
				Local	Wardsville		\$7,383					\$7,383
				Other								\$0
Total Project Cost: \$494,900				Total		\$0	\$494,900	\$0	\$0	\$0	\$0	\$494,900

Fiscally Constrained Transportation Projects – Public Transportation Projects

City of Jefferson - JEFFTRAN		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	JEFFTRAN Operating Assistance	OPER	Other	Pass. Fares	\$521,590	\$391,692	\$468,886	\$478,264	\$487,829	\$497,585		\$2,845,846
			MoDOT	State Operatin	\$11,500	\$52,414	\$52,414	\$52,414	\$52,414	\$52,414		\$273,570
TIP #	2011-04		Local	City of Jeffers	\$821,916	\$1,070,655	\$1,106,836	\$1,162,178	\$1,220,287	\$1,281,301		\$6,663,173
MoDOT#			FTA	5307	\$821,916	\$1,070,655	\$1,106,836	\$1,162,178	\$1,220,287	\$1,281,301		\$6,663,173
Description & Location: Operating Assistance for JEFFTRAN service within Jefferson City limits (A 3% annual inflation factor applied.)												
Comments:												
Total Project Cost: \$16,445,762			Total		\$2,176,922	\$2,585,416	\$2,734,972	\$2,855,034	\$2,980,817	\$3,112,601	\$0	\$16,445,762

City of Jefferson - JEFFTRAN			Funding		Prior Funding	State Program Year - July 1 to June 30						
			Source	Category		2024	2025	2026	2027	2028	Future	Totals
Project Name:	JEFFTRAN Operating Assistance	OPER	Other								\$0	
			MoDOT								\$0	
TIP #	2022-21		Local	General Fund	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$168,000	
MoDOT#			FTA	5310	\$112,000	\$112,000	\$112,000	\$112,000	\$112,000	\$112,000	\$672,000	
Description & Location: Section 5310 Grant Program for acquiring new paratransit buses. Providing mobility needs for seniors and persons w ith disabilities.												
Comments:												
Total Project Cost: \$840,000			Total		\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$0	\$840,000

City of Jefferson - JEFFTRAN			Funding		Prior Funding	State Program Year - July 1 to June 30					
			Source	Category		2024	2025	2026	2027	2028	Future
Project Name:	Update Bus Wash Facility	OPER	Other	Pass. Fares							\$0
			MoDOT	State Operating							\$0
TIP #	2020-18		Local	General Fund		\$35,500					\$35,500
MoDOT#			FTA	5339		\$131,553					\$131,553
Description & Location: This project would replace JEFFTRAN's antiquated bus wash facility. Jefferson City, MO.											
Comments:											
Total Project Cost: \$167,053			Total		\$0	\$167,053	\$0	\$0	\$0	\$0	\$167,053

City of Jefferson - JEFFTRAN		Source	Funding Category	Prior Funding	State Program Year - July 1 to June 30					
					2024	2025	2026	2027	2028	Totals
Project Name:	Replace Security Systems in Transit Facilities	Other	Pass. Fares							\$0
TIP #	2020-22	MoDOT	State Operating							\$0
MoDOT#		Local	General Fund		\$8,000	\$2,544				\$10,544
		FTA	5339		\$32,000	\$10,175				\$42,175
Description & Location: This project would replace outdated security cameras and entry systems in transit facilities. Jefferson City, MO. And add solar lighting to select bus shelters.										
Comments:										
Total Project Cost: \$52,719		Total		\$0	\$40,000	\$12,719	\$0	\$0	\$0	\$52,719

City of Jefferson - JEFFTRAN		Source	Funding Category	Prior Funding	State Program Year - July 1 to June 30					
					2024	2025	2026	2027	2028	Totals
Project Name:	Replacement of Two Low -Floor Buses	Other	Pass. Fares							\$0
TIP #	2022-24	MoDOT	State Operating							\$0
MoDOT#		Local	General Fund		\$57,600					\$57,600
		FTA	5339		\$230,400					\$230,400
Description & Location: This project would purchase 2 replacement low -floor buses.										
Comments:										
Total Project Cost: \$288,000		Total		\$0	\$288,000	\$0	\$0	\$0	\$0	\$288,000

City of Jefferson - JEFFTRAN		Source	Funding Category	Prior Funding	State Program Year - July 1 to June 30					
					2024	2025	2026	2027	2028	Totals
Project Name:	Repair Bus Barn Roof	Other	Pass. Fares							\$0
TIP #	2022-26	MoDOT	State Operating							\$0
MoDOT#		Local	General Fund		\$7,000					\$7,000
		FTA	5339		\$28,000					\$28,000
Description & Location: This project would repair the bus barn roof, which is leaking.										
Comments:										
Total Project Cost: \$35,000		Total		\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000

City of Jefferson - JEFFTRAN		Funding	Prior Funding	State Program Year - July 1 to June 30						
		Source	Category	2024	2025	2026	2027	2028	Future	Totals
Project Name:	JEFFTRAN Hybrid Gillig Buses	FTA	5307	\$1,053,363						\$1,053,363
TIP #	2022-30	MoDOT								\$0
MoDOT#		Local	General Fund	\$115,000						\$115,000
Description & Location: This project would allow the purchase of 2 hybrid gillig buses.		FTA	5339	\$293,000						\$293,000
Comments: This money stems from a reallocation of unspent funds from another agency.										
Total Project Cost: \$1,461,363		Total		\$0	\$1,461,363	\$0	\$0	\$0	\$0	\$1,461,363

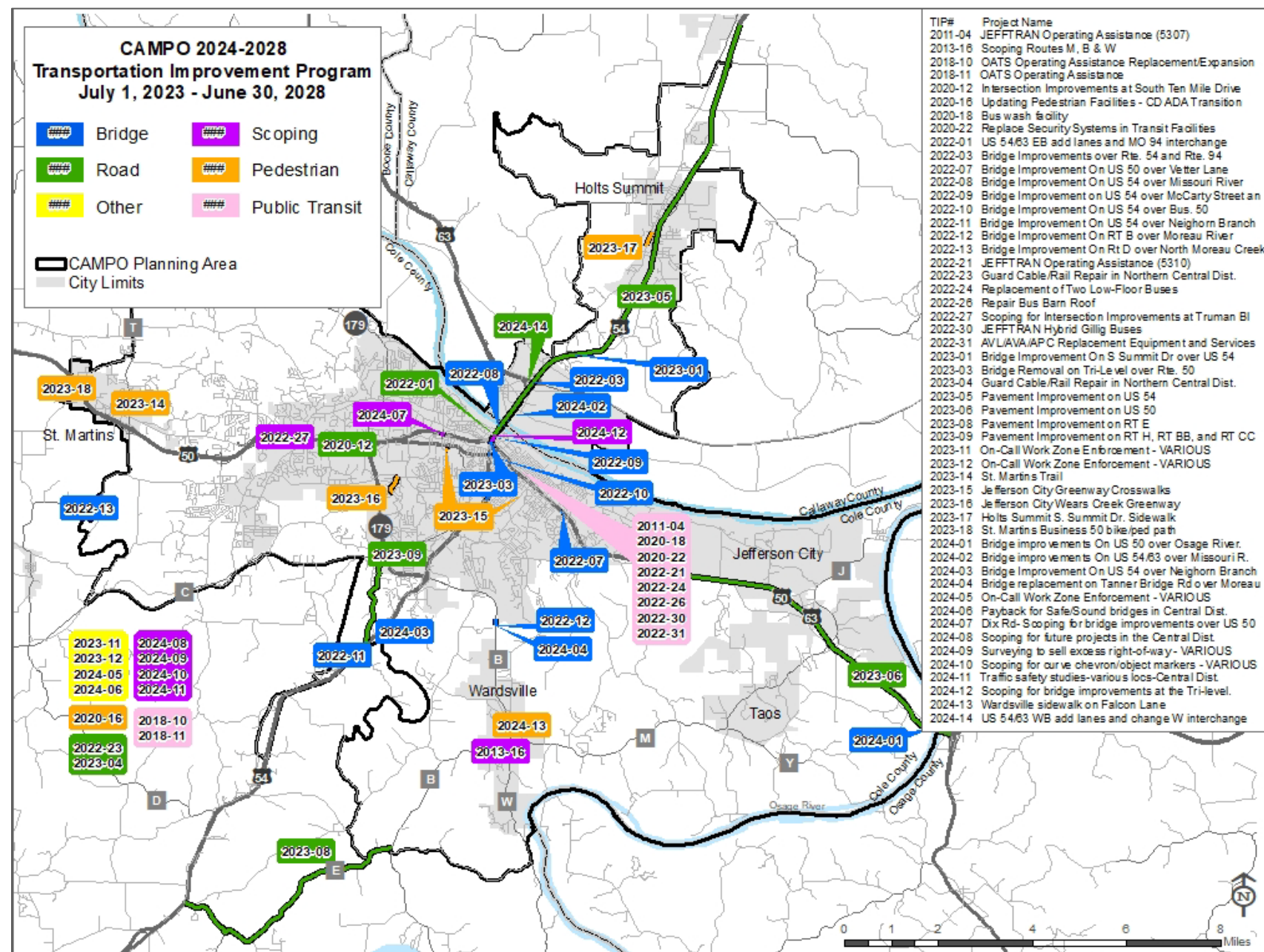
City of Jefferson - JEFFTRAN		Funding	Prior Funding	State Program Year - July 1 to June 30						
		Source	Category	2024	2025	2026	2027	2028	Future	Totals
Project Name:	AVL/AVA/APC/Infotainment Replacement Equipment and	FTA								\$0
TIP #	2022-31	MoDOT								\$0
MoDOT#		Local	General Fund	\$60,000						\$60,000
Description & Location: Replacement of AVL and related equipment and supporting services.		FTA	5339	\$240,000						\$240,000
Comments:										
Total Project Cost: \$300,000		Total		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

OATS			Funding		Prior Funding	State Program Year - July 1 to June 30							
			Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	OATS Operating Assistance	O P E R	FTA	5310				\$88,000		\$88,000		\$176,000	
TIP #	2018-10		MoDOT									\$0	
MoDOT#			Local									\$0	
			Other	OATS				\$22,000		\$22,000		\$44,000	
Description & Location: Requesting replacement/expansion vehicles to provide service in Jefferson City and surrounding													
Comments: Other Funding - OATS, Inc.													
Total Project Cost: \$220,000			Total		\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$0	\$220,000	

OATS			Funding		Prior Funding	State Program Year - July 1 to June 30							
			Source	Category		2024	2025	2026	2027	2028	Future	Totals	
Project Name:	OATS Operating Assistance	O P E R	FTA	5310		\$60,000	\$60,000	\$70,000	\$70,000	\$70,000		\$330,000	
TIP #	2018-11		MoDOT									\$0	
MoDOT#			Local									\$0	
			Other	OATS		\$60,000	\$60,000	\$70,000	\$70,000	\$70,000		\$330,000	
Description & Location: Within the Jefferson City MPO Region-Section 5310-Seniors and Individuals w ith Disabilities.													
Comments: Other Funding - OATS, Inc.													
Total Project Cost: \$660,000			Total		\$0	\$120,000	\$120,000	\$140,000	\$140,000	\$140,000	\$0	\$660,000	

Project Locations

Figure 7 - Map of Fiscally Constrained Transportation Projects



Program of Projects

Figure 8 – JEFFTRAN Program of Projects

JEFFTRAN 2024 Program of Projects				
Illustrative Projects				
No.	Description	Est. Total	Funding by Others	Local
1	Replace paratransit widebody cutaway buses	\$ 600,000	\$ 480,000	\$ 120,000
2	Replace low-floor minivan support vehicle	\$ 40,000	\$ 32,000	\$ 8,000
3	Upgrade/replace fare card system	\$ 150,000	\$ 120,000	\$ 30,000
4	Transit facility repairs & improvements	\$ 50,000	\$ 40,000	\$ 10,000
5	Security upgrades for transit facilities	\$ 30,000	\$ 24,000	\$ 6,000
6	Update/revise Transit facilities feasibility study	\$ 50,000	\$ 40,000	\$ 10,000
7	Upgrade transit transfer facilities	\$ 150,000	\$ 120,000	\$ 30,000
8	Purchase and install bus shelters and amenities at various locations in Jefferson City	\$ 30,000	\$ 24,000	\$ 6,000
9	Update Bus Wash facility	\$ 175,000	\$ 140,000	\$ 35,000
10	Purchase back-up generator & switches for transit and CM facilities	\$ 200,000	\$ 160,000	\$ 40,000
11	Replace low-floor route buses	\$ 6,000,000	\$ 5,400,000	\$ 600,000
12	Construct replacement transit/central maintenance/bus barn/bus wash facilities	\$ 40,000,000	\$ 32,000,000	\$ 8,000,000
13	Transit admin facility rehab	\$ 50,000	\$ 40,000	\$ 10,000
14	Purchase and install additional transit traveler kiosks (each)	\$ 15,000	\$ 12,000	\$ 3,000
15	Add bike racks/benches at passenger transfer facilities and selected bus stops	\$ 25,000	\$ 20,000	\$ 5,000
16	Charging systems/electrical upgrades for buses	\$ 600,000	\$ 480,000	\$ 120,000
17	Add crosswalks and supporting bike/ped amenities to transit bus shelters	\$ 60,000	\$ -	\$ 60,000
18	Rehabilitate/replace bus wash components	\$ 100,000	\$ 80,000	\$ 20,000
19	Add solar lighting/occupancy indicators for selected bus shelters	\$ 35,000	\$ 28,000	\$ 7,000
20	Replace floor scrubber for bus barn	\$ 18,000	\$ 14,400	\$ 3,600
21	Replace mobile column lifts for buses	\$ 100,000	\$ 80,000	\$ 20,000
22	Add vehicle electric charging stations and associated infrastructure	\$ 30,000	\$ 24,000	\$ 6,000
23	Time-tracking software for transit employees	\$ 15,000	\$ 12,000	\$ 3,000
24	Upgrade/replace AVL/AVA/APC systems on fixed routes	\$ 300,000	\$ 240,000	\$ 60,000
25	Passenger Engagement/Bus infotainment system, including digital displays	\$ 250,000	\$ 200,000	\$ 50,000
26	Pre-trip inspection software	\$ 30,000	\$ 24,000	\$ 6,000
	Total	\$ 49,103,000	\$ 39,834,400	\$ 9,268,600

Multimodal Projects

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

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

Regionally Significant Projects

A 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.

US 54 & US 63 Improvements

The TIP currently contains a project to improve traffic congestion and safety in northern Jefferson City (TIP #2022-01). The project scope is still being defined as of the development of the TIP and STIP documents in April 2023. The project would potentially include the construction of additional lanes and potential adjustments to ramp configurations and signage just north of the Missouri River Bridge.

I-70 Rocheport Bridge

In 2020, MoDOT secured funding for the replacement of the Rocheport Bridge over the Missouri River. The bridge is located on Interstate 70 and crosses the Missouri River between Boone and Howard Counties. For the duration of this project, travel inside the CAMPO region may see some minor impacts.

This project may cause minor increases in volume on US Routes 40, 36, 63, and 50, but the anticipated effects are minimal. The project is nearing completion.

Appendix 1 – Amendments and Administrative Modifications

Amendments					
TIP No.	Project Description	Project Sponsor	Project Cost	Board Approval	OneDOT Approval
Administrative Modifications					
TIP No.	Description of Modification				Date

Appendix 2 – Federal Funding Sources

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law (BIL) provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

As under the FAST Act, the BIL authorizes a single, combined amount for each fiscal year for all apportioned highway programs combined. That amount is first apportioned among the States, and then each State’s apportionment is divided among the individual apportioned programs.

The BIL also appropriates funding from the General Fund for three other formula-based programs separate and apart from the apportioned amount described above (and the formula described below): (1) the Bridge Formula Program, (2) the National Electric Vehicle Infrastructure Formula Program, and (3) the Appalachian Development Highway System Program.

Federal-aid Highway Apportioned Programs

The BIL authorizes a total combined amount (\$52.5 B for fiscal year (FY) 2022, \$53.5 B for FY23, \$54.6 B for FY24, \$55.7 B for FY25, and \$56.8 B for FY26) in Contract Authority from the Highway Account of the Highway Trust Fund to fund 8 highway apportioned programs (including certain set-asides):

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- National Highway Freight Program (NHFP)
- Metropolitan Planning (PL)
- Carbon Reduction Program (CRP) **NEW**
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program **NEW**

More information can be found at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>

Federal Transit Administration Funding

The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding. More information can be found at:

<https://www.transit.dot.gov/funding/grants/grant-programs>

FTA Programs	Eligible Activities
Section 5307 Urbanized Area Formula Grants	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	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	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	This section requires FTA to implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety program includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program.
Section 5339 Bus and Bus Facilities	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Appendix 3 – 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.
- The Technical Committee is an advisory board to the board of directors. Regardless of whether the Technical Committee recommends approval of a project, does not recommend approval of a project, or is unable to make a recommendation, the project shall still proceed to the Board of Directors to make a final decision.
- 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, they 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
- Post the amendment notice on the website, initiating the 7 calendar day public comment period
- Send notices to the appropriate parties
- Place the amendment on the next Board of Directors meeting agenda.

The Board 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 1 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 MTP. 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 if deemed 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 4 – Definitions

Attainment area means any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM₁₀, PM_{2.5}, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A maintenance area (see definition below) is not considered an attainment area for transportation planning purposes.

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

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

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

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

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

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

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

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

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

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

Major Projects - These transportation improvements are defined as projects receiving Federal financial assistance 1) with an estimated total cost of \$500

million or more or 2) that have been identified by the FHWA as being a Major Project. The designated projects may include those: 1) that require a substantial amount of a State Transportation Agency's program resources, 2) that have a high level of public or congressional attention, or 3) that have extraordinary implications for the national transportation system.

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

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

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

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

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

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

Project sponsor must be a city, county, state, or other transportation related government agency eligible to receive federal funding from the Federal Highway or Federal Transit Administrations. All other entities must partner with a city, county, or state agency to apply for and/or administer a transportation project.

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

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

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

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

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